

REPORT

OF THE

POSTMASTER-GENERAL

91336

OF THE

UNITED STATES;

BEING PART OF

THE MESSAGE AND DOCUMENTS

COMMUNICATED TO THE

TWO HOUSES OF CONGRESS

AT THE

BEGINNING OF THE FIRST SESSION OF THE FORTY-NINTH CONGRESS.



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1885.

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REPORT
OF
THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., November 21, 1885.

SIR: The annual report upon the affairs of this Department—which I have the honor now to submit to your consideration—undertakes, according to usage, to exhibit especially the past year, ended with June, and the lessons suggested by its experiences, the pending operations of the current year which require any particular mention, the estimates for the coming year to begin with next July, and such discussion of special topics and recommendations of legislation as its officers think may tend to improvement of the service.

THE PAST FISCAL YEAR

has witnessed three persons at the head of administration of the Department. It was, when the year begun, under the charge of the Hon. Walter Q. Gresham, who resigned this office on the 24th day of September, 1884, to assume the duties of Secretary of the Treasury. To him succeeded the Hon. Frank Hatton, whose service as Postmaster-General commenced on the 14th day of October, 1884, and terminated, upon the acceptance of his resignation, on the 7th of March last, at which date, by virtue of your commission, I took the office. The exposition of the transactions of the year must therefore be in the greater part derived from the books and records, which imposes the risk of a less satisfactory presentation of the affairs in which I had no part than my distinguished predecessors would have given for themselves—a risk lessened by their able administration and faithful records.

The Financial Summary of the year shows a considerable increase in the deficiency of the postal revenues to sustain the cost of the postal service. This deficiency has now attained to a large figure, and it will contribute to an understanding of the causes for its existence and of the manner in which they have operated their effects to state the general exhibit of the past year in contrast with similar showings of the two

REPORT OF THE POSTMASTER-GENERAL.

preceding years. The following condensed statements derived from the Auditor's Office and the finance division of the Department show the expenditures for the two first years, not as, in part, estimated in the annual reports, but corrected according to subsequent facts; while the cost for the past year is necessarily in small part the subject of estimate only.

FOR THE YEAR ENDING JUNE 30, 1883.

Revenue: Ordinary postal.....		\$45,097,073 24
Money-order business.....		411,619 37
Total.....		<u>45,508,692 61</u>
Expenditures: To September 30, 1883.....	\$42,816,700 56	
From October 1, 1883, to September 30, 1884.....	650,560 23	
From October 1, 1884, to September 30, 1885.....	51,927 17	
Net balance closed by bad debts during 1883.....	38,802 82	
Audited claims waiting appropriation.....	1,758 44	
		<u>43,559,749 22</u>
Cash surplus.....		1,948,943 39
Deduct amount credited Pacific Railroad companies for transportation of mails.....		<u>915,710 22</u>
Total net surplus.....		1,033,233 17

FOR THE YEAR ENDING JUNE 30, 1884.

Revenue: Ordinary postal.....		42,818,635 00
Money-order business.....		519,492 08
Total.....		<u>43,338,127 08</u>
Expenditures: To September 30, 1884.....	\$46,404,960 65	
From October 1, 1884, to September 30, 1885.....	479,491 30	
From October 1 to October 26, 1885.....	1,060 84	
Net balance closed by bad debts during 1884.....	8,455 83	
Amount due Denver and Rio Grande Railroad Company, suspended.....	39,062 71	
Audited claims waiting appropriation.....	108,629 57	
		<u>47,041,660 90</u>
Cash deficiency.....		3,703,533 82
Add amount credited Pacific Railroad companies for transportation in 1884.....	1,260,179 51	
To which the further amount on same account credited in 1885.....	283,238 09	
		<u>1,543,417 60</u>
Total net deficiency.....		5,246,951 42

FOR THE YEAR ENDING JUNE 30, 1885.

Revenue: Ordinary postal.....		42,151,910 53
Money-order business.....		408,933 30
Total.....		<u>42,560,843 83</u>

Expenditures to September 30, 1885.....	\$49,317,188 41	
Estimated outstanding liabilities.....	235,000 00	
		<u>\$49,602,188 41</u>
Estimated cash deficiency		7,041,344 58
Add amount credited Pacific Railroad companies for transportation during the year		<u>1,340,226 83</u>
Total net deficiency (partly estimated)		8,381,571 41

The general result to the public Treasury from the transactions of this Department during the past two years is thus shown to have changed from the receipt of a cash surplus gain of nearly two millions to an outlay of over seven millions surplus of cost; or, reckoning also the amounts credited to the Pacific Railroad companies for mail transportation, the difference in the pecuniary results of the service, realized during the two years, exceeds nine million four hundred thousand dollars.

This difference is due, first, to the decrease of the revenues, which amounts in total only to \$2,947,848.78; and, secondly, to an increase of the expenditures to the extent of \$6,466,955.80, of which \$6,042,439.19 have been in the cash disbursements and \$424,516.61 in the cost of transportation upon the Pacific railroads. Chiefly, the decrease of revenue has resulted from the diminishment in the rate of letter-postage from three to two cents upon the half-ounce, which was the unit of weight during the period, while the increase of expenditures has arisen principally from the natural increase of mails to be carried and the natural extension of the service, although other causes have contributed something to both effects.

The Revenue for the last year being less than for the preceding, while the expenses continued to grow nearly as before, it might hastily be inferred that the rate of postage has been reduced too greatly to justify the expectation that the service will again become self-sustaining.

A more attentive examination gives reason to think such a deduction to be erroneous. The reduction of the rate took effect on the 1st day of October, 1883, leaving but nine months of the fiscal year to its operation; and although by anticipation some effect was practically experienced during the antecedent three months in diminished purchases of stamps, yet the sales for that quarter still remained large, and of course yielded for the amount of three-cent stamps sold a sum 50 per cent. greater than would have arisen for a two-cent price, while to the extent that purchasers had suspended buying to secure the cheaper rate, the sales immediately following its taking effect were increased in volume. It also appears from the account of sales that there were large purchases of stamps, and especially of stamped envelopes, in that quarter, in anticipation of their use in the next, and preparatory to it. But the full effect of the change has been continuously operative during the entire year recently closed, and has only been counteracted by the same cause, which was at least equally in force, proportionably.

during the year preceding, the steady growth in the public use of the mail service.

A comparison of the loss of receipts severally sustained during each of these years should indicate, in a general way, the pecuniary influence upon the revenue of the natural increase in the public employment of the postal service, and might afford approximate percentages for computation as to the future, if other special causes from recent legislation had not intervened. Such a comparison should be limited to the receipts for postage alone, to be most instructive.

These have been as follows:

In the year ending June 30, 1883	\$43, 160, 262 93
In the year ending June 30, 1884	40, 856, 728 68
In the year ending June 30, 1885	40, 056, 226 69

The falling off in this revenue between 1883 and 1884 was therefore \$2,303,534.25, or 5.3+ per cent.; while between 1884 and 1885 it was but \$800,502.99, or a little below 2 per cent., giving a ratio of improvement which, if otherwise undisturbed, would warrant the expectation of a considerable net increase, instead of further loss, during the current year. The showing for the revenue of the past year is entitled to a further advantage by the amount of \$154,270.26, which should be deducted from the revenue of the previous year in instituting comparison, on account of official stamps and stamped envelopes, then credited to revenue, which, during the past year, disappeared by the substitution of the penalty envelopes, and the entire discontinuance of official stamps on the 30th of June, 1884.

The other sources of ordinary postal revenue during the three years in question, mainly box-rents, show a steady gain from year to year during the past three. Thus:

In 1883, the total from such sources was	\$1,936,810 31
In 1884	1,961,906 32
In 1885	2,095,683 84

Although not to be accepted as indicating any measure of it, these figures prove the fact of steady progress in gain from growth; corroborative of the inference to be taken from the statistics of the other channels of receipt.

A more decisive evidence of the restored upward tendency of the revenue from postage is to be derived from a comparison of receipts during the several quarter-years of the period under examination. During each of the four quarters of the year ending June 30, 1884, the receipts of this kind were less than during the several corresponding quarters of the preceding year; and during the first two quarter-years of the past fiscal year the receipts were less than during the corresponding quarters of the year before, although not to the same extent. But during the third quarter of the last year the receipts exceeded those of the third quarter of the former year by \$127,895.79; and during the fourth quarter a further increase was gained, the receipts for post-

age exceeding those of the corresponding quarter of the preceding year in the better sum of \$252,961.61; indicating that the growth of patronage has reached the point of complete counteraction to the depressing influence of the reduction in the rate, and marking the turn to a restored prospect of increasing revenue.

This event has been doubtless delayed and the postal revenue much diminished by another cause—the unsatisfactory condition of general business throughout the country, which, more or less operative during the preceding, has been especially effective during the past year. Not only has the volume of commercial communications been lessened, but many other uses of the mail, which in prosperous times are freely accepted, have been diminished in extent.

The revenue from the money-order service denotes the condition and the consequences, having fallen off from \$519,492.08 in the preceding to but \$408,933.30 in the last year, a smaller sum than was realized two years before. Since this service consists of the transmission of small sums of money, its diminished employment is a strong mark of the unfavorable circumstances which have attended the business affairs of the people during the year.

Another similar evidence of the business condition is disclosed in the division of registration, which reports a decrease from the number in the previous year of registered domestic letters and parcels amounting to 296,833, or 3.2 per cent., while for seven years before there had been an increase averaging 16.7 per cent. during the first six, but dropping to 3.3 per cent. in the seventh, the system thus appearing to be a fair barometer of business.

As already shown by the results, and as appears from the reports of the greater number of pieces handled by postal clerks, the increase in the number of communications and articles transmitted by the mails has, notwithstanding, been considerable, although beyond question thus greatly retarded; but it can only be a matter of interesting conjecture to attempt to estimate the diminution of revenue which the service has suffered. It is a subject of congratulation to the country that the depressing stricture upon industry and enterprise has now begun to relax, as is so significantly indicated by the improving condition of the postal revenue during the last quarter of the year under review.

Expenditures.—Of the total increase of expenditures for postal service made and estimated, as before given, for the two last years, aside from that arising from transportation of mails on the Pacific railroads, the sum of \$3,481,911.68 occurred in the year ending June 30, 1884, and but \$2,560,527.51 during the past year; or about 8 per cent. during the former to 5½ during the latter. The difference in apparent favor of last year is due chiefly to the same cause which has diminished the income—the reduction in the rate of letter postage. Its effect has been marked upon the compensation of postmasters; although possibly in some small degree contributed to by the act of

1883, which directed their salaries to be reckoned upon cancellations instead of sales; and the lessened amount of that item of the cost of the service more than accounts for the difference in the total expenses of the two years. In the year ending June 30, 1883, the increase in this item alone was \$1,350,717.74, and in the year ending June 30, 1884, it amounted to \$968,436.41, while during the past year there was an actual decrease of \$39,981.93. There has also been a less increase in the compensation of clerks in post-offices—but \$138,794.77 during the last to \$367,979.01 during the preceding year.

The total cash expenditure for transportation of the mails has risen by the sum of \$1,936,891.32, or about 10 per cent., as against an increase during the preceding year of \$1,472,184.84, or a little more than 8 per cent. This has been due entirely to increased and prompter payments to railroads, there having been a less increase in the cost of star service than during the preceding year, and a decrease in the cost of steamboat service of \$24,642.82.

The increase in the item of compensation to postal clerks has been \$274,852.31, as contrasted with an increase during the preceding year in the same item of \$283,324.42.

The increased expenditures for free delivery have been during the year \$481,746.03, as against \$330,900.01 increase the year before.

These figures show the most marked changes in the debit column which have occurred during the fiscal year under discussion. The tables which accompany the reports of the Third Assistant Postmaster-General and the Auditor exhibit the details of the receipts and expenditures, arranged by quarter-years, and contrast the totals of the several items respectively with like amounts disbursed in former years.

The sum total of the cost of the service for the year figures \$50,942,415.24, including the estimated unpaid liabilities, or, setting to one side the cost of transportation on the Pacific railroads, \$49,602,188.41. For this the appropriations, made in thirty-seven items, were \$50,147,400. None of these items have been exceeded, except the one for compensation to postmasters, which fell short \$243,848.94, and the one for ship, steamboat, and way letters, which lacked \$301.11 of the expenditure. Both are beyond control of the Department, being governed by law, postmasters paying themselves.

For these items deficiency appropriations will be necessary in order to close the accounts.

In the remaining thirty-five items there remains unexpended yet a total of \$1,074,361.64 available, against which are the estimated liabilities of \$285,000.

On account of previous years there has been disbursed during the past year the sum of \$729,046.80, the greater part of which was for the unpaid liabilities of 1884 and for readjusted salaries of postmasters pursuant to special appropriations therefor.

Some further account of the transactions of the past year may be profitably summarized from the accompanying reports of the Bureau officers, and their suggestions noted.

The First Assistant Postmaster-General's Report gives a detailed exhibit of the work accomplished during the year in the six general divisions of his heavy laden bureau. His care is of postmasters and post-offices, and his statistics cover the establishments and discontinuances of post-offices, appointments and removals, deaths and resignations, of postmasters; the particulars of the labors which attended the changes among those officers, the procuring of bonds to secure performance of their duties, and the correspondence necessary for their instruction and general public information; the details of the allowances made for clerks and other expenses of post-offices, with interesting matter concerning the adjustment of salaries; a general account of the nature, amount, and cost of supplies furnished for post-offices; together with a complete résumé of the carrier-delivery business in those cities where the system is established; and in the course of his report he has made some recommendations of importance, to which I shall invite special attention in a later paragraph.

Two thousand and twenty-one offices were newly established and 886 discontinued during the year, leaving at its close the total number to be 51,252; of which 2,233 were Presidential and 49,019 fourth class. Both establishments and appointments were considerably less in number than during the preceding year. More new offices were created in the Southern States than in any other section, as was the case during the year before; and it is interesting to note that of these, Virginia required more than any other state—one hundred. In every state and territory the number of post-offices was increased, save only in Nevada, in which discontinuances exceeded new establishments.

The number of appointments of postmasters during the year was 11,203, less by 2,638 than during the year preceding. The decrease arises from the fact that comparatively few offices were established or appointments made during the incumbency of Postmaster-General Hatton, who left it to the incoming administration to fill vacancies to the number of two thousand and upwards occurring during his period of service. The number of removals during the year was 810, exceeding by 297 those made in the preceding twelve months. The vacancies caused by death were 412; less by 65.

Bonds.—Not long after taking this office, when considering certain losses sustained through the failure of postmasters to discharge their obligations, my attention was directed to the want of any regulation for the renewal of postmasters' bonds, unless specific information affecting the sureties was brought to the Department. In many cases postmasters had held office for so long as twenty years, while no security for their obligations to the Government had been furnished except the bond executed when they were commissioned; and it had sometimes

happened that defaults had imposed losses because the original value of bonds had, through the changes of time, become destroyed. This led to the promulgation of a new regulation, requiring every fourth-class postmaster who shall have been in office for five years after the taking effect of his latest official bond, to give a new bond to secure the faithful performance of his duties. As Presidential postmasters must renew every four years, if reappointed, the renewal once in five years by fourth-class officers is deemed reasonable, and the records of the Department prove it to be a prudent requirement. Some special labor was imposed on the bond division by the order, as it was found to affect about thirty-five per centum of the officers of that class.

Free Delivery Statistics.—The carrier-delivery service has continued to meet with popular favor, and been somewhat extended during the period reported on. Nineteen cities—Jamestown, Lockport, Newburgh, and Saratoga Springs, in New York; Brockton and Fitchburg, in Massachusetts; Norwich and Waterbury, in Connecticut; Eau Claire and La Crosse, in Wisconsin; Decatur and Elgin, in Illinois; Fort Worth, in Texas; Lawrence, in Kansas; Raleigh, in North Carolina; San José, in California; Sedalia, in Missouri; Sioux City, in Iowa; and Salt Lake City, in the territory of Utah—have been added to the number of those which enjoy this convenience, making the total number at the year's end one hundred and seventy-eight.

Four hundred and sixty-eight new carriers have been employed, swelling the gross number in this arm of the service to 4,358. This accounts in part for the increase of expenditure already remarked upon, and the remainder was due to the provision of law increasing the compensation of carriers after certain periods of service, having become applicable to many, whereby the average compensation of carriers increased (by \$14.12) to \$912.90 each. The regular appropriation of \$4,000,000 was augmented during the last session by a further special one of \$50,000, and subsequently another of \$15,000 in anticipation of a deficiency. The cost of the service proved to be, however, not in excess of the first provision, having reached but \$3,985,952.55, because but few new carriers were employed after the first of March.

The postage upon local mail matter at the carrier delivery offices amounted to \$5,281,721.10, exceeding the cost of the service by \$1,295,768.55. There has been also a general increase in all the usual statistical items because of the additional cities taken into the system. The average cost per piece for handling, 2.3 mills, remains unchanged, however.

The great labor performed by the carriers may be conceived from the fact that 1,744,537,413 pieces were collected and delivered in all, an average to each man of 400,307; an increase of 1.08 per cent. over the preceding year's experience.

Many other facts of interest and importance are shown in the statis-

tical tables accompanying the report of the First Assistant Postmaster-General on this subject.

The Division of Post-Office Supplies furnishes statistics of the work performed in supplying post-offices with blanks, stationery, twine, wrapping-paper, canceling-ink, letter-balances, scales, stamps, and pads for the conduct of their business and twine and facing slips for the railway mail service. A general notion of the labor of this office may be formed from the reported details. Above 51,000,000 blanks were issued during the year, above 65,000,000 facing slips, 810,000 pounds of twine, over 87,000 record books, and more than 17,000 reams of wrapping-paper. The expenditures were \$358,308.82, being \$53,968.48 less than the appropriation.

The methods pursued in this division by the former superintendent having awakened some suspicion, I appointed, early in April last, a commission, composed of George W. Wells, chief of the Finance Division, W. B. Cooley, of the Money-Order Office, and H. L. Johnson, of the Contract Office, to investigate the transactions and affairs of the division. The labors imposed proved severe, requiring the time of the commission until late hours of night during several weeks, but the duty was performed faithfully and fearlessly, and the commission well earned the grateful approbation bestowed upon the conclusion of their labors. Their report disclosed that improper practices had been pursued in the purchase of supplies, worthless material bought, contractors suffered to deliver goods manifestly inferior to contract requirements, and many improvident and unnecessary purchases made; and especially that the privilege allowed by law of purchasing supplies in the market, when the exigencies of the service leaves no sufficient time to invite bidders to contract, had been abused. Inasmuch as the supplies so obtained had been mostly sent out to postmasters or railway post-offices, the pecuniary loss sustained by the Government could only be estimated; but the evidence leaves little moral doubt that it amounted to a large sum. The report of the commission will be found in the appendix, and I invite attention to its statements. Some of the facts given are interestingly illustrative of the methods by which the Government may sometimes suffer. Upon the disclosures of this investigation the superintendent and stationery clerk were removed from office, and changes of methods ordered recommended by the commission.

Salary and Allowance Division.—The responsibility and magnitude of the labors assigned to this division, and the pecuniary consequences of a judicious performance of them, require especial consideration, and I invite careful examination of the statistical information given, of which I can here mention only the general features.

The salaries of all postmasters of the first, second, and third classes are now annually adjusted, and all allowances to such postmasters for clerk hire, rent, fuel, light, furniture, miscellaneous and incidental expenses made in this division; and here box-rent rates are examined

and fixed. Forty-four offices of the fourth class were assigned to the third class, at salaries aggregating \$47,000; 82 adjustments of other Presidential offices added a gross amount to the salaries of the incumbents of \$71,000; 134 reductions and discontinuances reduced the total salaries of those offices by \$139,300; and, altogether, 2,435 adjustments made involved salaries to an aggregate of \$3,701,600.

Of allowances, 3,352 for clerk hire resulted in a charge of \$4,924,569.65; 1,690 for rent, fuel, and light secured \$463,939.21; 4,709 for miscellaneous items imposed a cost of \$64,294.37; 578 for furniture amounted to \$23,000.14; while 232 for advertising added \$10,314.87; making an aggregate charge to the Government of \$5,486,118.24 resulting from the favorable consideration of 10,561 different applications from postmasters scattered over a wide country. Besides those demands which were granted, 4,326 were declined.

In addition to these items of regular work, there have been filed 32,440 applications for the readjustment of salaries in former years, under the act of March 3, 1883, of which 16,521 have been reviewed, 10,621 found below the 10 per cent. requirement, and 5,900 allowed, whereby the Government is already held liable to an aggregate for back pay of postmasters of nearly \$380,000, with but about half of the filed claims considered, while probably many are yet to be filed.

It needs not to be added that transactions involving so much of pecuniary consequence and judicious business judgment demand a very high degree of ability, care, and fidelity for their safe supervision.

The result of the latest annual readjustment of salaries was to fix the number of Presidential offices on the 1st of July, 1885, at 2,233; of the former list, 134 being relegated to fourth class, and but 14 then advanced from the fourth to the third class. This effect is to be mainly attributed to the reduction of letter postage.

The aggregate salaries of the Presidential postmasters as so adjusted are \$3,630,600, while the gross receipts from the same offices during the four quarters ending March 31, 1885, which formed the basis for the adjustment, amounted to \$31,792,220.55; the salaries being 11.42 per cent. of the revenue. Shortly and approximately stated, the Presidential offices collect three-fourths of the revenue and fourth-class offices receive over two-thirds of the salaries.

A detailed showing of the progress of the work of reviewing the former adjustments of postmasters' salaries during the ten years from June 30, 1864, to June 30, 1874, pursuant to the act of 1883, is given. The gross amount of allowed claims of this description to the time of the report is \$378,922.96. Of this sum the act of July 7, 1884, appropriated \$45,213.85, and the act of March 3, 1885, \$178,481.23 more; both of which appropriations have been disbursed. No appropriation has yet been made for the remaining \$155,227.88, and this balance will enlarge as the work further progresses.

After the passage of the readjustment act of 1883, Postmaster-General Gresham, himself a jurist of high rank, decided, substantially, that its correct interpretation requires of the Department simply to review the salaries in question and proceed *biennially* to readjust them prospectively, in those cases in which it failed of being done, in the same manner and upon the same rules by which the adjustment should have been made from time to time under authority of the former laws. The Attorney-General, Hon. B. H. Brewster, in a written opinion given in February, 1884, sustained this construction, and it has been the rule of the Department in administration of the act of 1883.

An urgent appeal, pressed with much persistence and argument, has been addressed to me in behalf of claimants to adopt a different interpretation; it being contended, in substance, that any postmaster who could show by his quarterly returns for *any* quarter that his compensation under the act of 1864 was 10 per cent. less than it would have been under the former act of 1854 is entitled to have his salary reviewed and readjusted, to take effect at the beginning of the next quarter. Even if I had entered upon the unnecessary inquiry, however, the settled decision which had become a rule of the administration could not have been rightfully changed; and readjustments have proceeded accordingly.

Another demand from the same claimants has been presented to me, to direct payment of the unpaid amounts found due to former postmasters to be made from the unexpended balance of the regular appropriation for compensation to postmasters during the past year. This was also denied, because that appropriation was not made for the purpose, but for the service of the year, and because it appears clearly to have been the design of the Congress, manifested by its having twice made special grants to the extent of the unpaid amounts adjusted to the time, and by the debates and proceedings accompanying their passage, to reserve the opportunity to further scrutinize these claims upon report of the readjustments made by the Department before their payment. Unless, therefore, another direction shall be given by the legislature, it will be the rule of the Department to pay no money on this account until an express appropriation of it for the purpose shall have been made.

The Second Assistant Postmaster-General is charged with the duty of providing and governing the transportation of all domestic mails and adjusting the accounts for the cost of this service.

The expenditures made through his office exceed those of any other, and nearly equal all the other offices.

The disproportionate increase of disbursements for railway service during the past year has been mentioned. It is accounted for in his report by the fact that, at the close of each of the three preceding years, there remained a large unadjusted balance of liabilities in this service for the year, the cost of which was not counted in the report of expenses;

while during the past year special effort has been made to adjust and settle all these accounts, and thus leave the unadjusted liabilities at the minimum sum possible. That this has been largely effected will appear by a comparison of the estimated outstanding liabilities shown by the Auditor's report for the past year, with the like estimates in previous years; the total amount of all being but \$285,000 now, as against \$877,471.04 a year ago, and \$775,000 two years ago, a difference chiefly due to this item. The effect is to enlarge the apparent showing of expenditure for the year. A reweighing of the mails on the two fast mail lines from Chicago to the West and Northwest, required by their contracts, added also the sum of \$50,000 to the cost of transportation this year. Allowing for these circumstances, the ratio of increase during the past year has not otherwise gained over the preceding.

Notwithstanding, attention is arrested by the fact shown that not only does the number of miles of railroad service yearly increase, but, under the operation of the present law, the average rate of pay per mile also continually and strongly increases. He tabulates this fact in compact form for the past six years, thus:

Years.	Miles.	Total pay.	Rate per mile.
1880	85,820	\$9,237,945	\$108 27
1881	91,569	10,249,281	111 92
1882	100,563	11,297,333	112 34
1883	110,208	12,288,799	111 50
1884	117,160	13,273,606	113 29
1885	121,032	14,758,495	121 95

The constant increase shown by these figures challenges careful examination of the present method and serious inquiry whether it does not work somewhere excessive compensation for the service returned. The disproportionate jump in the rate per mile for the last year, as disclosed by the statement, is due partly to the fact just mentioned, that the service has been more closely paid and that the computation of rate has been annually made on the actual payments of the year reported instead of the full cost. That practice has operated to exhibit a less increase in the rate per mile during previous years than was in truth attained, and it is one of the benefits of the more prompt adjustment of accounts that such information is more accurate.

The actual increase in railroad service during the year was 48 routes, 3,872 miles, and \$1,615,380 in annual cost.

The cost of the railway post-offices for the year, in addition to the mileage compensation, has been \$1,869,488, an increase of \$115,830, or 6.6 + per centum over the previous year.

An examination of the details of this expenditure has shown me that, during some years, payments have been made to some railroad companies for the use of apartments in other than railway postal cars, and apartments less than forty feet in length. I can find no warrant of

law for this expenditure, and in order to present all the facts I have directed to be prepared in the Second Assistant's office, to be annexed to this report, a tabular statement of the items of this description during some years, showing the routes on which it has been allowed and the particular circumstances of each case.

Accounts for these apartments have been suspended to await a careful inquiry to determine what is the duty of the Department in respect to them, and the attention of Congress seems to be required to the subject.

Steamboat Service on the 30th of June last was performed on 116 routes, aggregating in length 11,997 miles, at an annual rate of expenditure of \$511,669. There was a decrease of one route and of \$33,571 in annual cost during the year.

Steamboat service becomes less desirable as railroads are built upon such routes that post-offices may be either supplied from them directly or by means of short star routes; and the contracts under which they are paid generally impose a cost greatly disproportionate to other carriage. Scrutiny into the circumstances of some of these routes has been made by the present Second Assistant Postmaster-General, under general directions to that effect, and his report shows the results so far realized. Such changes have been ordered in the mode of supply, or contract prices so reduced as a condition of continuance, that between May and September a net decrease in the annual charge for the service, as theretofore performed, of \$74,336 has been secured. While the examinations in progress on other lines are not yet sufficiently complete to determine action, enough has been shown to give reason to think a further reduction of cost may be gained during the year.

The Star Routes,—the Departmental designation of all routes of mail carriage, except railway and steamboat lines,—numbered on the 30th of June 12,371, aggregating in length 232,222 miles, and then stood at an annual rate of charge of \$5,414,804, an increase of 642 routes, 5,443 miles, and \$324,863 in cost for the year. The increase was chiefly in Western States and the Territories. Between the 1st day of April and the 30th of September there has been, however, in each month a decrease effected in the cost of the service of \$9,945 in April, \$6,244 in May, \$1,065 in June, \$75,564 in July, \$50,153 in August, \$5,725 in September, amounting to a total saving in the annual cost of \$148,696. This was done, as in case of steamboat routes, by a study of the circumstances affecting the service, and cost of it, upon some of the many star routes, and by annulling existing contracts and making others, or by effecting an arrangement with existing contractors for a diminished price, and in some cases by discontinuance of routes not desirable. It may be also remarked of this branch of the service that there is reason to expect some further reduction in the ratio of expense may be secured. Necessarily, time must be expended to carefully examine the peculiar condition of each case, in order that no detriment to the public shall

result from the attempt to diminish the cost, and this has usually been accomplished by the personal examination upon the ground of a competent inspector.

In all cases the sufficiency and convenience of the new service provided has been anxiously regarded, and the changes of mode hitherto made have, it may be safely affirmed, afforded in no case inferior, and generally better facilities than the service supplanted. Notwithstanding, as every reduction affects some pecuniary interests unfavorably, much opposition and some clamor have been sometimes encountered, and, it may doubtless be anticipated, will be further heard.

An interesting tabular comparison is given by the Second Assistant Postmaster-General, showing the improving economy of the star service. He states the average annual number of miles during the six years before the last, 76,818,222, against an increase of 8.08 per cent., giving 83,027,321 miles in the last year, while the previous average annual cost was at the average rate of 7.86 cents per mile, \$6,010,658, and during the past year at but 6.52 cents the average mile the cost was only \$5,414,804, a reduction of nearly 10 per cent. on the total annual expense, and of above 17 per cent. in the rate per mile. The improvement has manifestly repaid the trouble.

The Mail Messenger Service—by which transportation between post-offices and railroads and steamboats is effected—stood, on the 30th of June, at an annual rate of cost of \$879,217 for the supply of 5,335 offices; an increase during the year of 40 offices, and of \$15,904 in annual cost.

From the nature of this service, no very considerable reduction in its cost could be anticipated as probable; while the necessity for its extension, as more offices come to be supplied by railroad routes, must gradually raise the total expenditure. The table of changes shows, however, a total net decrease in the annual rate of expense, effected between the first of April and October, of \$30,102.

Fines and Deductions were imposed during the year on contractors and others to a gross amount of \$216,853.96; of which remissions were made of \$21,080.10. Other fines and reductions, on postal clerks of \$3,344.55, and on mail messengers of \$2,081.84, make a total net sum of fines and deductions for the year, \$200,200.10. The details of these will be reported to Congress, as required by law.

The Railway Mail Service, as the term is employed in the Department, does not embrace the care of arrangements with railroad companies for the transportation of the mail in general, but designates the service performed by postal clerks, whether upon railway or steamboat lines; their appointment, examination and government, and the management of the methods of carrying and distributing railway mail-matter, and to some extent, as incidental thereto, the care of railway post-offices and of provisions made to specially facilitate the transportation of the mails. The report of the Superintendent, with accompany-

ing tables, presents the affairs of this branch of the postal business during the past year in extensive detail, and he contrasts the statistics of its proportions and performances in the last with former years of its history in such a manner as not only to exhibit its present aspect, but to illustrate its development from the beginning. It furnishes explanation, in part, of the increase of the expenditures of the service already commented on, that the additional equipment of the past year has been—of railway post-office lines 13, of postal cars or apartments in cars 155, and of clerks of all classes 424, with an increased annual mileage of 3,761,701 miles. The employment of one steamboat line was discontinued, the clerks on steamboats were diminished in number by 5, and the annual mileage of clerks upon them fell off 57,329.

The total length of clerks' routes attained in the year was 121,167 miles, and the entire number of miles actually run gives a daily average to each clerk of 120.94 miles. The gross number of pieces handled, exclusive of registered matter, increased by 9.48 per cent. This fact tends to prove an increased employment of the mail, notwithstanding the unfavorable business condition during a part of the year, and gives confirmation to the observations previously made upon the revenues of the service. Altogether about five thousand million pieces were handled by these clerks during the year.

The record of errors in distribution by clerks shows some improvement in the average results over former years, and indicates by the reported average percentage of 99.98 of correct distribution a good state of discipline. There is reason to think, however, that this percentage is higher than the facts warrant, because of failure in some cases to report errors. Clerks have been dismissed for this fault, and the consequence will be rigidly imposed when the fact is shown.

The casualties to the clerks were, it is pleasing to say, less than in some former years, although it is necessary to record the death of two and the serious injury of thirty-five, besides slight hurts to sixty-five, from accidents occurring in the course of their duties.

Some improvement of the service has been effected by extension of the use of through registered pouches and by increasing the separations of letters for city delivery while in transit. Results in the latter direction have been so satisfactory as to give hope of increasing benefits from extending the method as far as practicable.

The appropriation for special facilities was expended chiefly on the general north and south coastwise line from the New England States to Florida, \$25,000 being also employed for the use of the early morning train from New York on the New York Central and Hudson River Railroad.

The fast mail service has been rendered in substantially the same manner as during the previous year, a few minor changes in the schedule of trains only having taken place.

In February last, Postmaster-General Hatton renewed the contract with the Chicago, Burlington and Quincy Railroad Company, and the Chicago, Saint Paul and Milwaukee Railroad Company, for fast mail service from Chicago to Council Bluffs and to Saint Paul, respectively, for three years from the 10th day of March, the service having proved beneficial and satisfactory. Copies of these contracts will be found annexed to the report of the Second Assistant Postmaster-General.

The expenditure for the railway post-office car service

for the year, as reported by the Auditor, was	\$1, 709, 236 47
For special facilities.....	249, 999 72
For compensation of clerks	4, 246, 209 51
Total	6, 205, 445 70

Foreign Mail Service.—The report of the Superintendent of the Office of Foreign Mails gives, in convenient tabulated form, detailed information of the extent of the business of this branch of the service.

The dispatches of our mails to other countries having necessarily been by sea, except such as were interchanged with the Dominion of Canada on the north and the Republic of Mexico on the south, the Postal-Union Convention has relieved the Department from further care, and extraterritorial land carriage—save only across the Isthmus of Panama—has not required the direct employment of any carrier, but was effected through foreign postal administrations.

No special contract for the transportation of any foreign mail was made or in force during the past year with either foreign or domestic carriers; but the policy, satisfactorily pursued during many years, of sending the mails by whatever vessel could most expeditiously and properly transport them at such times and to such ports as its business required it to sail, continued to be observed with good results.

The gross weight of our sea-borne mails of all kinds (except such as were dispatched to Canada) during the year was 1,226,929,130 grams, or 2,705,378 pounds; of which the weight of letter and post-card mail was 222,267,094 grams, or 490,099 pounds, and of printed and other matter 1,004,662,036 grams, or 2,215,280 pounds. Of letter mail, 91.63 per cent. was trans-Atlantic, and but 8.37 per cent. was transmitted to the countries and adjacent islands of this continent and across the Pacific seas; of the paper mails, these percentages were 80.84 and 19.16 respectively. There was a slight decrease in the weight of letter mail, as contrasted with the preceding year, of 7,790 pounds actual weight, or 1.56 per centum; due, probably, in part to diminished immigration and business, and in part to the fact that Mexican mails came to be transported more by rail during the last year. There was, however, some increase in the weight of paper mails; of 25,527 pounds in actual weight, but less in percentage than one-tenth of one per cent.

The total cost of the service by carriers directly employed was \$331,903.24, of which \$270,908.72 were paid for trans-Atlantic, \$22,124.44 for trans-Pacific, and \$38,870.08 for the American-continental carriage. So far as can be stated from adjustments made, the charges of foreign postal administrations for carrying our mails during the year amount to \$104,797.80. The Department earned credits with other countries for the transportation of their mails amounting to \$140,302.46, of which \$81,681.36 was for our transcontinental carriage of British and Australian closed mails. The tables annexed to the superintendent's report exhibit the weight of mail sent to each country, its relative proportion to the whole, the service performed by all the different carriers, and the amounts paid them.

The net revenue, if any, derived from our foreign mail service cannot be stated with certainty, because of the impossibility of securing accurate information either of receipts or cost. Letters do not often reach exactly the full unit of weight, and therefore an estimate of receipts based upon weights would be probably less than the actual postages received; nor do the counts furnish very reliable means; and, upon the other hand, data for estimating the cost of the inland service bestowed on foreign correspondence are difficult of satisfactory ascertainment. It is fairly certain this cost must have exceeded the domestic rates of postage, because those rates have proved insufficient to pay the cost of domestic mails carried in the same manner during the year.

Attention is called to the tabulated estimate of this business in the Superintendent's report, in which he has stated the revenue upon the basis of a single rate of postage per single unit of weight, assuming that the weight of matter carried free equals the total difference between actual weights and the single-rate weights of paid matter; and on the other side has debited the account for inland transportation by the same rule, at the inland postage rates of this country, by which computation a net revenue is shown of \$132,220.48 for the year. But this table entirely omits from view one of the heaviest charges upon the Department in the foreign-mails service, which is our inland carriage and delivery of letters dispatched from other countries to persons here—a duty we must perform, under the Postal Union Convention, without reclamation of charges, in return for their similar carriage of our mails. Had this item been estimated in the table, the apparent net revenue would have disappeared, since by the same estimation applied to the outgoing mails (domestic postage at a single rate for each 15 grams), it will be seen, without computation, this item of cost must have largely exceeded the sum stated as net revenue. That estimate of cost more likely produces an inadequate than an excessive result, because much of the incoming foreign mail matter is carried over long distances to our Western States and Territories, where our immigrant settlers reside, upon distributing routes and to remote post-offices, whose maintenance much outweighs their pecuniary return in postages.

If the account be stated upon the results of the seven days' count, as given in the reported tables, no more favorable results appear. It is true the sum of the gross revenue is apparently much greater; indeed, so very much greater as to challenge immediate distrust of its correctness; but the corresponding expenses, calculated upon that scale, proportionably enlarge. Tabulated on the basis of the counts, the results of which are carried out for a year by that method of estimation in the Superintendent's report, and the account for the past year stands as follows:

RECEIPTS of all kinds	\$2,287,169 13
<hr/>	
EXPENSES:	
Of sea conveyance	331,903 24
Of intermediary service	104,797 80
The United States' share of International Bureau expenses	756 56
Net cost of postal agencies	2,486 43
Cost of carrying the 70,708,078 single rates, as counted, estimated at domestic rates	1,414,161 56
Of 3,004,611 postal cards	30,046 11
Of 51,702,980 pieces of printed matter, at 1 cent.....	517,029 80
	<hr/>
	2,401,181 50

The weights are more trustworthy than the counts, because actually and constantly taken as the basis of payment to the carriers; while the counts are subject to uncertainty as made, continue for an average of only seven days in three hundred and sixty five, and necessarily indicate but imperfectly the true quantity of mail for the entire year.

The truth, as usual, is probably in the mean, and the sum of receipts and disbursements lies between the estimate on either basis. But in no case is there any ground to affirm that the foreign correspondence affords any revenue above the actual cost to the Department of the services performed in handling it.

By the act of June 26, 1884, the statutes, which during over twenty years have secured the service of American vessels as mail carriers, were repealed, to take effect on the 1st day of April, 1885; and soon after my assumption of duty inquiries were received from two of the steamship companies concerning the course to be pursued by the Department during the quarter-year to begin with that date.

No time had then been afforded for consideration of the future policy of the Department, nor had any apprehension of difficulty in regard to it been conceived; and inasmuch as no special appropriation for the quarter-year beginning with April had been granted, the request was made in reply that the service should continue upon the same terms upon which it had previously been rendered. No others addressed the Department in respect to the particular period, and all the American companies which had before that date been employed as mail-carriers continued to transport the mails during that quarter at the same rate

of compensation which they had theretofore received. Verbal application was, indeed, made on behalf of the Pacific Mail Steamship Company to carry the mails during the three months without determination or payment of any fixed compensation, leaving that to be the subject of special application to Congress. Inasmuch, however, as no act authorizes the Department to contract, even for a brief period, for any service upon a *quantum meruit* basis, or to oblige the Government to pay any indefinite price, it was necessary to decline the application, which was not further insisted on, and payment to all was made for that quarter at the same rates theretofore given.

Two foreign postal agencies were maintained during the year, as previously—at Shanghai, in China, and at Panama, in the United States of Colombia. The cost of these was \$2,638.43; for the Panama agency, \$846.80, and \$1,791.63 for the Shanghai agency; of the latter sum, \$152 were discharged by the agent's collections for box rents.

Universal Postal Union.—The general quinquennial congress of delegates from the Postal Union countries, which was by the congress of 1878 appointed to be held at Lisbon, Portugal, in May, 1884, was postponed first until October, and again until the 3d of February, 1885, because of the prevalence of cholera during last year in Southern Europe. The delegates assembled at the latter date, the United States being represented by the Hon. William T. Otto and James S. Crawford, Esq., and prosecuted their labors until the 21st of March, when a final adjournment took place. An additional act was agreed upon and signed by the delegates in attendance, with appropriate detailed regulations, in amendment of the existing convention and regulations, to take effect, if ratified, on the 1st day of April, 1886. This additional act or convention received your approval on the 20th day of October last, and the information of the Department is to the effect that its ratification will be general, so that its provisions will become operative at the appointed time.

A copy of this amendatory act will be found annexed to the report of the Superintendent of the Office of Foreign Mails. Its more important features consist in extending the service to post-cards with a paid reply, leaving it optional with any country to issue them, however, and only obliging the return of the reply halves to the country of origin; in providing that the general settlement between nations shall take place once in three instead of two years; in abolishing the privilege, before temporarily conceded, of adding a charge of 10 centimes to the single rate of 25 centimes for letter postage, thus leaving the latter to stand as the fixed rate, except in the special cases of articles subjected to sea-transit rates of 15 francs; in limiting the *dimensions* of mailable articles to 45 centimeters (17.46 inches) in each direction, as well as to 2 kilograms (4 pounds 6 ounces) in weight; in authorizing the sender of a letter to recall it or change its address before delivery; in providing a uniform indemnity of 50 francs for a lost reg-

istered article, to be borne by the responsible country (a provision not applicable to extra-European countries whose legislation is opposed to the principle of indemnity, as is that of the United States, until favorable legislation shall be obtained); in providing for special immediate delivery of "express" correspondence in those countries which undertake this service in their reciprocal relations; and in prohibiting the use of the mails for letters containing pieces of money or dutiable articles, and, when the laws of the countries concerned forbid, also gold or silver bullion, precious stones, jewelry, or other precious articles.

No provision has been made by our laws for foreign postal cards with a paid reply. Comparatively few postal cards for foreign dispatch were sold last year, the total number issued being only 80,000. It is not probable that any increase of revenue worth aiming for would be gained by the adoption of the card with a paid reply, which the new convention provides for. Yet, the convenience of such cards, which have been found in Europe desirable, ought perhaps to be afforded to such of our people as may wish to make use of them (in both domestic and foreign correspondence), while experience may greatly enlarge their employment beyond present anticipations; and inasmuch as all the receipts from their sale will constitute a clear addition to the revenue over the mere cost of their manufacture, sound policy appears to recommend that proper provision be made to supply them to the public. A number of the Postal Union countries have availed themselves of the system.

It has several times been recommended to Congress in reports from this Department that legislation should be enacted authorizing the payment of a fixed indemnity for lost registered articles, according to the ideas generally prevalent among Postal Union countries. The renewed provision on the subject in the recent convention seems properly to invite a renewed consideration of the propriety of such legislation.

The area of the Universal Postal Union has become so enlarged as fairly to justify its name. Its service was extended during the year to Massonah, on the Red Sea, through the action of the Italian Government in creating a post-office at that point. On the 1st of July last the Kingdom of Siam became a member of the union, on the 1st of January next the State of Congo joins, and by next April the Republic of Bolivia, the latest lingering Government on this continent, will be united to the league. On that date the area of civilized postal privileges will comprehend over 51,000,000 square miles and more than 850,000,000 people; and all of America and of Europe, with most of the civilized world beyond, will enjoy the equal benefits of a system of communication over which, as upon a yet unworn highway through the new-broken forest, a reasonable imagination may perceive a far-off finger-post pointing the millennial brotherhood of men.

The postmaster-general of Great Britain has recently solicited the opening of negotiations with this Department looking to the establishment between the two countries of the convenient parcel-post system

in general European use. No other answer was admissible except that our legislation has not yet authorized the employment of postal facilities for such objects.

Between the postal administrations of various European Governments there exist mutual arrangements for affording to their citizens the cheap conveniences of the parcel-post system, the exchange of letters of declared values, the collection of bills of small amount, and of a system for the identification of travelers; all of which the additional act of the Union Congress only mentions as, for the present, subjects of special arrangement. They seem to be as proper for governmental management as the transmission of money by money-orders. To establish such of these useful systems as are adapted to our needs and convenience would be to the gain of the whole people in providing them with privileges of great value. And it is to be especially noted that these facilities are for those who have only small dealings, and who, under the management of private establishments, generally pay a greater disproportionate charge for services which, if transacted by governmental agencies, might be afforded at cost. It is worthy of serious consideration whether our people should be left without any portion of the best and the utmost of the useful agencies of enlightened civilization which may be justifiably and constitutionally afforded by their Government.

The postal convention, some time since negotiated with Mexico, and which by its terms should, if ratified, have gone into operation on the first of January last, has not been ratified by the Government of that republic; and the cheaper facilities it sought to provide, by which our commercial and social intercourse with the sister republic would have been augmented, have so far failed of being realized to the people of the two countries.

The Third Assistant Postmaster-General's Report has been, so far as it relates to the revenue of the year past, already considered. Reference to his tables affords an easy survey of the fiscal affairs of the service from every desirable point of view.

The statistics of the stamp division show a decrease in the issue of all the stamped paper from which revenue is derived, except only newspaper and periodical stamps and stamped envelopes bearing return requests, corresponding to but not measuring the decrease of revenue and the depression of business.

The entire weight of newspaper and periodical matter carried, not estimating the free circulation allowed within the county of publication, was in round numbers 50,529 tons, on which postage to the gross amount of \$2,021,159.26 was collected, more by \$131,567.12, or nearly 7 per cent., than during the previous year.

The statistics of the dead letter office are given in extensive detail, and require a patient review to fully appreciate the useful service performed by it. Four million seven hundred and ninety-four thousand

eight hundred and forty pieces were handled during the year, and the work so closely brought up that but 13,306 were "left on hand" at the end of the year, as compared with 97,906 pieces at the beginning of it. Of domestic mailed letters 57,143 were delivered unopened and 3,819,793 were opened. Domestic misdirected letters numbering 67,250 were forwarded unopened to the proper addresses by correction of the addresses and 217,108 such letters were opened. Of foreign matter 406,806 letters were returned to the country of origin.

The revenue of the office comprised \$8,141.74, taken from dead letters which could not be restored to the senders, and \$1,250.87, the net realization from the January auction sale of articles of merchandise for which no owners could be found; in all, \$9,392.61.

The number of letters coming to this office from a failure to prepay the postage diminished, by 16,028, to a total of 117,558. This is attributed partly to the reduction of the rate of postage, which is now uniform with local rates at free delivery offices, and therefore relieves the former frequent fault of mailing at local rate, and in part to the system of notifying addressees directly from the mailing office and affording them opportunity to send the postage due and obtain the letters.

The utility to the general public of this office, in a merely pecuniary sense, may be better judged from the tables furnished by the chief of the division, exhibitory of the money branch of it. A summary of these is, that of 18,973 letters handled during the year (of which 2,394 were on hand or outstanding at the beginning of it), containing money to the amount of \$35,543.04; 12,539, containing \$22,453.43, were properly delivered; 4,474, containing \$8,265.74, were filed to await claims of unknown owners; 785, containing \$2,641.62, are outstanding, and 1,175, containing \$2,182.25, are on hand; and of 20,209 (including 1,158 outstanding at the beginning of the year), containing drafts, checks, notes, &c., to the value of \$2,215,066.01 at their face, 17,588, containing \$1,795,764.51, were delivered to the owners; 795, containing \$103,892.43, were filed, and 1,826, containing \$315,409.07, were outstanding on the 30th of June; of 81,666 packages of books, merchandise, &c., 33,451 were correctly delivered, 34,407 filed, and 13,772 destroyed; and of 26,257, containing receipts or paid notes, 21,660 were delivered and 4,597 filed. Besides these there were received 32,731 photographs, of which 25,947 were delivered and 6,784 filed; and 107,860 postage-stamps, of which 105,334 were delivered and 2,526 filed.

These statistics are of value to show the successful care of the office in protecting the patrons of the mails from the consequences of their carelessness, and of interest to illustrate the numerous instances in which such carelessness occurs.

Other features of the complete and valuable report of the Third Assistant Postmaster-General will be referred to in considering the fiscal affairs of the Department.

Money-Order System.—The complete and lucid exposition of the transactions of this business in the report of the veteran superintendent who has managed it with long-acknowledged ability since its original establishment, displays at large and in detail the information necessary to a satisfactory understanding of its operations and present condition.

Twenty years of practical experience have now demonstrated its great usefulness, and its growth, yet far from realized, testifies the public approbation and enjoyment of the convenience it affords our people; and, I may add, carries a suggestive recommendation of the probable favor which would follow the establishment of some of the similar systems for the transaction of small affairs which, in foreign states, have been advantageously adjoined to the postal service.

At the close of the past fiscal year the number of money-order offices was 7,056, of which 762 were established during that period, while 16 were discontinued. Additional establishments of 303, with but four discontinuances, brought up the full number at the date of the report to 7,355. Nearly 7,726,000 domestic money-orders, averaging \$15.26 each, yielding an aggregate amount of nearly \$924,000 in fees, were purchased during the year. Postal notes exceeding 5,000,000 in number, averaging \$1.98 each, reaching in total almost \$10,000,000, and producing over \$152,000 in fees, were issued to buyers. International money-orders to the number of almost 449,000 were drawn upon the nineteen different foreign countries with which a mutual interchange had been put in operation, averaging about \$15.23 each, aggregating over \$6,840,000 and returning gross fees exceeding \$141,000.

There was a decrease in both the domestic and foreign money-order business denoting the effects of the general depression in the pecuniary affairs of the country; the more strikingly because with our increasing population there should have been under ordinary circumstances an increase of the transactions. The total volume of the business of the several kinds was, notwithstanding, very considerable, amounting to \$134,695,554.11 received for orders issued, and \$132,009,812.24 paid out upon them. In all this business but 53 cases of erroneous payments, or one to every 145,527 orders paid, and 122 cases of lost domestic remittances, were reported as having occurred during the year. Of the payments reported as erroneous, some proved not to have been so; for some the postmasters were held responsible; and the Department assumed during the year payment of the losses in only nineteen cases, amounting to \$883.56; of these some occurred in the preceding year. Of the lost remittances, in twenty cases the money was recovered. The residue were reported to the Assistant Attorney-General of the Department for adjudication.

A summary of the revenue derived from fees shows that, above all expenditures for postmasters' commissions, clerk hire, incidental ex-

penses, lost remittances, burglaries, and bad debts, there was a net realization—

From domestic orders, of.....	\$243,974 97
From postal notes, of.....	60,742 76
From international orders, of.....	104,215 47
	408,933 20
A total of.....	408,933 20

Which was paid into the Treasury under the provisions of section 4050, Revised Statutes, as "net proceeds of the money-order business" for the year.

The Superintendent sets forth in detail all other expenses, which, though defrayed by the annual appropriations of Congress and not charged against the system in the Department accounts, are in fact entailed by the necessities of the business. These embraced the salaries of all clerks in his office and the Money-Order Division of the Auditor's Office, stationery, books, blanks, printing, rent, and furniture, and amounted during the year to \$285,389.45. Thus, besides having been completely self-sustaining, this useful branch of the service contributed a clear net gain to the Government of \$123,543.75. I shall at a later stage invite attention to the recommendations regarding it.

On the 1st of April, 1885, an interchange of money-orders began with the Kingdom of Sweden, in pursuance of a convention concluded with that country by Postmaster-General Hutton in February, 1885, a copy of which is affixed to the report of the Superintendent and will be found in the appendix.

In April, 1885, pursuant to the authority given by section 4028, Revised Statutes, I signed a convention with the postal department of Japan for an interchange of money-orders with the offices of that Empire, which was executed by the Japanese postmaster-general on the 23d of May, and went into operation on the 1st of October. A copy of it is likewise appended.

It will be of interest to note that from returns already received it appears that up to November 10 nine orders, aggregating \$204.05, were drawn in the United States on Japan, and up to October 21 twenty-four orders, aggregating \$417.52, were drawn in Japan on the United States. Of the latter, so far as the names indicate, eleven were purchased by Japanese and thirteen by Americans. These were drawn on the following offices, respectively: Five each on New York and San Francisco; four on Boston; three on Rochester, N. Y.; two each on Brooklyn and Washington; one each on Meadville, Pa., Buffalo, N. Y., and Oakland, Cal.

The returns, though meager, tend to show that the system will facilitate the exportation to Japan of small articles of merchandise.

The Chief Inspector's report summarizes compactly the particulars of the work of the inspecting force. The figures give but

barely a hint of the desultory, yet laborious and often trying labors performed. Cases to the number of 51,219 were investigated and reported on during the year. Necessarily, many were of comparative insignificance; but a large number were important.

The inspectors made or caused 539 arrests; in 203 cases, convictions followed; in 85, acquittals or dismissals; in 232, trials had not taken place; one prisoner escaped, three forfeited bail, and fifteen cases in the State courts were turned over for prosecution by employers.

Post-offices to the number of 459 were robbed during the year, and 256 burned. Highwaymen took the mails in thirty-three instances, and minor thefts and losses were reported.

Of cases affecting the registered mail, 4,559 occurring in previous years were disposed of and 4,912 referred for investigation during the year. Of the latter, actual losses occurred, as investigation proves, in less than one-fifth; or, as proven and estimated, in but 939 cases out of 10,531,642 pieces of registered matter; a gratifying proof of the security of the system—a security which is increasing continually with improved methods.

In this class of cases, the inspectors collected \$15,203.43, either from the depredators or officials chargeable with negligence contributing to the loss; of which \$13,301 were paid to the owners, and \$1,902.43 to the Treasury because the owners could not be found.

Of ordinary mail matter 36,410 cases were referred during the year, and 31,266 disposed of, including some arising in previous years. It will be seen that several thousand cases remained uninvestigated; a fact which ought to be relieved by a sufficient increase of the force to promptly bring the work up to date. Delayed cases usually fail of useful results; promptness of action being essential in nearly all instances in which inspectors prove of substantial value.

From delinquent postmasters and ex-postmasters and their sureties, the gross sum of \$58,352.44 was recovered and paid into the Treasury, as against \$26,927.11 the year before.

A large number of other cases were considered, to which no general interest attaches.

Postmasters' Claims for Losses "of money-order funds, postage stamps, stamped envelopes, newspaper wrappers, and postal cards," resulting from burglary, fire, or other unavoidable casualty, including remittances of money-order funds lost or stolen while in transit, were authorized by the act of March 17, 1882, to be allowed by the Postmaster-General upon his determination of the facts, and that "such loss resulted from no fault or negligence on the part of such postmasters," with a limitation that claims accruing before the passage of the act must be presented six months after that date, and those arising after it within three months of the loss.

All such claims are referred to the Assistant Attorney-General of the

Department for examination, and, upon his report and finding in each case, are finally reviewed and determined. A considerable labor is imposed upon that officer and the inspecting force in the performance of this duty. In the appendix will be found a report by the Assistant Attorney-General of the claims considered during the past fiscal year, and a further report, as required by law, will be laid before Congress.

Five hundred and fifty cases were considered during the year, of which 385 were allowed and 165 disallowed. The total sum of \$5,930.38 was allowed for loss of money-order funds—\$3,155 while in transit, \$175.08 by fire, and \$2,600.30 by burglary. For stamps, stamped paper, and cards the gross allowance was \$22,447.01—\$7,407.22 by fire, \$14,930.90 by burglary.

Of the disallowed claims the amount for money-order funds was \$3,193.33, and for stamps, &c., \$8,899.64. Of the former, \$2,135 were claimed as lost in transit, \$76 by fire, \$532.33 by burglary, and \$450 by larceny; of the latter, \$1,379.81 by fire, \$2,787.27 by burglary, \$4,701.07 by larceny, and \$31.49 by other casualty.

It will be observed that losses for larceny do not fall within the act. So also claims for losses of postal funds are not admissible under it.

Of the claims disallowed, 24 were of a character not embraced by the law, 54 were chargeable to the postmaster's fault or negligence, 38 were not sufficiently proven, 21 were withdrawn or dismissed, and 28 were not presented within the limited time.

A considerable number of the disallowed claims were meritorious, and will probably receive the favorable attention of Congress, to which body the Department will be ready to communicate such information as has been acquired in regard to them.

The six months' limitation barred many, because the act was not published so as to come to the knowledge of postmasters within that period after its passage; and many have also failed of presentation within three months after the loss, from ignorance of the law or want of understanding of its requirements.

Others have been denied by reason of a want of such care as the regulations or the duty of ordinary prudence required, yet under such circumstances as afforded no doubt of the genuineness of the loss. Wherever losses of the latter description were occasioned by fire, and were of stamps, stamped paper, or postal cards, there is some severity in imposing the consequence on the postmaster, unless his fault is flagrant, because the Government sustains in fact no loss beyond the trifling cost of manufacturing the articles. The same is true of its Treasury notes.

Losses by burglary in such cases stand on a different footing in equity, because they are actual, and should attach to the fault.

In several of the dismissed cases for money-order funds the lost money was recovered by the inspectors pending consideration.

THE CURRENT FISCAL YEAR

Must be a period so affected with the contingencies arising from the increase in the unit of weight of first-class matter, the reduction of the rate of postage on newspapers and periodicals, the introduction of the special-delivery system, and the improving business condition of the country, that the deductions and expectations which might have been justified upon a survey of the business of the past year possess but a very moderate value in aiding opinion upon the probable revenue which will be gathered by the Department from the transactions of this year. It is fairly certain that realization of the estimate of a probable \$51,272,820.24 submitted in the last annual report from this office, before the legislation was enacted which required the changes mentioned, cannot be regarded as possible. And even at this time no satisfactory calculation can be made which will afford any reliable approximation to the result.

The Third Assistant Postmaster-General has made an elaborate review of the statistical showing of several years, which contains many facts more interesting, in a historical aspect, than, as he wisely concludes, of headlight power.

In the hope of obtaining data on which to base something better than conjecture of the effect to follow the increase of the unit of weight of first class matter from a half-ounce to an ounce, direction was given that officer to cause a count of the matter affected by the change, as well as of unsealed parcels, during six days in June last, and again during six days in September, at the twenty post-offices which transact the most postal business. This was done with as much care and in as many forms as seemed likely to be useful, and the results are set forth in his report. Other elements, the usual difference in business between a summer and an autumn month, and especially a recognized returning commercial activity, have so entered into the figures secured, that any conclusions from them demand much qualification. Comparison of the two periods shows an increase in September at those offices of over 16 per centum in the number of pieces of first-class matter, of over 35 per cent. in weight, and of 5 per cent. in the average weight per piece. In letters weighing half an ounce or less, there was an increase of 12.8 per cent. in number, and of .05 of an ounce in average weight per piece. In letters weighing over a half ounce but not over an ounce, there was an increase of 95.6 per cent. in number, and a decrease of .22 of an ounce in average weight per piece. There was an increase of 76 per cent. in number of letters weighing over an ounce. Many other particulars are set forth in his report.

The principal results shown are, a general increase in the use of the mails, some decrease of the proportion of letters weighing less than a half-ounce, a striking increase of those weighing more than a half-ounce, and some tendency to mail, more than formerly, sealed parcels instead of unsealed. No especial value attaches to these results,

except some apparent realization of the expectation that from the use of heavier stationery and other causes, many letters will now exceed the half ounce which but for the change would have been kept within that weight, and that proportionably more packages will probably be sealed; both being considerations tending to lessen the loss of revenue from doubling the unit of weight.

The Third Assistant estimates the probable loss of revenue for the year from this cause at \$800,000. He rightly regards it as a rough estimate, for no means of approximation are afforded. The results of the reduction of the rate from 2 cents to 1 cent per pound of second-class matter are more capable of estimate. Simply stated, it strikes off one-half the revenue from this source, and, so far, there is no indication of any marked increase in the quantity of such matter to compensate the loss. The increased quantity this year promises to be only about 8 per cent. on the whole of last year's transportation, a merely natural growth. So short a period has passed, however, that no trustworthy inference that this percentage will not prove greater can fairly be assumed.

Upon the whole, the indications of the last six months of the year passed, as previously discussed, have been corroborated by this count, and, notwithstanding the backsets from the two changes in postage rates, the growing business activity promises to bear up the revenue of this year to a better total than was yielded during the last. The extent of its restoration appears now to be merely conjectural. The gain of the third quarter of the last fiscal year over the corresponding one of the preceding year from postages was .012+ per cent.; of the fourth quarter, .026+ per cent. The indications point to improvement of this rate rather than its fall, except upon second-class matter, and the year may result in a general gain of 5 or 6 per cent. Should the latter be reached, the computation of the Third Assistant gives the approximate total at \$44,030,022.34, arbitrarily estimating the increase in second-class matter to average 8 per cent.

Upon the other side there are grounds on which to better place an expectation that the ratio of increasing expenditure will be somewhat diminished during the year. The two principal items of anticipated large increase are in railroad transportation and the carrier-delivery service. In the former, the statutes fix, substantially, the expenditures, and moderation of cost can only come from legislation; in the latter, extension is due in the way of development, progress, and justice.

Some other features of cost are also regulated by law: the compensation of postmasters, and the carriage of ship, steamboat, and way letters. Of the former, the same causes will operate a limitation which brought reduction during the past year, and it is anticipated there will be a considerable unexpended balance of the appropriation.

In the item of rent, light, and fuel for post-offices, the appropriation for the year will probably be expended, a large extension of the demands upon it having been made by the act of the last Congress authorizing leases of third-class offices.

Otherwise, the scale of expenditure ought not to increase correspondingly to the ratio of gaining revenue. The total of the appropriations for the postal service for the year is \$53,700,990. It is now confidently anticipated that no deficiency will result, but that of many items a considerable balance will remain unexpended.

The Third Assistant Postmaster-General has, with painstaking care, recounted the steps which were taken by the Department to make some of the principal contracts, and the cautionary changes introduced to the specifications and proposals to secure better prices and better articles. The result was beneficial, enlarging competition, affording the Government the full benefit of the lower markets, and by better adaptation to wants securing more useful goods in many cases at less prices than others have cost, and much better assurance of faithful performance. It is enough here to briefly recapitulate the more prominent features of diminishment in expense, referring to his report for the details of the methods pursued and results accomplished.

The reduction of cost over last year, under the new contract for adhesive stamps, which was let to the American Bank-Note Company, and is being performed in a highly creditable manner, will, based upon the estimated issues for the year, be \$33, 365 28

Under the new postal-card contract, upon the same basis. 23, 721 13

Under the new contract for registered package and official envelopes, on same basis 53, 160 56

110, 246 97

Besides the foregoing, the contracts made for the Division of Post-office Supplies for the year effected a reduction of cost, which has been carefully computed upon the basis of estimated quantities required, and amounts upon all of these contracts to a gross saving of \$19,827.46.

Mention has already been made of the saving effected in the rates of transportation on star and steamboat routes and in the mail-messenger service by the methods pursued under the care of the Second Assistant Postmaster-General, and some indication given of the lessening in the ratio of cost thereby effected in the necessarily growing expenditures of that branch of the service. It is impracticable, before the accounts are settled by the Auditor, which usually requires three months or more after the quarter's expiration, to accurately state the outlay made for the quarter-year ended with September. Computed with proximate correctness, the following are the expenditures during that time of the appropriations named, respectively, viz:

Of \$5,000,000 for star service, expended	\$1, 402, 166 00
Of \$615,000 for steamboat service, expended	133, 474 00
Of \$975,000 for mail messenger service, expended	212, 634 00
Of \$275,000 for mail bags, expended	46, 792 62
Of \$20,000 for mail locks, &c., expended	90 00

These figures indicate the fair likelihood that the several appropriations will be more than sufficient.

Of the appropriation for special facilities, agreements for the use of \$251,725.82 have been made as before stated, and it is expected that the remainder of \$15,038.18 will not be required.

From the appropriation of \$4,682,300 for railway postal clerks the estimated expenditure for the quarter is \$1,101,087.97. Without doubt the appropriation is ample upon the present and probable basis of cost for the year, and will leave a balance unexpended.

It is not practicable yet to determine the cost of the railway transportation service during the expired part of the current year, and the question whether the appropriation will probably prove sufficient must await later accounts.

A summary of the expenditures in the Third Assistant's office for the months of July, August, and September, shows that out of the total appropriation of \$1,334,400, in ten different items pertaining to his office, the disbursement has been but \$228,956.96, leaving for the residue of the year the more than sufficient balance of \$1,105,443.04.

Upon a review of the various items of appropriation, without more elaboration, it may now be said to be a reasonable anticipation that the gross expenditure for the current year will not exceed.

.....	\$53,000,000
Should the revenue be the above estimated	44,000,000

A deficiency of	9,000,000
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in the cash items of the service, in addition to probably \$1,500,000 for transportation on the Pacific railroads, will result; a deficiency as liable perhaps, to be rendered less by a greater revenue than the sum stated, as to be increased; but, at the best, now merely to be conjectured. It will depend on the extent of the revival of business indicated now to be in progress.

The money-order business for the quarter ended with September encourages the expectation of steady improvement. The money-order business has slightly increased; the postal-note business markedly.

Special-Delivery Service.—With a view to the introduction of the system of immediate delivery authorized by the last Congress, provision was made in the contract for adhesive stamps, entered into in June, for the manufacture and supply of the distinctive special-delivery stamps, and, soon after the contract term commenced, a design was adopted and the manufacture of the stamps begun. The 1st of October was fixed as the date on which the system should go into operation; and, in preparation for it, the stamps were furnished for sale at about thirteen thousand offices, circulars of instruction issued to postmasters and published for general information, and other means taken to commend the system to ready popular use and favor.

The usefulness of the service seeming to depend much on the extent to which its facility of delivery was afforded, it was decided to designate as special-delivery offices all those allowed by law—all free-delivery

offices, and others at "any city, town, or village containing a population of 4,000 or over, according to the Federal census"; and the entire number so designated is 555.

Many other offices sought to be included within the list, manifesting a public expectation of convenience and benefit from the system.

From reports received from these offices for the month of October, it appears that 140,820 letters bearing the special stamp were immediately delivered at the several designated offices during that time, of which 98,906 came in the mails and 41,914 were local. Of all these, 129,812 were at carrier-delivery offices and 11,008 at the others. Sales of special-delivery stamps at special-delivery offices alone aggregated \$20,482.90 for the month. There has been at most offices sufficient application to supply messengers, although in some places the smallness of the service has so limited the compensation that postmasters have found it difficult to secure them. The average compensation to the messenger for the month was about \$6.50, and the average number of letters delivered on a trip but a small fraction over one. The average time required for delivery has been seventeen minutes.

No sufficient experience has yet been afforded to justify much generalization from it. Yet it is apparent that the public have accepted the system with favor, and that it affords a privilege to the patrons of the service which is very convenient and often of much value. Its largest employment has naturally been at the carrier-delivery offices, because these are at towns of importance where the centers of business exist, and to which a greater volume of important correspondence flows. This is only in accordance with the relative position of the same offices in every feature of the postal service, and does not disprove the desirability of affording the facilities at others.

Judging from present evidence, the system is capable of being made vastly more useful, and at the same time profitable, by a greater extension; and it is worthy of consideration whether the steps ought not to be soon taken which will expand it to the utmost limits of the postal service.

It is self-evident that if the privilege of immediate delivery is desirable to the public at some offices, it would be still more useful if afforded at all. As it is, the sender must, if he addresses any but the well known large cities and prominent towns, consult the list of designated offices, before he can affix the stamp without a risk of wasting it; and this works to the disadvantage of the smaller places among the designated offices, and doubtless abridges the number of special delivery stamps upon letters mailed to them, since the list must frequently be not at hand when desired. If the stamps were effective at all offices, its use would not only be greater in general, but proportionably increased at the smaller.

It is believed that a few changes may be made which will enable the system to be safely extended to all offices of the country.

There appears no reason in principle why the special-delivery stamp should not be as efficacious to cause immediate delivery of one article which the mails carry as another; or why the sender of one should be denied the privilege given the sender of another, the same price being paid in both cases for the same service. The law now only authorizes "letters" to be delivered; and the scope of the term as so employed is somewhat uncertain. Were it so defined or enlarged as to embrace mailable matter, the value of the system to the general public would be enormously enhanced, and the resulting revenue might be expected to prove sufficient to justify extending it to every office in the country.

The compensation allowed to messengers might—except at carrier-delivery offices to be designated by the Department as required to maintain a regular force of messengers—advantageously be granted to the postmaster, who could be required to make or procure the special delivery within a mile of his office, and be authorized to pay any clerk therefor as well as other messenger.

With such changes the duty of causing special delivery may be safely imposed upon all postmasters, without hardship to them or risk that it would not be fairly performed. Efficiency may be secured by proper regulations.

It is quite evident from the reports that such service may as well be expected from any office as from the large number of those now upon the designated list at which letters of the kind are not numerous enough to maintain messengers in employment. The latter fact indicates that the system must be extended or abridged. If the postmaster receives the compensation he may be required to procure the service, and in many cases he or his ordinary clerks would perform it all. The rule that the regular clerks cannot receive this compensation in addition to their pay works unfavorably and retards the practical value of this service.

The advantages to the public of such a general extension of its scope and character as I have indicated are so obvious, and the privileges already provided so apparently satisfactory and desirable, that I cannot but think the subject one which demands a generous and spirited consideration, and justifies the hope that by enterprising and judicious extension it will sensibly augment the usefulness of the postal service.

The requirement of the present law that special deliveries shall be made until midnight bears with unnecessary severity upon many offices where the latest arrivals of mail are some hours earlier, requiring messengers to be retained upon the chance that local letters may be deposited before the hour fixed. I recommend that the law be changed so as to fix the hour of nine at carrier-delivery offices and seven at other offices, except that where mails arrive later, and before midnight, delivery shall be made of specially-stamped letters so arriving.

The force of the present statute imposes the duty of delivery upon Sundays and holidays as well as other days, to the extent at least that

mails are carried on such days; but it has not been regarded as the purpose of the Congress to require offices to be served differently on such days than the regulations previously required. Accordingly, the special delivery service has not been given to local or drop letters on that day, while postmasters have been authorized to deliver such specially stamped letters as arrive in the mails.

There are so many good reasons which coincide with religious teaching in support of the value of one day in seven for rest from labor, whether devoted to worship, meditation, family reunion, or recreation, that it may well be affirmed the hurrying world might more wisely as well as religiously set the day entirely apart from secular pursuits and absolutely suspend all ordinary business. But so long as mails are allowed to bring letters on that day, it operates a denial of the obligation of the Government, for which it has accepted a special fee of five times the price of the carriage, if the specially stamped letter be not delivered according to law when brought in by the mail.

Foreign Mails.—The appropriation for this service during the current year was made by the act of March 3, 1885, in the following terms:

OFFICE OF SUPERINTENDENT OF FOREIGN MAILS: For transportation of foreign mails, including transit across the Isthmus of Panama, \$800,000; and the Postmaster-General is hereby authorized to enter into contracts for the transportation of any part of said foreign mails, after legal advertisement, with the lowest responsible bidder, at a rate not exceeding 50 cents a nautical mile on the trip each way actually traveled between the terminal points: *Provided*, That the mails so contracted shall be carried on American steamships, and that the aggregate of such contracts shall not exceed one-half of the sum hereby appropriated.

The inquiries which were instituted by the Department with a view to intelligent and proper employment of this appropriation discovered such difficulties and objections to stand in the way that it was finally, after a protracted and painstaking consideration of the subject, as you know, decided to be inexpedient and improper to exert the authority of the act to contract for ocean service upon the mileage plan of compensation. Of the reasons which compelled this determination I will state, as briefly as possible, the more prominent.

The first was the apparent impossibility of applying its provisions to the conditions affecting the various American steamship carriers, without such a course of proceeding as would have been inadmissible to the Department to pursue under the law itself.

A statement, compiled in the office of the foreign mails, shows the total miles sailed last year, and to have been expected to be sailed this year by all American companies, to be over 2,050,000; and the total compensation at the maximum rate would exceed \$1,025,000; or over two and one-half times the utmost authorized expenditure. The act requires a letting to the lowest responsible bidder after legal advertisement to invite competition; and except to contractors, so brought into service, no money could be paid on mileage contracts. Only two routes

are navigated by more than one American company; one between New York and Havana, the other between San Francisco and Japan and China. To have solicited competition by advertisement would have been idle, except upon these; no competition to bring the bids below the maximum rate was possible. The consequence seems undeniable, that the Department must either have made choice of certain routes, whose total mileage would have demanded no more than the limited sum, and, by ostentatiously calling through advertisement for a competition which could not come, have distributed the whole bounty to the chosen, entirely excluding the others; or else have so planned its advertisements to meet the circumstances of the only possible bidders, that, by concerted understanding with all American companies, or such as the Department chose to give the money to, contracts might have been made for such sums to each that the whole appropriation would be divided between them.

The first method of expending the money would have been partial and unjust. There are no circumstances, it may be safely affirmed, which give any American line the right to be so greatly preferred that it should be paid the full bounty while others should receive none. And to have so administered the authority would have defeated the objects of the appropriation; since, it may well be supposed, the disfavored lines would, promptly and justifiably, have refused their further service as mail-carriers to the Government.

There may be reason to think that the Government ought to award these companies differing measures of compensation, not depending on their varying mileage so much as upon other facts, perhaps; but no lawful right or means to discriminate between them is afforded by the statute, which requires the contract, if advertised for, to be let to the lowest responsible bidder.

The objections to the first plan of administering the authority being obviously insuperable, it was intimated to the Department that it might expect all the companies to conform their bids to such limitation as should be suggested as necessary, if the advertisements for proposals were adapted to that end.

But the act unmistakably contemplated, by its terms, that the Government should secure the gain of competition, wherever possible, among bidders. The two routes already mentioned afforded the opportunity. Yet, if the law were pursued and a contract were awarded to either of the companies on the trans-Pacific route, and another to either of those plying between New York and Havana, both public injury and private injustice would have been wrought, because the public would have lost the service of one company on each route when it ought to enjoy the greater frequency of both, and one company on each would have been denied a share of the bounty to which it was as well entitled as the other. This constituted in itself so grave an objection to any employment of the authority of the act as to render it of doubtful ex-

pediency, a proof of which lies in the usages of the trans-Atlantic carriage, where the best service is gained by employing at will the swiftest ship among those ready to sail at any time when mail is to be dispatched, no special contracts being made.

To obviate this obstacle lying in the path of the second proposed plan, the further suggestion came that two contracts should be made on each of these routes, one suited to the conveniences of each company, and the advertisements be accordingly framed to solicit proposals for stated sailings, such as were habitually made by these lines. Thus, between New York and Havana, as one company regularly sails on Thursday and the other on Saturday, one advertisement should invite proposals to contract for a Thursday departure, another for a Saturday.

In brief, without more particular mention of the details, the Department must have specially preconsidered all the peculiar features of the lines and business of each of the companies which would affect the contract or competition for it; must have carefully estimated the miles of sailing each would perform and the price per mile each might bid; must have received the concurrence of all in the scheme; and so arranging as to receive but one bid for each contract advertised for, and that one at the prearranged price per mile, or practically making the several contracts before the advertisements, might have distributed the appropriation among the American steamship companies ratably according to their mileage.

To warrant such a procedure this act must be read as directing the Department to distribute \$400,000 among American steamship companies in return for their carrying the mails, in such manner as it might deem fairest between them, and most ingeniously evasive of its written purpose to secure competition and award the contract to the lowest bidder.

There were objections to this course other than the indicated one of indecent abuse of power granted the head of a Department for one purpose, that it might be available for another.

It may well be doubted whether some of the companies would have assented to the unfair rule of division proposed—whereby they who carried the heavy and important mails took ratably no more than they whose services were comparatively insignificant—unless driven to it by the inability of ingenuity to devise another method to escape the practical inconveniences of distribution which the language of the act created.

It included, also, payment of its share to the American line, which sails between Philadelphia and Liverpool; and the public spirit which has sturdily maintained that line at great odds and cost for years as the only one of United States steamships across the Atlantic, merits the recognition as well as any call on national pride presented by another. Yet this would have been to bestow the yearly sum of above \$25,000, in place of a sum approximating the \$1,416.52 paid that line last year

for the mails it carried without any increase of its service; because the public convenience has required and must continue to require substantially all the trans-Atlantic mails to go on the numerous vessels of many other lines frequently sailing from New York, and competing for their carriage at sea postage only.

So, as has been observed, the proposed course would have involved double contracts on two routes, in apparent disregard of the statute, which seems to contemplate but one between the same terminal ports.

Again, it would have exposed the Department to difficulty, if any increase in the sailings took place, or was needed by the public convenience; because the contracts so made would have required payment, at the stipulated price per mile, of the whole amount at command for the mileage originally estimated. No stimulus to enterprise could have resulted; since, if any new American steamship were, during the year, put upon the sea—as has happened in fact—the Department could not have employed it as a mail-carrier in a similar manner, the whole bounty having been pre-engaged to the long-established lines.

It will also be observed that the appropriation is for but one year, and the power of making such contracts limited to this appropriation only. To have instituted such a system would have served but the temporary purpose of dividing the particular sum, and threatened much future difficulty.

But one other course of procedure by which to expend the appropriation has suggested itself as affording escape from some of these objections. The Department might have arbitrarily prescribed to each company, upon such circumstances as should have been deemed fit to control the differential compensation, a price per mile which it would have accepted a proposal for, and, by advertising accordingly, have made contracts to disburse the authorized sum of \$400,000, or less, according to its own views of justice. Such a method would have encountered other practical difficulties of serious character, too readily suggested by what has been said to require special explanation, as well as have been unwarrantable under the law.

A just understanding of the statute and of the obligations imposed by the law on an executive officer seemed not only to coincide with the conclusion indicated by the foregoing considerations, but to add other imperative reasons for its adoption.

The act puts at the disposal of the Department, in the ordinary terms of appropriation, the sum of \$800,000 for transportation of the foreign mails, warranting thereby its entire expenditure, if necessary, under previously existing powers. The mere authority to make contracts on the mileage plan of compensation with American steamships is super-added. No mandate to pursue that course is expressed or implied. Authority to let contracts for transportation of the ocean mails, after advertisement for proposals, has long existed on the statute book, un-

exercised for years, and it was never thought to be obligatory on the Department to exert it.

The following remarks of the Hon. James Campbell, in his report as Postmaster-General in 1856, may be read with interest and profit on this point:

By the act of the 3d of March, 1845, the Postmaster-General is authorized, under the restrictions and provisions of the existing laws, to contract for the transportation of the mails of the United States between any of the ports of the United States and a port or ports of any foreign power whenever, in his opinion, the public interest will thereby be promoted. It is made his duty to report to the next ensuing Congress a copy of each of these contracts, with a statement of the amount of postage derived under the same. These contracts must be made with citizens of the United States, the mail carried in American vessels by American citizens, and the contracts may be made for a term not exceeding ten years, and must contain stipulations reserving the right to the two houses of Congress to terminate them at any time by a joint resolution. The power given by this act is one under which large expenditures involving millions could be created, but neither of my predecessors nor myself has ever used the authority thus given. Believing that Congress should reserve to itself the right to say to how many and to what foreign ports the mails of the United States should be transported, and the amount of money which should be expended for that purpose, I would recommend the repeal of so much of this act as confers this great power on the Postmaster-General.

No rule of interpretation authorizes the presumption that Congress designed another construction to be given similar terms in this act, or a greater obligation to employ a discretionary authority here. Presumably, it was supposed additional power might become necessary to secure the service, because the compulsory law had been repealed. But no duty is enjoined to spend this appropriation needlessly more than another. As with every such grant of money for the public use, the true mandate of this law to its executive officer is plain; to honestly use so much of the sum provided as shall be reasonably necessary and may be rightly used to procure the transportation of the mails, and no more. At that point the law bids him to stop, not enlarge, expenditure. No duty is more imperatively imposed than the latter; none more justly due the people.

The true rule seems to be that the Department ought, when the Congress submits the question to its discretion, to pay such reasonable price to its carriers as, in fair dealing between them and the people, shall justly recompense their service, in view of its nature and the cost and burden of their performance of it.

Accordingly inquiry was carefully directed to ascertain what is a just compensation to our mail carriers by sea, and whether it could be paid under the pre-existing powers of the Department. Tables are annexed which show the business done by each American steamship line for the postal service during the past year, the weight of mail carried by each vessel, the price paid, and what it would have been at the full rates charged on the same line for freights, what at parcel-dispatch rates, and what if the sea and inland postage had been paid. Other tables show the similar features of the service of the trans-Atlantic lines.

The actual service rendered by the carrier consists in taking the mails from the post-office at the port of departure, inclosed in locked bags (of leather for letters, and usually of canvas for paper mails), conveying them to the vessel, depositing them in the "mail room," to remain until arrival at the port of destination, when the bags are conveyed to the post-office. The mail room is commonly a small interior room occupying no more, and no more valuable, space than the passengers' baggage room. In some vessels it is sheathed or ceiled with thin iron. Besides providing this room and keeping it securely locked, no special guard or care is required during the voyage, unless some accident demands. No responsibility as an insurer rests on the carrier. Such liability for loss as he undergoes is dependent on proof of negligence; and probably few, if any, instances of pecuniary mulct for such loss can be found.

The "express" or "parcels dispatch" service, which is performed by these lines at the rates indicated on the tables, appears quite as burdensome and expensive as mail carriage. Parcels are received from various persons, conveyed to the ship, transported to the port of destination, and delivered to the consignees there; and the price for carriage usually covers an insurance of twenty-five dollars on each parcel and all port charges, except customs duties.

The baggage of passengers imposes as much trouble, cost, and burden on the ship as the mails, except that it is received and delivered at the ship.

On the other hand, in most ports vessels which carry the mails receive special advantages; in some, only greater facility of entering and debarkation; in many, exemption from port charges of various kinds and different amounts. Incidental benefit arises from the repute of Government employment.

It will be seen at once from the accompanying tables that if the quantity of mail carried be considerable the compensation is generous. The total weight of the trans-Atlantic mails carried from New York last year by eight lines of ships was 2,194,066 pounds, and at sea postage yielded to the carriers \$270,157.63, the compensation varying from \$2,854.39 for the most profitable trip to 19 cents for the lightest, and averaging \$609.36 per trip the year through. This was over thirty-four times what the same weight of freight would have been transported for, and nearly four times the charge for parcels of dispatch matter of the same quantity; and these rates increase in disproportion on the better trips on which, in fact, the mail was chiefly carried. These figures prove *the rate* of sea postage to be abundant. Undoubtedly the trans-Atlantic carriage could be procured at lower rates, if it were desirable to forego frequency of transmission and employ but one or two lines instead of all.

The American lines have received a less compensation in amount only because the mails they carried have been so small in quantity. But 8.37 per cent. of our foreign letter mails last year was sent to all the countries and islands of this continent and across the Pacific seas, and

not so much by all the American steamships. To some American lines the *rate* of payment has been greater than sea postage. To all but three the compensation has been more than would have been demanded by them for the same matter carried for individuals at express rates; and in the excepted three cases but a little less. Altogether, the Government paid them nearly one-third more than a private person would have found necessary to procure the same transportation; and the carriers generally received more pecuniary advantage than is represented by the payments made them by the Government.

The companies have been in existence for years as common carriers, with a view to the gains of that business, not primarily as Government carriers; and have been employed by the Government in the same general manner as by other shippers, to transport such matter as it offered at such times and to such ports as the vessel sailed in the regular pursuit of their business, no regulations as to speed, frequency, times of departure or arrival, or otherwise, being imposed. No greater service is now desired of them, or necessary. In most cases it is probable that, although the gains were not large, the carrier would have preferred to make them by rendering the service, rather than forego them by withholding it. The fact that all other steamships, by whomsoever owned, seek the service at the sea-postage rate only, upon every route on which they sail, seems to reasonably demonstrate the statement. No vessel, domestic or foreign, has declined the service, except in the instances which are hereinafter stated.

It is also significant that the paper mail averages three times the weight of the letter mail, but is readily carried at the sea-postage rate of $4\frac{1}{2}$ cents per pound, and in the same manner as letter mail, on which the like rate is 43.75 cents the pound.

The general conclusion seems sustained by the facts that, except special circumstances should require a greater, the rate of sea postage is remunerative for the service of carrying the mails.

The statute authorizes the entire sea and inland postage to be paid to American steamships, although but sea postage may be allowed to foreign vessels—a proof of the legislative judgment that the latter rate is sufficiently remunerative to command the service, as the fact is.

This statute appeared to afford power to make abundant compensation for all the service necessary until the next session of the Congress.

The accompanying tables, prepared in the foreign-mails office, show that this would have yielded to the following American companies, on the basis of last year's business, respectively:

To the Pacific Mail Steamship Company, on its New York and Colon line, \$19,275.82, as against \$7,501.78 at sea postage, and \$7,679.49 at its parcels-dispatch rates, and \$411.40 at its freight rates, for nearly 55 tons of total mail; an average of \$507.26 per trip for 288 pounds of matter, which it would have carried for \$10.82 at freight rates and \$202.09 at parcels-dispatch rates.

On its San Francisco and Panama line, \$3,496.18 for about 7 tons, against \$1,238.44 at sea postage, \$71.69 at freight, and \$1,002.55 at parcels-dispatch rates.

On its San Francisco and Yokohama line, \$10,125.80 for less than 19 tons, against \$3,506.64 at sea postage, \$226.34 at freight rates, and \$3,758.40 at parcels-dispatch rates.

On its Australian line, \$41,018.65 for about 48 tons, against \$13,565.29 at the special rates paid heretofore, \$762.93 at freight rates, and \$9,537.40 at parcels-dispatch rates; an average per trip of \$3,155.28 for 7,336 pounds, nearly 54 times its freight rates, over 4 times its parcels-dispatch prices, and a better average price per trip than the average paid across the Atlantic by \$2,505.92.

To the Venezuelan Red "D" line, \$3,942.86 for about 8 tons of mail, against \$1,392.95 at sea postage, \$58.34 at its freight rates, and \$1,155.01 at its parcels-dispatch rates.

To the New York and Cuba line, \$5,203.48 for about 12 tons, against \$2,271.94 at sea postage, \$61.63 at freight rates, and \$1,548.17 at its parcels-dispatch rates.

To the New York, Havana and Mexican line, \$11,932.11 for about 25 tons, against \$4,134.13 at sea postage, \$129.17 at freight rates, and \$3,229.33 at parcels-dispatch rates.

These facts seem to prove that the total sea and inland postage is an abundant recompense for the proposed service; and, without further recapitulation, reference to the tables will show the amounts to the other lines a proportionate compensation. If this be correct judgment, no more could be rightfully expended of the appropriation unless other objects were to be sought than the care of the postal service.

Upon a review of all these facts and reasons, it seemed a plain duty, the only admissible course, for the Government to decline to make contracts upon the mileage plan, and await the meeting of Congress, to which the subject might be referred for consideration and direction. It involved but a few months of delay, and in the mean time the American vessels could be paid a compensation more than three times as great as most of them have received for similar service during the past seven years.

The small total gains to some lines from the limited mails to be carried by them, the exigency arising from the repeal of the compulsory law, and the desirability of marking the friendly disposition of the Government towards American lines, notwithstanding the particular statute could not be executed, were deemed justifiable warrant for proffering the full rate of sea and inland postage until definite legislation should be enacted.

Much has been said about employing the postal appropriation to aid American commerce. When Congress shall desire to invest the Post-Office Department with care for that object, it cannot be doubted it will easily choose language which will plainly convey the purpose and

impose the duty. Until then, that Department cannot rightfully employ the moneys appropriated for the postal service to secure objects not intrusted to its care, however meritorious in themselves.

It may be properly further observed of this, that during many years the practice of granting pecuniary aid to American lines was pursued at so great a cost, and to so little advantage, that it was long since wholly abandoned; that when followed, Congress had directed it; and if that body designed its renewal, presumably it would again have declared the purpose.

But the policy of subsidizing American steamship companies, or any of them, is not involved in the decision arrived at. That pertains to Congress instead of the Department, and therefore the Department can only award just compensation and then stop. If exigencies may arise to justify its adoption, it seems to belong to that body to recognize their existence and prescribe the object and amount of the grant.

No exigency exists for the establishment of any new lines to carry the mails. Those now on the sea as common carriers are sufficient for the present needs of the foreign mail service. They appear to have maintained themselves for years without Government bounty in profitable pursuit of their business.

Besides, this appropriation having been for but one year, and the power to make such contracts limited accordingly, no general policy of aiding commerce was indicated, nor could much aid be given by distributing the money. It was indeed urged that Congress had designed by the act to inaugurate the policy and would provide for the future adequate means, if the proper action were taken by the Department, to set the system on foot by making the contracts proposed. And to forward this expectation was regarded as of more importance, apparently, than to obtain a distribution of the present appropriation.

It has been urged, further, that a considerable net income is derived by the Government from the transportation of foreign mails, and it ought to bestow a liberal portion of this income on American companies. The fact is otherwise, as appears in a preceding part of this report. If it were as claimed, the conclusion would not be affected. Such gains do not belong to any carriers, but to the people, and the cost of the whole service is many millions in excess of its revenue. To bestow a portion of the receipts is simply to increase taxation generally.

But as all such considerations cannot enlarge the interpretations of a statute beyond its terms, nor afford warrant to an officer for extending the powers given by it, it was not thought admissible to proceed upon such a theory.

The decision not to make the mileage contracts being finally adhered to, the question arose whether better terms than sea and inland postage might not be granted by making contracts under the authority of section 4007 of the Revised Statutes. It has been said that because of peculiar expenses entailed in some cases by the mails, that measure of

compensation is not as sufficient as it appears. No showing of any such cost was, however, made by any except the United States and Brazil Mail Steamship Company, although much desired. A detailed account of the expenditures which that company necessarily sustains, from peculiar circumstances attending the navigation of the waters upon which its vessels ply, and otherwise resulting from its mail carriage, has been submitted, and tends to show the cost of its mail service to be so great as to render the compensation inadequate. This had been formerly recognized by the Department, and payment of 15 francs the kilo for letter mail had been given in consequence. But, upon submitting the point to the Attorney-General, the Department was authoritatively advised that the power of contracting under section 4007 was limited by section 4009 to the payment of sea and inland postage only. The remarks before quoted, from the report of Postmaster-General Campbell, not improbably afford an explanation of the reason why this boundary was fixed by the Congress to the power.

The acquiescence of the company last mentioned in the decision of the Government, and its continued service in carrying the mail under the circumstances, entitle its claims to an attentive consideration. The rate of sea and inland postage affords it but a small addition to the rate of 15 francs heretofore paid.

It appeared to be a reasonable anticipation that steamship companies, which carry our flag and enjoy the protection of the Government in whatever parts of the world they may adventure for profit, would acquiesce in a decision which had received long-continued and laborious consideration by the authorities, although disappointing to some extent the realization of a strongly desired bounty, and trust to Congress for such definitive directions as should relieve the embarrassments arising from the circumstances affecting the present appropriation. The anticipation has been in part realized and in part disappointed.

Soon after the conclusion mentioned was publicly announced, and in June last, representatives of the United States and Brazil Mail Steamship Company, the Pacific Mail Steamship Company, the Red "D" Line to Venezuela, the New York and Cuba Steamship Company, the New York, Havana and Mexican Steamship Company, and the Clyde line to Hayti, San Domingo, and Turk's Island, having sought a reconsideration, united in a vigorous renewal, by free oral discussion, of the arguments which had been before separately and fully presented by different persons in behalf of the companies, but suggested no plan of executing the authority beside those before indicated. Some correspondence followed, and that all the circumstances may be before you, I have annexed copies of all written communications which have been received from the companies or their agents claiming a share of this appropriation or discussing the subject, with the answers of the Department thereto.

Rejecting the offer of sea and inland postage, the several companies named, except the United States and Brazil Mail Steamship Company,

refused from and after the first of August last to carry other mails than such as were dispatched to those countries with which they had made contracts requiring the service. This attitude they have since maintained, and the transportation of the mails has been somewhat embarrassed and some public inconvenience has been sustained in consequence. There is ground for suspicion that besides the refusal of their service, some attempt to otherwise embarrass the Department has been made. The letter of the postmaster of New York, bearing date the first of August, which is annexed with other correspondence, relates the fact that the Atlas Company, a British line sailing from New York to Colon, with which an arrangement had been concluded to carry our mails to that port for sea postage, was finally compelled to decline the promised service upon the demand of the Pacific Mail Steamship Company, based upon a contract previously made between the two companies, by which the former had engaged not to carry *freight* from New York to Colon. The latter company, in some inconsistency with the arguments its counsel had addressed to me, now claimed this engagement forbade the former to transport the mails for the Government, and the claim was conceded. But, the terms of the contract being limited to the port of Colon only, the Atlas Company was not precluded from carrying to St. Thomas, whence by other vessels the carriage to Colon was completed; and thus the interference resulted only in some slight delay to our mails and increased cost to the Department.

Another communication from the postmaster, of date the 7th of August, narrates the refusal of the Pacific Mail Steamship Company to deliver the incoming mail arriving from South America on one of their vessels at the post-office, and their demand that the postmaster should take it at the ship's tackle. The attention of the company was invited to section 3988 of the Revised Statutes, which imposes a penalty of \$100 on such action, and that attempt to economize or aunoy was not renewed.

It happened that a vessel of the Pacific Mail Steamship Company was due to sail from the port of San Francisco for Panama on the first day of August, and the postmaster there had suffered mail addressed to southern ports to accumulate during some time in the expectation that it would be carried by that steamer, although a different provision had been made by the Department. I received, during the night of July 31, a telegram from the postmaster giving these facts and desiring instructions. In the particular emergency he was directed to send an agent as a passenger with the mail as baggage, in case the company refused a tender of the mails in the usual manner.

The company, in breach of its duty as a common carrier, refused to allow the agent of the Government to take mail-bags with him as baggage, though tendered a passenger's fare to each of the ports to be touched at, and their charges for extra weight of baggage. The

method was proposed because of the pressing exigency and to prevent if possible any inconvenience from delay to the writers of the letters; but it illustrates the sufficiency of the rate of sea postage as compensation to observe that the company would have received less for a passenger with such a weight of extra baggage than for the mails alone.

The report of the Superintendent of the Foreign Mails Office gives a full account of the manner in which the mails have been dispatched since the 1st of August, from which it will be seen that the inconvenience resulting from the action of the companies, though annoying in character, has not been very great.

Between New York and Havana the service is stated now to be three times a week instead of two, as formerly, and within a short time it is expected to be lessened in time to about 74 hours, a gain of a day and a half over the time of steamers.

The Australian mail has not been specially interrupted, and a new company has undertaken the service under contract with New Zealand for three years.

Some delays and inconveniencies have arisen between New York and Colon, San Francisco and Japan and China, and to the west coast of Mexico, by the refusal of the Pacific Mail Company, and some between New York and Venezuela, by the like action of the Red D Company. Except these, all the foreign mails are transported either in the same manner or a better than during the past year.

Early action by Congress is very desirable to provide such means as it shall deem appropriate to relieve the inconvenience sustained on the routes indicated. The Department recognizes its obligation to the business men of the country who have forborne complaint, with but few exceptions, rather than manifest a willingness to see the Government compelled to a course which upon careful consideration had been decided inexpedient and unwise to be pursued. They are entitled to the earliest practicable relief which can be given.

Whatever measure of compensation or pecuniary aid shall be deemed appropriate, it is worthy of serious consideration whether the steamships which have the protection of the Government should be suffered to refuse their service, if the compensation provided shall be esteemed unsatisfactory. That should be conclusively determined by Congress, or by the Department.

The inconvenience of this year is but the renewal of a nearly forgotten experience. The first step to the enactment of the laws which were repealed in 1834 appears to have been taken in consequence of a similar embarrassment once before attempted, as is shown by the letter of the Hon. Montgomery Blair, addressed, when Postmaster-General, to the Senate and House committees, a copy of which, found in the Department, is annexed hereto, as of interest and value to show the original occasion and reasons for such a provision. From 1864 the law remained, and the mail service was not contumaciously interrupted—a

result which has immediately followed its repeal. It should be esteemed the wiser course to leave any insufficiency of compensation to be redressed by Congressional decision, rather than to subject the Government to a risk of embarrassment from such action as those intrusted by the people with its administration regard it to be their duty to take.

An Additional Departmental Building, for the use of the money-order office and the money-order division of the Auditor's office, was authorized by an appropriation of \$4,500 for the current year, in the act of March 3, 1885. It was sorely needed. The rooms of the Department building were not only stuffed with records and files, but the hallways to a great extent obstructed by the cases which had necessarily been erected in them, and, in some parts, by piles of returns and written documents accumulated in the transaction of business with the numerous post-offices of the country.

In May proposals were solicited by newspaper advertisement from the owners of such buildings as might be desirable, which resulted in the proffer of several, from among which was selected the building known as Marini's Hall, designated as No. 914 E street N. W., in Washington, and located on the south side of E street, between 9th and 10th streets. An agreement was made with the owner, Louis G. Marini, of Washington, to build additions, make changes, and properly fit the building, according to certain specifications prescribed, for occupancy by the 1st day of July last, at his cost, and to lease it to the Government for the term of one year from that date, with the privilege of renewing the lease from year to year for nine additional years, at the option of the Postmaster-General, without further writing; which course was pursued because no authority existed under the appropriation to contract for a longer term than the current year. The improvements and equipments proved more expensive, and the work of preparation was longer protracted, than had been anticipated, so that occupancy was not had until the 1st day of August, 1885; and, accordingly, the lease was executed to begin on that day and terminate with the current year, whereby one-twelfth of the appropriation for rent will be unexpended. A copy of the lease is annexed to this report.

The building, so secured for a term of years at the pleasure of the Congress, is very satisfactory. It is located in fairly convenient proximity to the Department, and furnishes floor space for clerks to the amount of 11,475 square feet, besides an excellent basement, and other space of 6,964 square feet well adapted to keep files and records, and of storage and halls 3,186 feet, in all 21,625 square feet of floor room. The rooms for clerks are especially suited to the desired use, because of their size and height. All the necessary appliances for comfort and convenience have been provided for, and except that it is not fire-proof, it affords as good accommodation proportioned to the space as the Department.

Gaining so large an amount of floor space by the new building, a considerable relief has been obtained for the Department by removing a

large number of the Auditor's force from the former money-order building and from the Department and filling the vacated apartments in both buildings from the overcrowded rooms of the other divisions.

The renewal of the appropriation for rent of the building is recommended and the amount included in the estimates, together with sums for its care, service, heating, and lighting.

The relief to the Department which has been gained by the use of the Marini building cannot be expected to continue sufficient for many years. In the natural growth of its affairs and increase of its force, together with the accumulation of records and papers, no long time will be requisite to overcrowd its present accommodations. Three buildings beside the Department are now under lease, at an annual rental of \$14,000. The Washington city post-office occupies still another, at a rental of \$5,000, which has become inadequate already for the transaction of its growing business. None of these are fire-proof, and the destruction of either would probably involve the loss of valuable records, especially of the first mentioned. In view of the many years which will be required for its construction, the recommendation of my predecessors that a new building or an addition to the Department should be constructed merits early consideration.

THE NEXT FISCAL YEAR.

So much has been said already in respect to the financial problem of the present year, as affecting probable receipts, that nothing need be added to explain the necessarily arbitrary character of the estimation attempted in order to furnish some indication of future revenue. No way is open but to conjecture the probabilities, and no test of the value of different conjectures is possible.

Starting with the unknown quantity of the present year's ordinary postal revenue, taken at the figure, previously arrived at arbitrarily, of	\$43,630,022 34
And deducting the amount therein counted as arising from second-class matter	1,091,426 00
<hr/>	<hr/>
To which result of	42,538,596 34
Adding an assumed increase from improved business of 8 per cent	3,403,087 70
And the present year's revenue from second-class matter of	\$1,091,426 00
With an estimated gain of 10 per cent.	109,142 60
<hr/>	<hr/>
	1,200,568 60
<hr/>	<hr/>
Gives a result for the ordinary postal revenue of	47,142,252 64
To which add estimate from money-order business of ..	400,000 00
<hr/>	<hr/>
And the gross revenue for the year ending, June 30, 1887, stands estimated	47,524,252 64

The estimate of probable expenditures has been submitted with more confidence of reliability. Much care has been taken by the different Bureau officers and chiefs of division to give its figures trustworthy exactness. The amounts named under each head have been carefully reviewed, and in their accompanying explanations will be found approving reasons for every sum. It will be seen that the total is but about $2\frac{1}{2}$ per cent. in excess of the appropriations for the current year—a less increase than has been generally deemed requisite. This proceeds from the belief that the charges for the present year will be kept below the appropriations; and from the opinion that the most accurate expression of the best judgment of the departmental officers should be submitted to the Congress, in respect to the necessities of the service as it is conducted. Should the legislative body regard a diminution of the extent or efficiency of any particular branch of the service to be desirable, a reduced appropriation will then necessarily accomplish it; and the cost of whatever increase in any direction it shall order it, may be estimated and added in the provision it shall make for the year.

The total sum of the proposed appropriations for the postal service of the next year is \$54,986,166.89.

These estimates of revenue and cost indicate a deficiency for the year 1887 of \$7,443,914.25, not reckoning the cost of transportation of mails by the Pacific railroads, which will be placed to their credit.

Besides the uncertainty attaching to the revenue, the heavy items of expenditure for compensation to postmasters and railway mail transportation, which are practically beyond Departmental control, may exceed the sums named. An unexpectedly large growth of demand upon the service, involving issues of stamps and stamped paper much beyond present anticipation, might swell the charges of the Third Assistant's Office over the estimated limits; but as it would be productive of proportionable revenue, the deficiency would be desirable.

GENERAL TOPICS AND RECOMMENDATIONS.

The public service which this Department performs is of a dual character, and directed to accomplish two general objects, quite dissimilar in their nature.

The primary object is to furnish to the people the means of easy communication and correspondence, and of transmission of small articles, including money.

The secondary purpose is to collect from the people, in the way of special assessment upon the beneficiaries of the service, taxes for the maintenance of it.

The agencies employed to effect these ends are so combined in administration as to lead sometimes to confusion of ideas. Yet different

principles should govern the pursuit of the two objects, and should be not only clearly distinguished, but their different nature and application steadily maintained.

The postal service has in some countries been employed as a means of gaining revenue to contribute towards the support of the general government of the state. No such end is sought by the Government of the United States. It is neither necessary nor appropriate to the ideas of a government of the people by and for themselves. Nor is the notion, springing in part from the former theory, that the postal service is a business carried on by government, which should be at least self-sustaining, if not profitable, a just or wise one, and to so regard it tends to impair its efficiency and retard its improvement. The government properly engages in no business as such, but undertakes, as their agent, to supply to the people those conveniences (within certain limits not necessary to discuss) which it can furnish, by comprehensive appliances and with the aid of law, in a far superior and cheaper manner than they can by any other means provide for themselves.

This imposes expense, and to meet the expenses of government taxation is necessary. All taxation would be most just, perhaps, if it were possible to impose it with discriminating fairness upon the particular persons in every case who derive the benefits resulting from the expense incurred. This theory rules the taxation levied to sustain the postal service, and finds as fair general realization there as appears possible in human affairs.

But the methods of an intense civilization have so cheapened the cost of this service that to so maintain it requires division of the special assessments into suns so small that very nice discrimination has become impracticable or is justly subordinated to considerations of expediency of more moment. Thus it is that the same assessment is imposed upon letters of equal weight, although the transmissions of one is often of vastly more benefit to the sender than another on the same route; that the same assessment is imposed for carrying a letter between neighboring towns as across the continent; that as a distinction is due between those communities which are supplied with the convenience of carriers to and from the post-office and the house or place of business and those where citizens must perform this carriage for themselves, the difference can be expressed only by the smallest piece of money coined by the Government.

It is obvious that the postal service is of a general public value of vast importance, quite distinct from that value which is only the combined sum of its usefulness to particular persons, whose errands it performs. The chiefest feature of this general kind is the common good which arises from the dissemination of intelligence, the spread of intercourse, and the increase of facilities for procuring the small things which bestow the comforts of life, resulting in the diffusion of a greater

happiness among all the people. But a merely pecuniary value lies in the employment of the mails by the Government itself for messages and errands which would otherwise entail great expense, which, even at postal rates, now amounts to two millions a year or more.

It is an undeniable consequence that an equitable assessment of the expenses of the postal service would impose a goodly share upon the common public to be drawn from the common treasury. How much that share should be, it is as impossible nicely to measure as it is to measure in our coin the smaller differences when imposing a postal tax upon the senders of different communications. But it seems a very fair and safe judgment to decide that, when the revenue derived from so moderate an assessment on first-class matter as but two of the smallest coins upon the ounce of weight, and much less charges on inferior matter, will approximate the whole cost of service, the remainder is but a fair burden on the common public, be it more or less; because it proves the employment of the service to have become so general that to distinguish between the public who bear the burden of general taxation and the public who enjoy the facilities of the postal service is both impossible and unimportant. Assuredly, from such distinction as may exist of that kind, no human discrimination is nice enough to confidently decide that the present general burden of "deficiency" is inequitable. It ought, therefore, neither to give the slightest concern upon that account, nor much less qualify with hesitation any desirable step towards the improvement of the efficiency or the enlargement of the valuable functions of this excellent minister of universal comfort and convenience.

The principal feature in the raising of our postal revenue to which governmental care may now be possibly requisite appears, in my view, to be the impartial adjustment of the taxes levied on the various articles transported, so that each shall pay its relatively fair share, so nearly as our money measures enable an approximation of it; and if any criticism can now be passed of this kind, it must be comparatively moderate.

On the other hand, the primary object of the postal service will never cease to be a constant and exacting demand upon legislative and administrative intelligence and ability. It is the service of the people, and none which the Government renders is of such daily and hourly interest and convenience in the ordinary affairs of life; and through no other agency do they so constantly feel the benefit of, and deal with, their governmental agencies. It is due to them as a matter of personal right, because the Government forbids any private effort in competition with its establishment, and especially as a mark of the power for good of their free institutions, that the most valuable systems and methods which the ingenuity of man has produced or shall invent to enlarge the scope and facilities or augment the efficiency of their postal service, that their Constitution authorizes the employment of

shall be put to their use with as little delay as prudent preconsideration requires, and with no reluctance to incur the necessary expense for their establishment.

Several auxiliary agencies, of which mention has been already made and no detailed discussion is necessary, are so successfully employed in other countries as to justify the attentive inquiry of the legislature; and some lines of supposed improvement and useful extension of the present methods of the service are suggested in the accompanying reports of the Bureau officers, to which attention is solicited. Postal communication by the electric wire, already debated in departmental reports, comes within the list of such objects demanding inquiry and early consideration.

In faithful accompaniment of the principle suggested there travels another obligation upon every servant invested with public trust in any way affecting the prime object of the postal service—indeed, of every other. The cost of the means employed, of whatever description, while not to be so constricted as to work any impairment of the efficiency of the system, should be honestly and economically laid out for the ends professed, and be limited to their real advancement. So manifest a doctrine needs no enforcement to intelligent judgment; it only needs a steady enforcement upon the facts of the service. Assured of the latter practice in administration, the people will welcome every new attempt, even though highly experimental, to advance the utility of their service.

The Carrier-Delivery Service, in its present general features, has already been mentioned. As the law stands, no place which neither contains 20,000 inhabitants nor furnishes \$20,000 of gross postal receipts is entitled to its privileges. It is difficult longer to defend these limitations. They were prudently imposed upon the early introduction of the system. But it has at this time nearly reached those bounds, properly set to it while an experiment, and its well-approved advantages, no longer experimental, cannot be much further supplied until these limits shall be enlarged. And why should the resident of a thriving, well-established community, whose local circumstances are adapted to the carrier system and whose convenience would be greatly promoted by it, be denied the full privileges of this service because certain arbitrary figures are not attained in the enumeration of its inhabitants or realized in the receipts of the post-office? A special assessment, of two cents postage on drop letters at free-delivery offices, is imposed upon its local beneficiaries in return for the service of the carrier in fetching their mail to and from their doors; the local postage being but one cent in those communities where every patron is his own carrier. As has been stated, the totality of this tax exceeds the totality of the cost of free-delivery service. Yet of the 178 offices, where it was in operation

at the end of the year, but seventeen realized more local postage than the expense of this service, as shown in the following table:

Post-offices at which the local postage exceeded cost of service.

Name of office.	Receipts from local postage.	Cost of carrier service.	Net gain.
Atlanta, Ga	\$14, 835 41	\$13, 568 82	\$1, 266 59
Boston, Mass	420, 253 53	275, 883 68	144, 369 85
Brooklyn, N. Y	255, 129 11	146, 845 39	108, 283 72
Buffalo, N. Y	62, 187 64	48, 486 73	13, 700 91
Chicago, Ill	452, 103 26	297, 959 62	154, 143 64
Cleveland, Ohio	59, 637 80	54, 183 57	5, 454 23
Denver, Colo	23, 660 30	18, 266 28	5, 394 02
New Haven, Conn	31, 266 34	19, 616 96	11, 649 38
New York, N. Y	1, 721, 505 27	590, 630 17	1, 131, 475 10
Omaha, Nebr	15, 316 82	13, 691 35	1, 625 47
Philadelphia, Pa	718, 764 88	427, 080 07	291, 684 81
Pittsburgh, Pa	52, 064 39	48, 900 18	3, 164 21
Saint Louis, Mo	216, 706 67	151, 818 96	64, 887 71
San Francisco, Cal	119, 576 14	79, 349 08	40, 227 06
Savannah, Ga	7, 900 92	7, 650 00	250 92
Syracuse, N. Y	19, 211 55	18, 737 60	473 95
Yonkers, N. Y	5, 049 38	4, 376 57	672 79
Total	4, 195, 109 39	2, 216, 445 08	1, 978, 664 36

And but 18 others realized over four-fifths the cost of this service, 25 others over three-fifths, and 25 others over one-half; while 30 realized less than one-half though more than two-fifths, 60 less than two-fifths but more than one-fifth, and 2 less than one-fifth. Thus, in fact, the large receipts for local postage in 17 offices must be distributed over 161 in order to justify the general statement that the total cost is within total local postage; and in less than one-half of these offices were such receipts equal to one-half the charge of this service; while in *but one* office does the extra tax of 1 cent per piece equal the burden of the free delivery. Logically, therefore, by the measure of comparative cost and gains, this system ought to be extended or much reduced. If its extension shall cease only when the totality of its cost reaches the totality of local postage at its offices, it may be much extended. If it should be locally self-supporting, 161 offices must lose it and but 17 abide.

If it were capable of ascertainment, perhaps so much of the cost of the local post-office as is due to the local service should be added to the charges for carriers to reach a correct statement of the burden of the system. In fact, it could be but roughly estimated.

Upon the whole, the limitation suggested by the First Assistant Postmaster-General of 10,000 inhabitants or \$10,000 gross receipts appears to be practically the best, because there is good reason to believe that as the system is extended and perfected local postages will continually increase until they shall become sufficient, by the time post-offices within the proposed new limitation shall be provided with the system, to equal the entire cost of it in all.

I venture further to recommend, in the interest of both efficiency and economy, that authority be given for the employment of a distinct

class of collection carriers. The collection service in the larger cities is properly to be kept distinct from the delivery service, and the two cannot be so efficiently performed by the same carrier. The former is simple and easy and requires no such intelligence and skill as the latter. Collection carriers require a compensation of and, as compared with that of delivery carriers, earn no more than \$600 a year. The service would be simplified and its cost reduced by the separation of the grades.

Other Local Improvements appear to be very desirable at many of the principal offices. A commission of expert officers of the service made, during the summer, a careful examination of the local service of the cities of New York and Brooklyn, and upon the facts and suggestions they presented, although they commended the administration of the former office in view of the means afforded, such steps were directed to change the system of local collections and deliveries in and between the two cities, as, with increased provision for clerks and carriers, it is believed will greatly advance the frequency and rapidity with which the mails will be collected, handled, and delivered. An attempt has been made to establish the publication of a local guide for those cities in which shall be furnished every week to the public at a small charge, and without cost to the Government, a complete timetable of the local postal-service, and of its connection with the principal postal-routes to the various parts of the country, so that from it the course and time of a letter, from any collection-box to its delivery at any part of either city or any of the larger offices of the country, may be read, besides much other valuable information affecting the conduct of the local office. It is believed that the greater the familiarity the public are led to acquire with every particular of the service the more just will their criticism become, and that it will prove a highly efficacious agency to stimulate and compel the most faithful and efficient performance of the best methods.

A reference to the table given above will show that so great is the net revenue from the cities of New York and Brooklyn, that the Government owes to those cities, in sheer pecuniary recompense, a local service unsurpassed in the world.

If satisfactory results shall follow the steps taken in the cities mentioned, it is regarded by the Department as desirable that similar efforts should be made, as diligently as may be expedient and within the means provided, to extend similar methods to other places in which there is apparent demand or necessity for them, until the system of local collection and delivery is generally brought to as complete perfection as at least obtains in any country. Contemplated simply as a question of business, such a course is demanded for the increase of profitable revenue. It is doubly an obligation on the Government, because it has prohibited the existence of the local express or district delivery companies by which a large, and it is supposed a profitable, letter and cir-

cular collection and delivery business was once established and carried on in some of the principal cities.

In advancement of these objects, I recommend that authority be given the Department to contract for the publication of local postal guides where desirable, under such limitations as may be deemed expedient. This may be probably done without charge upon the service, but the sanction of a statute is desirable to give effect to many provisions which are prudent in such arrangements, and may otherwise be ineffective.

The Railroad Transportation of the mails has already been sufficiently discussed to indicate that some change in the law for compensating that service is apparently desirable. Nothing less than the most particular, yet comprehensive and judicious, inquiry into all the circumstances and elements which affect that subject is sufficient to justify an opinion of what rule would be prudent for the Government and fair to the owners of railroads. Without authority and adequate provision, the Department cannot cause a satisfactory and thorough examination to be made. I think it desirable that it should be recommended to the Congress to grant the means.

For the Money-Order Service, the Superintendent recommends a reduction of the fees on international money-orders, from 1½ to 1 per cent.; which may be done without jeopardy of any loss on business, and yet substantially diminish the cost of the orders to the public. The recommendation should have favor. This service is especially employed by persons of limited means, more generally foreign-born citizens, and nothing should be exacted beyond the absolute needs of its maintenance.

And, notwithstanding that with provident care for some probable increase of expenditures, which, though not chargeable by law to his account, will spring from his business, the Superintendent refrains from renewing his recommendation of last year that domestic money-order fees, on sums not exceeding \$5, shall be reduced from 8 to 5 cents, I cannot but think it well demands consideration whether that relief should not be given to the buyers of small orders, who, although their dealings are limited, need the service so much for its security in transmitting sums to them comparatively large.

The argument he adduces in support of his further recommendation that postal notes should be made issuable to bearer, and payable at any money-order office, so satisfactorily enforces it that addition is unnecessary. It is to be hoped that the public will not long be forced to wait the grant of this improvement in their service.

The First Assistant Postmaster-General recommends, in substance, that the act of March 3, 1883, be so amended as to authorize allowances for clerk hire, made in his office, to cover all the cost of clerical labor in money-order post-offices, including money-order clerks. The only apparent reason for retaining the present provision is to enable the cost

of the money-order system to be accurately distinguished. This system has become too well established to be longer regarded as experimental, its expenses and gains are all the Government's, and it is thoroughly incorporated with the postal service. Whether the advantage of separating accurately its expense account from other postal outlays warrants the inconvenience and confusion it creates in the post-offices may well be doubted.

Post-Office Leases.—Until the last session of Congress no authority of law appears to have existed for the execution of any post-office lease for a term of years by which the Government could be bound, except from year to year. Notwithstanding, many offices are occupied under leases stipulating long terms, in some instances so long as twenty years, and the examinations of inspectors give reason to affirm that under some excessive and unnecessary rentals have been paid. The Attorney-General has advised the Department that these leases may be terminated by such notice as the laws of the respective States in which the offices are situated require, and the general direction has been given to terminate them accordingly when more favorable terms can be secured.

The act of March 3, 1885, authorizes leases for a term not exceeding four years, not only at first and second class offices, as heretofore, but, in the discretion of the Department, also at third-class offices. No increase of the regular appropriation was, however, made sufficiently to justify much expenditure of this kind, and but few leases of third-class offices have been negotiated. Those which it has deemed proper to execute stipulate for but a nominal rental, or were deemed expedient because of peculiar circumstances.

In the appendix will be found a list of the leases existing on the 1st day of October, 1885, with the general features of each. Attention is invited to the recommendation of the First Assistant Postmaster-General in regard to leases of third-class offices. It will be necessary to appropriate a sum much in excess of the submitted estimate if leases of these offices should be generally directed. The expediency as well as justice of the Government's assuming the tenancy and sustaining the expense of the rent will probably be found variable in different cases, and dependent somewhat on the extent of the business, the situation of the office, and other circumstances.

Particular attention is also solicited to the recommendation of the First Assistant Postmaster-General in relation to a necessary appropriation for the rent of certain stations of the post-office at Washington, D. C.

The Abuse of the Mails by those who seek the money of others through appeals to cupidity, ignorance, or folly, is, under present laws, very considerable, despite the efforts of the Department to suppress it; and it is due to the cause of good morals, the dignity of the law, and the welfare of society, that adequate means should be provided to purge the offense. It is especially incumbent on the Government, because it

is the facilities it has established which, in great part, enable the toils of the vicious to be spread over so large a territory, and expose the weak to the arts of the wicked from afar. The press and the mail combine to give long range to the weapons of ingenious rascality, and easy collection of the fruits of false pretense. The laws ought not to suffer an institution, whose most beneficent service is to disseminate information and facilitate intercourse, to become the swift messenger of vice. As the statutes now stand, it is matter of doubt what is the measure of authority in the Department, what the subjects to which it extends, and what the protection its orders afford to its officers. Thousands of schemes are shown on the records and papers of the Department, and new ones are continually brought to light, by which immense sums of money in the aggregate are wrongfully despoiled from people, generally the least able to part with it without distress from its loss, and who should have protection: The evil is great, and the remedy ought neither to be lagging nor timorous. The governmental duty is not to tease or annoy the authors, but to suppress all such abuses of its mails.

In my judgment the Congress should be invited to consider the propriety of express definition and prohibition of these offenses against the service, and of authorizing the Department, after inquiry upon notice by mail to the parties interested, not only to forbid the delivery of registered letters, and the payment of money-orders and postal-notes, to all persons or companies engaged in such prohibited schemes, and to all who shall aid or assist their conduct or any attempted evasion of the law, but to forbid the carriage of letters addressed to such persons or companies, or the agents of them, while pursuing the illegal courses, and to deny the benefit of the pound rates of postage—granted to cheapen useful information to the people—to all newspapers containing their advertisements; and also to authorize the publication, as a privileged and protected communication, in the official guide, of the names and descriptions of all such schemes, after such condemnation by the Department, for the information of the public.

Under the present law, the inquiry is, or may be, *ex parte*, and a necessary risk of error attaches. It will be enough for justice, if provision for a temporary suspension of payments of money-orders and postal notes, and delivery of registered letters, upon a *prima facie* case, is made, accompanied by the other provisions suggested.

Railway Postal Clerks.—The risks which necessarily attend the performance of duty by the persons engaged in the railway mail service are obvious, and upon the departmental records their consequences are painfully manifest.

Death or serious injury is a peril of duty as certain, if not so great, as to a soldier of the Army. It is incurred in rendering a service of high value to society. It needs no argument that a reciprocal obliga-

tion imposes care for them when accident befalls, and for their dependent families when the injury to them is mortal.

There exists some recognition of this duty in the statute which permits a leave of absence with pay during convalescence from injury not exceeding twelve months. But this provision fails in that case where, most of all, providence is due them—when the hurt permanently disables. Deprived then of the means of gaining a living, yet fated to live perhaps for years, the care of the Government ceases when most its aid is desirable. It is, moreover, the nature of the danger they encounter, that a badly-mangled body, in which yet long-enduring vitality remains, is the frequent object first drawn from the wreck of a railroad train. And when it is death, the family is left deprived of any aid from or through that source which commonly has been the sole supply; and want is not infrequently supplemented by impotence.

It is rare that they who have independent means, adequate to a family's support, seek this employment, and still rarer when they who pursue it can honestly save a competence, from the compensation it affords, by any economy or privation.

They are, and must be, trained and skilled men. To acquire ability to discharge well the duties of the higher classes they must serve in the lower for a considerable period, dependent somewhat on capacity, but extending in all cases at least to years. They are not in office so much as in a trade; and it is a trade whose utmost rewards are moderate, yet whose responsibilities are great, and where sterling character, as well as skill, is needed, because of the ever-present temptation.

This service cannot be founded on thoroughly just principles, if it can be made thoroughly efficient, until a reasonable care is exercised by the Government for those on whom the misfortunes of its service strike hard.

It would be, doubtless, vain to propose the dangerous civil pension as a remedy for their circumstances, to be drawn from the justice of the Government.

But it ought not to be hopeless to urge the Government to furnish the means to enable them to help themselves; and that aid will be welcomed by them, as it is needful to them, from other circumstances affecting their situation.

In 1874 a mutual benefit association was organized among the employés of the service, whereby, at the cost of \$2 original subscription, \$1 annual dues, and \$2 whenever a death occurred among the members, it was attempted to guarantee \$2,000 to the family of a deceased member. Its beneficence and necessity commended it to general favor for a time, until that too common blight of such associations—the criminal defalcation of its treasurer—struck it, and the natural diminution of confidence impaired its strength.

It has been stubbornly and devotedly maintained, through disheartening adversity, by the persistent benevolence of a few of the best of

the service, and much good has been bestowed by it. But the uncertain tenure of their places qualifies the desirability of membership in the estimation of many, and retards the generous labor of those who strive to uphold its existence.

It is apparent that by general contribution of a trifling sum, 50 cents a month perhaps, and prudent care of it, a blessed though a moderate provision might be afforded to the dependents of clerks who die in the service, and to them who are disabled. The collection and management of such a fund is due to this body of men from the Government and at the cost of the Government. It need involve no more than a superintendent, with perhaps a single clerk, besides the cost of blanks and stationery. A fund of kindred nature is now maintained; and similar provision frequent in other countries.

I respectfully ask that you recommend with urgency to the Congress to enact a law making suitable provision of this nature for these well-deserving servants of the people.

Hotel Mail.—The Department regulations have long provided for return to the writers or to the Dead-Letter Office of mail matter addressed in care of hotels and not delivered to the addressees, and proprietors have to some extent complied with the regulation; but no sanction of law enforces the duty which is fairly due from a public innkeeper of the present time, and it not infrequently occurs that important letters are delayed or lost because proper action is not taken. A vast volume of our mercantile affairs is transacted through the agency of commercial travelers, to whom communications by mail are most conveniently, sometimes necessarily, addressed in care of hotels. Their journeys are rapid and their sojourns in particular places brief, and it sometimes happens that by an earlier arrival than was anticipated, or by the delay of the mails, letters miss the expected delivery. Indeed, guests and intending guests of every description are interested in the mails which are sent to hotels, as well as the senders of the messages, and the interest is so great as to be entitled to legislative care. Innkeepers are public personages by common law, and may rightfully be charged with legal duty and responsibility—a duty and responsibility that the best of them now observe from courtesy and business wisdom.

It would greatly advance the interests of the public to authorize all letters addressed in care of a hotel or inn, if not delivered within the time specified upon a request on the envelope, to be forwarded to such other address as should be so designated; and to require, under penalty, all hotel proprietors and innkeepers to deliver to the nearest post-office all such letters within the period so named, and all others within ten days after their receipt, unless otherwise specially directed; to be by the postmaster forwarded according to direction, returned to the sender if shown by the exterior of the envelope, or otherwise to the Dead Letter Office. I recommend that such legislation be suggested to the Congress.

Return of Postal Cards to the writer, when not delivered, is not now authorized by law. The practice prevails to some extent, and when not done the duty devolves on the Dead Letter Office. The latter course is inconvenient and slow. I recommend that legislation be sought for the return of undelivered postal cards, as of letter mail, direct from the office of destination.

Postmasters' Rights.—Numerous instances have been brought to the notice of the Department, during the past season, of conspiracies among persons, in communities supplied by railway routes and served by officers of the fourth class, to diminish the compensation of the postmaster, by collecting the local mail to as great an extent as possible at other places than the post-office, and dispatching it by means of the railway post-office, thus inflicting upon him the loss of commissions upon the cancellations he would otherwise make in usual course of duty. In some cases malice has proceeded so far as to make use of a carrier to transport such matter to a neighboring town in order to reach the railway post-office. The privilege of the use of the railway office for the rightful convenience of the public ought not to be abridged; but it ought not to be abused to indulge the despicable passions which unfortunately will sometimes work expression in the conduct of men.

The postmaster is rightfully entitled to the commissions which the law awards him for the proper business of his community, as he must be rigorously held to the discharge of the full measure of duty owing to every person in the community. Conduct of the character indicated not only impairs his rights, but tends to the injury of the service and the promotion of bitterness harmful to society, and deserves reprehension and punishment by law. I recommend that legislation be sought which shall forbid, and properly punish, any conspiracy to deprive a postmaster of the commissions upon the mail matter dispatched from within the ordinary delivery of his post-office, by mailing the same in any railway or other post office.

Postmasters Disallowed Stationery Claims.—The recommendation of the First Assistant Postmaster-General, that provision should be made for the allowance to postmasters of certain accounts for stationery, purchased in the year ending June 30, 1883, which were disallowed because the appropriation was insufficient, deserves ready approval. A few postmasters purchased, in accordance with usage, and under at least implied authority from the Department, small amounts of stationery for their offices, paid for it out of post-office funds in entire good faith, and used it in the public service. They were surprised by the disallowance of these expenses some time after, when their returns were examined, not because they were wrong, but because the appropriation, having been cut down below the estimates and needs of the service, had been consumed in payment of other such allowances before theirs were considered. It has merely suspended the settlement of their accounts, and an appropriation will only operate to

enable them to be closed. A statement of the amount of these claims and the several claimants, respectively, will be ready for submission to the Congress.

A Limitation on Claims for readjustment of salaries of former postmasters, by requiring them to be presented before the first of January, 1887, is recommended by the First Assistant Postmaster-General, and deserves favorable consideration. Enough time will then have been afforded to satisfy a reasonable sense of Governmental justice due any really meritorious claimants, and more will be fittle likely to harm any so much as the Government itself.

Post-Office Supplies are now to a considerable extent furnished by the Department, including those to railway post-offices, and the system has been found to be economical and advantageous. It is manifestly better for the Government to buy in quantities, enjoying the benefit of competition in the best markets, than to remit it to postmasters to purchase in their localities, at Government cost, the few articles they may respectively require for the business of their offices. It results in not only better prices but in limiting the quantities consumed. The present system of furnishing first and second class offices went into operation but two years ago, and experience has approved its excellence. The last Congress directed postmasters at third and fourth class offices to be also furnished with canceling ink, marking and rating stamps, and pads. The policy should be extended until all offices so receive all such supplies, except for heating and lighting, as the Government pays the cost of.

Attention is also invited, in this connection, to the useful recommendation of the Third Assistant regarding postmasters' account-books.

Departmental Changes.—The first Postmaster-General under the Constitution was authorized to have "one assistant."

By the act of March 3, 1825, "two assistants" were authorized, but the second was first installed in 1829. There were then but about 8,000 post-offices, 115,000 miles of post-routes, and a revenue of about \$1,700,000, with expenditures about \$75,000 in excess of the revenue.

In 1830 Postmaster-General Barry recommended the appointment of three assistants, but action failed to be taken.

In May, 1836, Postmaster-General Kendall communicated to the Senate his opinion that four assistants were necessary to the proper administration of the office, and by the act of July 2, 1836, the office of Third Assistant Postmaster-General was created. There were then about 11,100 post-offices, 118,300 miles of post-routes, \$3,410,000 of annual revenue, and \$3,840,000 of annual expenditures.

The service has since grown to the proportions shown by this report; and on November 1 there were 51,575 post-offices, 365,251 miles of post-routes, \$44,000,000 of annual revenue, as estimated, and \$53,000,000 of annual expenditure. The management of the affairs of the several Bureaus imposes great responsibility and labor. The duties of the

First Assistant Postmaster-General are peculiarly onerous. The care of appointments under ordinary circumstances, when the average number, including new establishments and discontinuances of post-offices, is near 1,000 a month, is alone a sufficient task for one person. Changes of administration enormously increase his burden. It is impossible to give the requisite supervision to other administrative duties. Yet the other duties imposed upon him are such that their adequate performance would alone demand his continuous and indefatigable labor. Necessarily, neither class can have the personal care which the law contemplates and the interests of the public absolutely require. Better results than were rightfully to have been anticipated have been achieved both by that officer and his subordinates, but at the cost of unreasonable labor on his part and with unjustifiable risk. I respectfully solicit a careful attention to the immensity and importance of the business of his office disclosed by his report. In any division of it through which expenditures are made it is not improbable opportunity exists to save far more than his salary by the greater economy possible from such supervision as a competent officer could add to the faithful labors of the subordinates engaged. I recommend that the attention of the Congress be drawn to the wisdom of authorizing a Fourth Assistant Postmaster-General, upon whom can be devolved a portion of the duties now overburdening the First Assistant.

Dead Letter Office.—The Third Assistant Postmaster-General recommends that the Division of Dead Letters in his Bureau shall be erected into an independent bureau, to be known as the Dead Letter Office, and to be in charge of a superintendent, and presents his reasons at some length.

I regard this as a very desirable change. It cannot but tend to elevate the *esprit du corps* of the force and improve its efficiency. The business of the office has no relevancy to that of the Third Assistant's, but is quite as independent in character as the affairs of any bureau of the Department; and the number of persons employed in it now exceeds any other bureau. The proposed increase of cost is trifling; and even that need not be increased, because unnecessary to the change, though justly due in itself.

Finance Division.—The recommendation of the Third Assistant Postmaster-General that the salary of the chief of the finance division be raised to \$2,250, to put it on an equality with other similar places, ought to be readily followed. It is a highly responsible and laborious office and the pay is insignificant. The present excellent officer well earns much more, and no one should be there who did not.

Just acknowledgments.—I cannot bring to a close this prefatory review of the annexed reports of their labors without a heartfelt expression of the obligation I owe to the heads of Bureaus, the chief clerk, and chiefs of divisions of this Department, who, while their faithful industry and abilities have sustained the burdens of its service, have

softened by their steadfast support and kindness the pressure upon me of its unaccustomed duties. To the clerical force of the Department in general the acknowledgment of obedience and attention to duty is due, although I have been compelled to impose upon many unusual hours of labor, in order to a prompt dispatch of the departmental business; and especially to those gentlemen who have served upon the several commissions which have been directed to particular inquiries I give my thanks for the ability, zeal, and courage which have characterized the discharge of the tasks intrusted to their performance.

WILLIAM F. VILAS,
Postmaster-General.

The PRESIDENT.

APPENDIX A.

REPORT OF THE COMMISSION APPOINTED TO INVESTIGATE THE DIVISION OF POST-OFFICE SUPPLIES.

WASHINGTON, D. C., May 13, 1885.

SIR: The undersigned, a commission designated by your order of April 1, 1885, to investigate the affairs of the division of post-office supplies, Office of the First Assistant Postmaster-General, beg leave to advise you that they entered upon the performance of that duty on the day your order was written, and have continued their labors without intermission until the present time; and they have the honor to submit the following report of the result thereof.

In pursuance of the terms of your order we have inquired into the transactions of the division in question during the last two fiscal years, commencing with July 1, 1883, and for convenience of statement will treat separately in this report of certain portions of the work of the division under the following heads:

(1) Wrapping paper, twine, letter-balances, and marking and rating stamps.

(2) Stationery for the Post-Office Department.

(3) Stationery for first and second class post offices.

As far as practicable the report will follow in subject-matter the order laid down in your instructions to the commission.

BOOKS AND ACCOUNTS.

The superintendent of the division personally keeps a ledger account with the contractors for furnishing wrapping paper, twine, balances, and stamps, showing upon the debit side the dates of orders upon the contractors, the quantities ordered, and the prices of the same; and upon the credit side the gross quantities received (partial shipments not being entered), the dates on which the bills are passed to the Auditor for payment, and the amounts to be paid. He also keeps a personal account, charging himself with supplies ordered as shown by his accounts with the contractors, and crediting himself with disbursements of stock as shown by records kept in other portions of his division. These records consist of—

(1) *A stamp account.*—This is not in the nature of a ledger account with each post-office, but is a simple alphabetically arranged list of the names of those post-offices to which marking and rating stamps are furnished, the description of stamp sent, and the date of mailing. The entries in this record are not aggregated.

(2) *A record of letter balances and scales.*—This book is exactly similar in character to the account of marking and rating stamps.

(3) *A record of twine and wrapping-paper.*—This also is a simple list of names of post-offices and the quantities of wrapping-paper and twine furnished. It contains, however, only the names of offices that have been furnished with not less than one ream of wrapping-paper and ten pounds of twine, and the entries are not aggregated.

The Superintendent submits once each quarter to the First Assistant

Postmaster General a summary of the receipts and disbursements of the above-mentioned articles, as shown by his personal account.

The stationery clerk has charge of the records of stationery for the Post-Office Department. The only record of orders upon the contractors is a rough blotter containing brief entries. A stock-book is kept, showing, under the head of each item number on the schedule, the gross quantities of that item received from the contractor, and the cost thereof, and the gross quantities (with the cost thereof) disbursed each quarter to each Bureau of the Department. These entries of disbursements are made but once each quarter, from an abstract which may be termed a "tally-sheet" of the requisitions from the Bureau.

There is also a record of orders upon the contractors for furnishing stationery for the use of first and second class post-offices, and a stock-book showing the quantities in gross of goods of each kind received and the cost thereof. The gross quantities and cost of stationery furnished to all such post-offices during the six months ended December 31, 1883, have been entered in this book, but since that time no record has been kept of disbursements of this stock, and no ledger account has been opened with any post-office. Furthermore, the entries of stock received since July 1, 1884, had not been made when we commenced our inspection, and at our request they were completed within a few days thereafter.

All sacks of wrapping paper and twine dispatched from the mailing room are recorded in a book kept for the purpose. This serves, in a measure, as a check upon the larger quantities of these goods shipped.

The accounts kept in connection with the Government Printing Office work will be specially mentioned hereafter.-

CONTRACTS, AND THE EXECUTION THEREOF.

During the last two fiscal years contracts have been made by the Postmaster General as follows:

- (1) For wrapping paper.
- (2) For cotton twine.
- (3) For jute twine.
- (4) For hemp twine.
- (5) For marking and rating stamps (three contracts each year for stamps of various kinds).
- (6) For letter balances and scales.
- (7) For 107 items of stationery (various contracts) for the use of the Post-Office Department, 1883-'84.
- (8) For 76 items of stationery (various contracts) for the use of first and second class post-offices, 1883-'84.
- (9) For 102 items of stationery (various contracts) for the use of the Post-Office Department, 1884-'85.
- (10) For 78 items of stationery (various contracts) for the use of first and second class post-offices, 1884-'85.

Complete lists are herewith submitted (marked Exhibit A) showing the name of each contractor, the description of the article or articles furnished, and the contract price thereof.

When your commission was prepared to commence its investigation as to the manner in which contracts for supplies have been executed, inquiry was made for the contract samples submitted by bidders during the last two years. We were informed that the samples for the year ended June 30, 1884, had not been preserved beyond the contract period, they having been considered as of no further value. In the absence of these indispensable articles, which must form the basis of any inquiry such as we were instructed and proposed to make, we were unable to

ascertain in what manner the contracts for 1883-'84 had been carried out. Had these samples been on hand, it would hardly have been possible to identify therewith the goods received last year. We took charge, however, of the contract samples for the current fiscal year and carefully compared therewith articles taken at random from the stock on hand. It should be stated that, in the case of many items upon the stationery schedules, no samples had been required from the bidders, the goods bid for being of well-known and standard grades or brands. The accompanying schedules (marked Exhibit B) show the items for which no samples were found.

In addition to this comparison we selected from the contract samples specimens of all papers and envelopes, and obtained from the stock on hand specimens of similar papers and envelopes, and made a careful, thorough test of the tensile strength and thickness of each upon a machine specially constructed for testing paper which is in possession of the stamp division, office of the Third Assistant Postmaster-General. We furthermore weighed quantities of all the papers, including the wrapping paper, tested the strength and yardage of the twines, and generally used all the available means known to us to gain information as to the quality of the goods received and accepted from contractors. The results of the comparisons and tests are summarized below, all articles not specially mentioned having been found equal or superior to the contract samples:

Comparison of goods in stock with the contract samples. Stationery for the Department.

Item number.	Description.	Contract sample.		Sample from stock.	
		Tensile strength.	Thickness.	Tensile strength.	Thickness.
		<i>Pounds.</i>		<i>Pounds.</i>	
2	Legal cap paper	42	72	36	72
19	White envelopes	22	62	16	68
20	do.	20	63	16	65
21	do.	20	64	17	65
22	do.	20	65	15	65
102	Electric pen paper	20	85	18	88
79	Shears *				

* The contract samples were manufactured by a different maker from those found in stock.

Comparison of goods in stock with contract samples. For first and second class post-offices.

Item number.	Description.	Contract sample.		Sample from stock.	
		Tensile strength.	Thickness.	Tensile strength.	Thickness.
		<i>Pounds.</i>		<i>Pounds.</i>	
1	Foolscap paper	36	80	32	65
2	Legal cap paper	38	80	35	80
3	Quarto post, 12 pounds	31	65 to 70	27	65 to 70
11	White envelopes	21	65	15	65
14	Blotting paper *				
41	Thomas' carmine ink †				
53	Inkstands ‡				
55	Bevel rubber erasers §				
66	Red tape ¶				
17	Rubber bands ¶				

* See deficiency, referred to elsewhere.

† Contract sample has a glass stopper. A portion of that furnished by the contractor is provided with wooden stoppers.

‡ Those furnished by the contractor are not as finely finished as contract sample.

§ Proposals call for 20 to the pound. Those furnished weigh but 12½ ounces to 20 accepted for a pound.

¶ That in stock is not so good as contract sample.

¶ Contract sample is Faber's, while some of the bands found in stock were Michael's.

COTTON TWINE.

The contract requires that cotton twine shall measure from 650 to 700 yards to the pound. The *quality* of the stock tested was up to the Department standard, but it was deficient in yardage, measuring only 562 yards to the pound, or about 18 per cent. short.

JUTE TWINE.

The contract requires that jute twine shall be furnished in balls weighing about half a pound each, and shall measure not less than 350 yards to the pound. The contractors have been permitted to furnish, from time to time, balls of two sizes, one of a light color weighing about half a pound, as called for by the contract, and the other of a dark color weighing nearly one pound. This last named is inferior to the contract standard in quality, finish, and size of twine, it being knotty, rough, and very uneven. The tensile strength of the samples selected at random from the stock showed that it was a little stronger than the contract sample, and the small twine was fully equal in length to that called for by the contract. The large and knotty twine, however, was deficient in yardage, measuring only 258½ yards to the pound, or about 26 per cent. short. The quantity of the large twine accepted by the Department we could not ascertain, but in our opinion (formed from conversation with the employés) it was nearly one-half of all furnished.

HEMP TWINE.

The contract requirement for this class of twine is that it shall measure from 45 to 50 yards to the pound. That examined by us from the stock measured only 34 yards to the pound, or about 27 per cent. short in yardage. The twine accepted is heavier, coarser, and of uneven finish, when compared with the sample submitted by the contractor upon which the award was made, and it is of a lighter color. This difference in color, we were informed by Major Rhodes, is caused by using Russian hemp instead of American.

It may not be out of place here to state that twine is purchased by the pound, so that *yardage* is as important an element to the service as quality and strength.

MARKING AND RATING STAMPS.

The committee could not inspect marking and rating stamps, owing to the fact that they are not kept in stock, but are mailed to postmasters immediately upon delivery. There were, however, impressions upon paper from the stamps furnished, and from these we believe that the articles (as called for by the Department) were faithfully delivered.

APPROPRIATIONS AND THE EXPENDITURE THEREOF.

Below will be found tabular statements showing (1) the amounts of the several appropriations supervised by the division of post-office supplies; (2) the amounts expended by the division for "contract" and "exigency" items of stationery respectively; (3) the amounts expended by postmasters for "exigency" items of stationery and allowed in their accounts.

FISCAL YEAR 1883-'84.

Supplies.	Amount of appropriation.	Amount expended and allowed postmasters.
Wrapping paper	\$25,000 00	\$24,988 18
Twine, \$55,000 (deficiency, \$8,000)	63,000 00	62,998 41
Marking and rating stamps	20,000 00	12,746 25
Letter-balances	20,000 00	19,998 35
Stationery (first and second class offices)	60,000 00	60,000 00
Stationery (Departmental), \$9,000 (deficiency, \$185.97)	9,185 97	8,999 00

FISCAL YEAR 1884-'85.

Supplies.	Amount of appropriation.	Amount expended and allowed postmasters up to May 7, 1885.
Wrapping paper, \$30,000 (deficiency, \$5,000)	\$35,000 00	\$25,608 00
Twine, \$70,000 (deficiency, \$12,000)	82,000 00	65,130 00
Marking and rating stamps	25,000 00	7,573 86
Letter-balances	25,000 00	6,438 20
Stationery (first and second class offices)	65,000 00	42,517 75
Stationery (Departmental)	9,000 00	7,756 42

The additional sums of \$7,733.20, paid for wrapping paper, and \$19,277.30, paid for twine, were charged to the appropriation for railroad transportation for the year ended June 30, 1884, being for supplies of these articles furnished for use of the railway mail service.

STATIONERY, FIRST AND SECOND CLASS POST-OFFICES.

Fiscal year 1883-'84.

Amount of appropriation	\$60,000 00
Amount expended by the division of post-office supplies for articles under contract	36,518 66
Amount expended by the division of post-office supplies for exigency items	10,694 86
Total	47,213 52
Amount expended by postmasters and allowed in their accounts (exigency items)	12,786 48
	60,000 00
Percentage of the total amount expended by the division of post-office supplies for "exigency" items	22.6
Percentage of the total amount of the appropriation, expended by postmasters	21.3
Percentage of the whole appropriation, expended for "exigency" items by the division of post-office supplies and by postmasters	39.1

Fiscal year 1884-'85.

Amount of appropriation	\$65,000 00
Amount expended to April 20, 1885, by the division of post-office supplies for goods under contract	26,310 25
Amount expended to same date by the division of post-office supplies for exigencies	10,073 75
Total expended by the division of post-office supplies	36,384 00
Amount authorized to be expended by postmasters for exigencies	6,133 75
Total	42,517 75
Percentage of the total expenditure made by the division of post-office supplies for "exigency" items	27.6
Percentage of the total appropriation, expended by postmasters ("exigency" items)	9.4
Percentage of the total amount expended to date, for exigency items, by the division of post-office supplies and by postmasters	38.1

DEPARTMENTAL STATIONERY.

Fiscal year 1883-'84.

Amount of appropriation (including deficiencies)	\$9,185 97
Amount expended for contract articles	7,630 03
Amount expended for exigency items	1,369 30
Total expended during the year	8,999 33
Percentage of the total amount expended, paid for exigency items	15.2

Fiscal year 1884-1885.

Amount of appropriation	\$9,000 00
Amount expended for contract articles	5,763 86
Amount expended for exigency items	1,992 56
Total expended to date (April 20, 1885)	7,756 42
Percentage of the total expenditure, paid for exigency items	25.7

The appropriation for wrapping-paper for 1883-'84 was \$25,000, but the total value of the wrapping-paper bought by the division of post-office supplies from the contractor was \$32,771.38. The sums of \$3,643.20 and \$4,140 (total \$7,783.20) paid for wrapping-paper furnished for use of the Railway Mail Service for facing-slips were charged by the Auditor for this Department to the appropriation for railroad transportation.

The appropriation for twine for 1883-'84 was \$63,000, but the total value of the twine bought by the division of post-office supplies was \$82,275.71. The sums of \$9,019.20 and \$10,258.10 (total \$19,277.30) paid for twine furnished to the Railway Mail Service were charged by the Auditor to the appropriation for railroad transportation.

The letters requesting these transfers were signed in one case by the First Assistant Postmaster-General, and in another by the Superintendent of the division of post-office supplies. They were addressed to the Superintendent of Railway Mail Service, and by the latter were referred to the Auditor, with an acknowledgment in each case of the receipt of the twine or wrapping-paper, as the case might be, and with a request that the desired transfer be made.

The subjoined statements exhibit the condition of the appropriations

for wrapping-paper and twine, respectively, at each of the dates on which a transfer was requested.

• WRAPPING PAPER.

Appropriation	\$25,000 00
er ordered up to February 5, 1884.....	23,797 78
Balance	1,202 22
Letter written February 5, 1884, requesting transfer of.....	3,643 20
Amount then available.....	4,845 42
Paper ordered up to April 22, 1884.....	4,366 38
Balance.....	479 04
Letter written April 22, 1884, requesting transfer of.....	4,140 00
Amount then available.....	4,619 04
Paper ordered up to close of fiscal year	4,607 22
Balance unexpended	11 82
Transfer (requested February 5, made by Auditor March 7, 1884)	3,643 20
Transfer (requested April 22, made by Auditor April 26, 1884)	4,140 00
Total transfers.....	7,783 20
Total appropriated.....	25,000 00
	32,783 20
Total expended.....	32,771 38
Balance	11 82

TWINE.

Appropriation	63,000 00
Twine ordered up to February 5, 1884.....	46,794 00
Balance.....	16,206 00
Letter written February 5, 1884, requesting transfer of	9,019 20
Amount then available.....	25,225 20
Twine ordered up to April 22, 1884	15,979 00
Balance.....	9,246 20
Letter written April 22, 1884, requesting transfer of.....	10,258 10
Amount then available.....	19,504 30
Twine ordered up to close of fiscal year	19,502 71
Balance unexpended	1 59
Transfer (requested February 5, made by Auditor March 7, 1884).....	9,019 20
Transfer (requested April 22, made by Auditor April 26, 1884).....	10,258 10
Total transfers	19,277 30
Total appropriated.....	63,000 00
	82,277 30
Total expended	82,275 71
Balance.....	1 59

We ascertained that similar transfers had been made during the years 1881-'82 and 1882-'83.

Your commission do not think it a correct method to purchase supplies from the contractors whose contract rests upon a specific appropriation for a given article, and to charge the cost of such supplies,

when furnished to another division of the service, against an entirely different appropriation. In our opinion, which we respectfully submit to your judgment, the appropriations made in terms by Congress for wrapping paper and twine were intended to cover the cost of all wrapping paper and twine used in the postal service, whether in post-offices or by the railway-mail service. A railway postal car is, in fact, a traveling post-office. It is, we are convinced, substantially an evasion of law to obtain available funds for the purchase of additional supplies by taxing another appropriation with the cost of a portion of the supplies already purchased and paid for. (*Vide Stat. L.*, v. 15, sec. 2, p. 36, and § 3678, U. S. Rev. Stat.)

It is but proper to remark that no concealment of facts has been made or attempted as regards these transactions. A full description thereof will be found in the annual report of the Acting First Assistant Postmaster-General for the year 1883-'84. (See pages 64 and 65, Annual Report of Postmaster-General for that year.)

It may also be stated that for the current fiscal year Congress made increased appropriations for wrapping paper and twine, which circumstance may be taken as indicative of the sense of that body that the former practice should be discontinued.

Expenditures have not always been judiciously made. Your attention has already been invited to the large amount of the "exigency" purchases, so called. Many of these purchases were imprudently made, and some were wholly unnecessary. To particularize:

(1) William Ballantyne & Son were the contractors for furnishing mucilage for the use of first and second class post-offices during the fiscal year 1883-'84, at the price of \$2.29 per dozen bottles. On November 14, 1883, there were bought from G. A. Whitaker, who was not the contractor, 33½ dozen bottles of mucilage, at \$2.55 per dozen, an excess in cost to the Department of \$8.71. On November 5, 1883, nine days before this exigency purchase, there were received from the contractors, according to the books of the stationery branch, 230 dozen bottles of mucilage, of which only 2,395 bottles, according to the same books, had been issued to postmasters up to December 31, 1883, leaving a stock on hand December 31, 1883, of 365 bottles, or 30½ dozen. There could, therefore, have been no exigency of the service on November 14, 1883, which demanded the purchase of 33½ dozen bottles of mucilage from another than the contractor.

(2) Joseph L. Savage was the contractor during 1884-'85 for furnishing Dixon's American graphite pencils for the use of first and second class post offices, at the rate of 32 cents per dozen. On February 17, 1885, 50 dozen of these pencils were ordered from J. R. Michael, of New York, as an "exigency" purchase, the contractor, Savage, having died, as we are informed. The price paid Michael was the same as the contract price. On July 29, 1884, there had been received from Savage, the contractor, 1,000 dozen of these pencils, and we found on hand, when taking account of stock, 890 pencils of this make, *i. e.*, graphites. There has been none ordered since the 600 pencils were purchased from Michael. That is to say, there are still on hand, at the present date, 290 of the pencils bought from the contractor, and therefore no "exigency" of the service could have existed on February 17, 1885, to warrant the purchase of the 50 dozen pencils referred to above.

(3) J. R. Michael was the contractor, 1883-'84, for furnishing Carter's combined writing and copying ink for the use of first and second class offices at \$5.75 per dozen bottles. On January 23, 1884, 50 dozen quarts of Thomas's writing and copying ink (not a contract article) were bought

from Michael at \$4.88 per dozen as an "exigency" purchase. (Michael's contract price for the latter ink the following year was \$4.45.)

(4) George McDowell & Co. were the contractors, 1883-'84, for furnishing Stafford's carmine ink (pints) for the use of first and second class post-offices, at \$8.89 per dozen. On January 23, 1884, 50 dozen pints of Thomas's carmine ink were ordered from J. R. Michael, at \$8.75 per dozen. (Michael's contract price for Thomas's carmine ink the following year was \$6.90.)

(5) J. R. Michael was the contractor, 1883-'84, for furnishing Faber's black pencils for the use of first and second class offices, at 33.9 cents per dozen. On February 20, 1884, there were ordered from Michael, to meet an alleged "exigency" of the service, 2,400 dozen "Michael" pencils, at 33½ cents per dozen. Of these 2,400 dozen (28,800) pencils received and paid for over a year and one month ago (bill passed for payment March 27, 1884), we found on hand, upon taking account of stock, 27,648. Mr. Baldwin, a laborer, states that "Michael" pencils were issued to postmasters to a quantity about one-third or one-fourth that now on hand (one-third or one-fourth of 27,648), so that it is evident (only 28,800 of the "Michael" pencils having been bought as such, and Mr. Yantis admits as much) that other "Michael" pencils were received, accepted, and paid for as "Faber's" pencils.

(6) W. A. Wheeler, jr., was the contractor, 1883-'84, for furnishing "Treasury" blotting paper for the use of first and second class post-offices, at \$14.50 per ream. On March 19, 1884, 100 reams of "Climax" blotting paper were ordered from J. R. Michael, as an "exigency" purchase, at \$14.40 per ream. (Michael's contract price this year for "Climax" blotting paper is \$11.90 per ream.)

(7) William H. Dempsey was the contractor, 1883-'84, for furnishing rubber bands for the use of first and second class post-offices, at \$1.85 per pound. On May 9, 1884, 1,000 pounds of rubber bands were ordered from J. R. Michael, at \$1.80 per pound. (Michael's contract price for rubber bands the present year is \$1.50 per pound.)

(8) J. B. Adams was the contractor for furnishing Faber's red, blue, and green pencils for the use of first and second class offices, year 1884-'85, at 52 cents per dozen. On October 28, 1884, 2,400 dozen Eagle blue pencils (white wood) were ordered from J. R. Michael, as an "exigency" purchase, at 41 cents per dozen. We find that these 2,400 dozen (28,800) pencils were the only white-wood blue pencils of this kind ever ordered, yet we found on hand 29,532 of these pencils, and many such had been issued to postmasters. Some of these must, therefore, have been received and accepted in lieu of another article.

(9) Upon the blotter of orders given upon contractors and others, kept by the stationery clerk, we found the record of an order upon J. R. Michael, dated October 24, 1883, for 100 dozen quarts of Thomas' black ink. The quantity entered in the book showing receipts of stock was 125 dozen quarts, and the bill which was paid November 27, 1883, was for 125 dozen quarts. The quantity in the order we found had been erased and altered, in what appeared to us and to the stationery clerk to be the figures of the superintendent, from 100 to 125 dozen. In explanation of this alteration we beg to add that we found, among the correspondence of Mr. Rhodes, a letter from the contractor, J. R. Michael, who stated that he was obliged to buy a larger quantity than that called for by the Department in order to obtain a satisfactory price from the manufacturers, and asked that the entire quantity be accepted. With this end in view the alteration was probably made.

(10) In examining the accounts of the contractors for letter balances and scales, our attention was attracted by the great variation between the prices paid during 1883-'84 and the contract prices for 1884-'85. The differences will appear from the following comparative statement:

Year.	8-ounce.	4-pound.	62-pound.	240-pound.	600-pound.
1883-'84.....	\$2 29	\$5 60	\$8 40	\$9 80	\$21 00
1884-'85.....	2 80	3 19	2 95	3 27	7 44

It was then observed that an order for a considerable number of the larger scales had been given to the contractors, Fairbanks & Co., near the close of the fiscal year ended June 30, 1884, to wit, May 27: One hundred 62-pound, seventy-five 240-pound, and thirty 600-pound; while during the current year no large scales have been bought at the reduced prices.

The total number of 8-ounce balances supplied to postmasters during the year 1883-'84 was 4,024. The total number supplied thus far during the current fiscal year (more than ten months) is 2,525, and there are now on hand 1,660 of these balances, or sufficient to last at this rate for the next six months at least; yet, we find that on February 21, 1885, 4,000 8-ounce balances were ordered from the contractors at the increased contract price of the current year. The 4,000 already ordered (none of which have been received) added to the 1,660 will probably be a sufficient supply for the next year and a half. The last order given was worse than injudicious.

In the account of contractors for scales we found certain entries of 600-pound scales sent to post-offices during the current fiscal year, the number of such scales being twelve. These did not appear from the books to have been paid for. Upon inquiry of the superintendent we were advised that the thirty 600-pound scales ordered May 27, 1884, had never been received by him, although he had certified to their receipt and the bill therefor had been paid. He represents that he had no space for storing them, and for this reason allowed the contractors to retain them, and, as occasion required, would direct the contractors to forward single scales to post-offices as they might be called for upon requisitions.

The twelve scales above mentioned were thus forwarded. The remainder had not been received at the date when we commenced our inspection, but seventeen of them were shortly afterward ordered by the superintendent to be shipped to Washington, and are now stored in this Department. The other scale has not yet been received, and until his attention had been called to it by us, Mr. Rhodes was not aware that one more was due to the Department. He had mistaken an entry in his book of a scale of different kind for one of the 600-pound scales and ingenuously admitted that he wrote to the contractors to find out "how he stood."

(11) When in the course of taking account of the stock for first and second class post-offices the item of blotting-paper was reached, we found that while the contract required the delivery of blotting-paper weighing 100 pounds to the ream, there were on hand quantities weighing 80, 90, and over, 100, and 120 pounds to the ream, respectively. The stationery clerk advised us that of the stock on hand 32 bundles (16 reams) of 80-pound blotting-paper should not be counted, inasmuch

as it had been rejected and better paper furnished in its stead. Subsequently we closely interrogated Mr. Baldwin, a laborer, whose duty it is to pack and prepare supplies of stationery for shipment, and were informed by him that both 80 pound and 100 pound blotting-paper had been regularly received and issued during the year past, and that only one lot of 120-pound paper had been received, and that very recently.

There were on hand in all 50 $\frac{3}{4}$ reams of blotting-paper, not counting the 16 reams said to have been rejected. The respective weights of the 50 full reams we found to be as follows :

	Reams.
100 pounds.....	14
From 80 to 90 pounds and more, but less than 100 pounds.....	30
120 pounds.....	6

(12) About the 27th of February last there were received from the contractor, J. R. Michael, 50 dozen bottles of Thomas' carmine ink, part of which, on its arrival at this Department, was found to be frozen, as we are informed. Mr. Baldwin states that of 26 dozen bottles received in one shipment, 18 dozen were frozen, and consequently worthless, and that they were afterwards thrown away. Mr. Yantis, the stationery clerk, states that the frozen ink was immediately rejected and the contractor notified, and that the latter forthwith furnished other and good ink in its place. We find, however, that the original order of the 50 dozen bottles of ink was dated February 25, 1885, which date corresponds with the entry in the record of orders upon the contractors; that the contractors' bill was dated on the next day, February 26, that the bill was passed to the Auditor on the 27th, and by the latter passed for payment on the 28th of February. It is obvious, therefore, that if the order and bill bear true dates, the frozen ink was hastily paid for, because sufficient time did not elapse between the date of the bill and the date on which it was passed to the Auditor for a letter to reach New York City and a supply of ink to be shipped from that city to Washington.

We found the stock of Thomas's carmine ink deficient by over 30 dozen bottles, but we also found in stock 36 dozen bottles of David's *scarlet* ink, which we were at first advised had been on hand "a long time." Mr. Baldwin informed us, however, with a manner which convinced us of his truthfulness, that it had been received quite recently, perhaps in the latter part of March. Mr. Yantis afterwards stated that he was positive that David's ink had been received in lieu of the frozen Thomas' ink. He was unable to account for the discrepancy between the quantity of the former on hand (36 dozen) and the quantity of the latter stated by Mr. Baldwin to have been frozen (18 dozen).

(13) According to the books of the stationery division there were on hand June 30, 1883, 123 dozen (1,476) Eagle black lead pencils. None were ordered during the year 1883-'84, and from July 1, 1883, to the date of our inspection, a period of one year and nine months, only 225 of these pencils had been issued to Bureaus of the Department. Yet in August, 1884, there were purchased from the contractor, J. R. Michael, 240 dozen (2,880) of these pencils.

(14) On the 25th September, 1884, 100,000 envelopes, costing \$205, were ordered from E. Morrison for use in returning dead letters, and paid for from the appropriation for stationery for the Department. At that time, we are informed, the contract under which these envelopes had theretofore been procured was annulled by Postmaster-General Gresham, so that if an exigency of the service existed, as it probably

did, which required these envelopes for immediate use, their purchase in open market is not subject to criticism; but whatever the exigency might have been, the envelopes should have been paid for not out of the appropriation for stationery for the Department, but out of the appropriation for post-office registered package and dead-letter envelopes, a specific appropriation having been made by Congress for such envelopes.

We afforded to the superintendent and the stationery clerk opportunity to explain their reasons for making the above-mentioned exigency purchases and to exhibit their authority for such purchases. As to most of the transactions they had no explanation to offer, and admitted that the purchases were made without authority from a superior officer. As to the exigency purchase of blotting-paper, it was stated that complaint had been made of the paper furnished under contract, whereupon Mr. Rhodes assumed the responsibility of buying a different kind. As to the purchase of the "Michael" black lead-pencils, Mr. Rhodes says he brought the matter at the time to the notice of the then Postmaster-General, Mr. Hatton, who verbally authorized him to buy the "Michael" pencils, if he was sure they were as good as Faber's.

From the numerous and extensive purchases (of articles not embraced in contracts) constantly made of certain persons, we are of opinion that due effort has not been made to lessen the cost of such articles by competition. The following statement, we think, will be found to be sufficient evidence of this:

	Amount.	Per cent.
Total amount of "exigency" purchases by division of post-office supplies, 1883-'84, for first and second class post-offices.....	\$10,694 86	.....
Amount paid to J. R. Michael.....	5,454 00	50.9
Amount paid to J. B. Adams.....	1,519 04	14.2
Amount paid to E. Morrison.....	862 70	8
Total amount of "exigency" purchases by division of post-office supplies, 1884-'85, to May 7, for first and second class post-offices.....	10,073 75	.....
Amount paid to J. R. Michael.....	1,000 00	9.9
Amount paid to J. B. Adams.....	2,001 28	19.8
Amount paid to E. Morrison.....	1,693 94	16.8
Total amount of "exigency" purchases by division of post-office supplies, 1883-'84, for departmental use.....	1,389 30	.....
Amount paid to J. B. Adams.....	650 40	47.4
Amount paid to E. Morrison.....	144 88	10.5
Total amount of "exigency" purchases by division of post-office supplies, 1884-'85, to May 7, for departmental use.....	1,992 56	.....
Amount paid to J. B. Adams.....	566 88	28.4
Amount paid to E. Morrison.....	363 00	18.3

It is not remarkable that, as we have been informed, complaint of favoritism has been made by other dealers, who allege, so we are given to understand, that they have not been given a chance to compete for furnishing the Department with such articles.

STOCK, AND THE ACCOUNT THEREOF.

In making up the account of stock of all kinds we started with the balances shown by the records of the division to have been on hand June 30, 1883. To these balances we added all the stock received from July 1, 1883, to the date of our examination, and the total constitutes the debit side of each account.

On the other hand, we aggregated the issues of stock from July 1, 1883, to the date of our inspection, and added to these the stock which we found on hand by actual count. The total constitutes the credit side of each account.

No difficulty was encountered in making up the debit side of each account. To summarize the credits, however, was a work of many days, and in order not to delay the inspection we called to our aid, for certain routine work, the services of three competent and reliable clerks in this Department, Messrs. Marsh, Miller, and Bourne.

To arrive at the total quantities of twine and wrapping paper, it was necessary to handle all the requisitions for these articles received from postmasters, because the books contained entries, as before stated, only of quantities from one ream of paper and ten pounds of twine upwards. An account could be made on these items for the current year only, because the requisitions for the greater portion of the previous year had been destroyed.

The issues of letter balances were obtained by aggregating all the requisitions received; the issues of marking and rating stamps by adding the entries in the records of stamps furnished to postmasters. "Slips" were found in many cases instead of requisitions.

It has been customary for Mr. Payn, a clerk in the stationery branch, to make up an abstract each quarter, of the stationery issued to each Bureau of the Department. We did not accept these abstracts as correct, but checked every requisition with the abstract upon which it was supposed to have been entered. We found that heretofore the method of issuing departmental stationery has been exceedingly lax and careless. Supplies have been given out without requisitions; changes have been made in requisitions; articles other than those called for have been furnished, and the requisitions have not been altered; articles called for upon requisitions have not been furnished, but the entries have been allowed to remain; and articles have been added to requisitions after they have been signed by the proper officer.

It was a difficult task, with the inaccurate data at hand, to make a summary of the issues that would be approximately accurate, and in many cases we could only guess at the description of the article supplied. "One ream of paper," "one dozen pencils," &c., are specimens of entries upon requisitions which were not properly charged at the time by the person who issued the supplies so that they would describe accurately the articles furnished.

We found the abstracts made up in the stationery branch to contain very numerous errors.

With the exception of the first six months, from July 1 to December 31, 1883, no abstract or account had been made of the issues of stationery for first and second class post-offices. With the valuable assistance of two clerks there were transcribed and aggregated upon large sheets, at much expense of time, all the items of stationery issued to post-offices from the 1st of July, 1883, to the date of our investigation.

Herewith are submitted (Exhibits C, D, and E) detailed balance sheets of stock of (1) wrapping-paper, twine, letter balances, and stamps; (2) stationery for the Post-Office Department; (3) stationery for first and second class post-offices, showing debits, credits, and the resulting balance of shortage or surplus for every one of the three hundred and eighty-four articles embraced in the contracts for supplies; also a statement in which the shortage and surplus items of stationery on the schedules of the Department and of first and second class offices, respectively, are compared, so far as such items appear in both schedules, and the resulting final balances, whether they be shortages or surplus items, are shown.

In view of the careless manner in which stationery supplies have been distributed, and the accounts thereof kept, it has not been thought

important to reduce to a money value the shortages and surplus quantities. However that may be, the necessary calculation has been made and the information herein embodied for such use as it may be thought proper to make of it.

Total value of shortages at present contract prices.....	\$21,746 60
Total value of surplus items at present contract prices.....	16,294 82

Of the goods bought in open market for the use of the Department, articles to the value of \$215.90 were not covered by requisitions, and of the goods so bought for post-offices articles amounting in value to \$2,419.76 were not covered by requisitions.

ORGANIZATION OF THE DIVISION, CLERICAL FORCE, DUTIES, ETC.

Submitted herewith (Exhibit F) are tabular statements showing in detail the actual working force of the division of post-office supplies as we found it, and the force allowed by law (act making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June 30, 1885). The actual working force consists of 19 employés; the number allowed by law is 23.

Of the actual working force, five employés are appropriated for under other divisions or bureaus of the Department, to wit: S. A. Gorgas, railway mail service; Alex Powell, railway mail service; Charles McKenney, office superintendent and disbursing clerk; Arnold S. Yantis, office First Assistant Postmaster-General (appointment division); P. J. Payn, office First Assistant Postmaster-General (appointment division); while of the force allowed by law to the division nine employés are assigned to duty elsewhere, to wit: W. B. Holtzclaw, office First Assistant Postmaster-General (appointment division); R. H. Neal, office of First Assistant Postmaster-General (salary and allowance division); H. A. Stevenson, James Thomas, messengers, office First Assistant Postmaster-General; James Ross, office Third Assistant Postmaster-General (dead-letter division); Henry Lightfoot, office superintendent and disbursing clerk, Post-Office Department; Jacob B. Shiley, office First Assistant Postmaster-General (bond division); M. A. Turner, office First Assistant Postmaster-General (bond division); Mrs. Pauline A. Gordon, office First Assistant Postmaster-General (appointment division).

We are strongly of the opinion, and so recommend, that this division be given the full force allowed to it by law, and we will base certain suggestions hereinafter to be made upon the assumption that four additional employés, appropriated for, but not now performing duty in this division, be assigned to it.

We submit herewith (Exhibit G) a letter addressed to you, at our instance, by each clerk in the division, setting forth briefly his or her name, previous occupation, length of service, and character and extent of duties. We personally inspected the work of each and familiarized ourselves therewith.

The laborers we believe to be expert and capable.

The following comments and recommendations are respectfully submitted for your consideration and such action as you may deem proper:

D. W. Rhodes, superintendent.—As will appear from former statements herein, Mr. Rhodes has permitted himself to engage in questionable transactions with contractors and supply men; has been negligent of the interests of the Government; has failed to strictly enforce contract requirements; has been lax in methods; has not exercised prudence in

expenditures; and has not properly supervised the operations of the division of which he has charge. We give to him the credit of some improvement in the system of accounts immediately under his personal care.

A. S. Yantis, stationery clerk.—Mr. Yantis's methods have been careless, his system lax, and he has failed to exercise proper care in the custody of valuable supplies. Two members of your commission have been unofficially informed by Mr. Yantis that he contemplates tendering his resignation at the close of the present month to engage in private business. We have thought it proper to take cognizance of these personal communications, and, inasmuch as the performance of the work assigned to him requires a somewhat thorough knowledge of the various articles of stationery furnished, and of the manner in which supplies are bought, we recommend that a successor to Mr. Yantis be selected at once and placed under his tutelage, so that, when the time arrives for him to take charge, he will have acquired a tolerably accurate conception of his duties. It may be remarked that this recommendation will only be practicable in case Mr. Yantis's successor be selected from among the present employés of the Department.

P. J. Payn assists Mr. Yantis in the stationery branch, makes out the abstracts of stationery furnished to the Bureaus of the Department, and keeps the records of supplies received and disbursed. He also keeps the record of requisitions from the Public Printer. We ascertained in the course of our investigation that he was not always accurate in his book-keeping, and from what we have observed we think that bad feeling exists between Mr. Yantis and Mr. Payn, which does not tend to improve the character of the work done in this branch. It has already been stated that deliveries from contractors of stationery for first and second class post-offices for the current fiscal year had not yet been recorded at date of commencement of our examination.

We have the honor to recommend :

(1) That three clerks in the division of post-office supplies be designated as bookkeepers; one to have charge of the records of wrapping paper, twine, balances and marking and rating stamps issued to postmasters; another to keep the records of stationery issued to bureaus of this Department, and a third the records of stationery issued to first and second class post-offices.

(2) That the record or account books to be kept by these clerks be in form like the sample sheets herewith submitted; that the entries therein be posted up daily, balanced at the close of each quarter, and verified by an actual count of stock on hand; and that a balance-sheet showing the gross quantities of stock of all kinds received and issued be submitted to the First Assistant Postmaster-General at the close of each quarter.

(3) It is suggested that for the present accounts be opened in the record books of wrapping paper, twine, balances and postmarking stamps with Presidential post-offices only, and with the several superintendents of railway mail service, and that until such time as it may be found practicable to open such accounts with all post-offices, supplies of these articles furnished to fourth-class offices be recorded in the order in which they are issued in a book like that now kept, and the quantities aggregated at the close of each quarter.

(4) That one of the clerks of the division be designated the store-keeper, who shall represent the Postmaster-General, and whose accounts shall serve as a check upon those of the division. With each shipment of goods the contractor should be required to forward an in-

voice in duplicate; and on receipt of the articles at the Department they must be carefully inspected by both the chief of the division and storekeeper, and a certificate of such inspection and delivery must be written or printed upon the invoice and signed by both. The goods should then be delivered into the custody of the storekeeper, who should charge himself, in an account kept by him for the purpose, with the gross quantities thereof.

When supplies are needed for current issues to postmasters, requisitions for limited quantities should be made upon the storekeeper by the chief of the division, who should be required to receipt for the goods upon their delivery to him, and the storekeeper should credit himself with the quantities shown in such receipts. When very large quantities are called for the requisition on the storekeeper from the chief of the division should specify the name of the post-office, or of the division of the railway mail service requiring them. Orders upon the contractors should be consecutively numbered, and a corresponding number should be entered upon the duplicate invoices and upon the bills, which should be rendered in duplicate.

No bill should be approved by the Postmaster-General for payment unless it bear the certificate of the receipt and inspection of the goods signed by both the chief of the division and the storekeeper. The storekeeper, as well as the chief of the division, should be required to balance his books quarterly, and to verify the balances by an actual count of stock. He should likewise submit to the First Assistant Postmaster-General at the close of each quarter a statement showing the total quantities of stock received by him, and the quantities issued to the chief of the division.

(5) The form of account book kept with the Public Printer should be modified by the addition of parallel columns, so as to show the cost of printing and binding for each Bureau of the Department, and the separate record of public printing and binding now kept for each Bureau should be dispensed with. The correctness of the bills rendered by the Public Printer (which are usually for gross sums) should be verified by aggregating the amounts of the itemized bills received from him each month.

(6) It has heretofore been the practice of the chief of this division to sign in his own name most of the communications relating to the business under his charge, and it has never been his practice to preserve copies thereof or to have them recorded. The want of this record has, in a great measure, increased the labors of investigation and left in mystery many things that might otherwise have been explained.

All official communications emanating from the division, except circulars with printed signature, should be signed by the First Assistant Postmaster-General and press-copied. In the term "official communications" should be included requisitions upon the Public Printer, orders upon contractors, orders for the purchase of goods in the open market, answers to communications from postmasters, and official correspondence in general.

It would be desirable to curtail the use of reference-slips, and to employ circulars with printed signatures for replies to postmasters concerning minor matters of detail. We found the use of reference-slips (signed by the chief of division in lieu of letters or circulars signed by the First Assistant Postmaster-General) too prevalent a mode of communication on official business. All orders upon contractors and orders for purchase of goods in open market should be approved by the Postmaster-General.

(7) The blank form for requisition for stationery used in the Department should be amended to conform to the specimen herewith submitted. (See Exhibit H.) It should be printed in copy-yielding ink, and a letter-press copy thereof should be taken in the division from which it emanates. A separate communication should be written in all cases where articles are desired which are not on the schedule of articles under contract, and a detailed explanation should be made in such communication as to the necessity of the service which demands the immediate purchase of the articles.

(8) Heretofore it has not been the practice to send an invoice with supplies of stationery furnished to post-offices, nor has any receipt been required for such supplies. We recommend that an invoice, printed with copy-yielding ink, be filled up and press-copied and sent with every shipment of stationery, and the postmaster to whom the stationery is furnished be required to receipt therefor at the foot of the invoice and to return the latter to the Department. Upon the return of the receipt it should be checked with the entry in the ledger account of postmasters.

(9) The requisition forms used by postmasters in ordering supplies of twine, wrapping paper, blanks, and stationery should be provided with a column in which postmasters should be required to state the quantity of each article called for then on hand.

(10) The form of orders upon contractors may be like that now used, but all orders should be numbered consecutively, commencing anew with each fiscal year, and should be press-copied. The practice heretofore pursued of keeping a slip memorandum of partial shipments of goods from contractors, and of entering the aggregate amount of each order after the delivery thereof is completed, should be discontinued. Each contractor's ledger account should be made a faithful record of all shipments received from him, whether partial or complete.

(11) Proposals should be accompanied by a bond, with sureties for a sufficient amount, conditioned for the bidder's entering into contract for furnishing the articles bid for and accepted. No such bond has heretofore been required. The proposal, bond, guaranty, and certificate should, for convenience, be printed upon one sheet like the accompanying specimen, marked Exhibit I.

(12) More care should be taken in stating (in the specifications for the information of bidders) the estimated quantities of the several articles required. We observed that in past years there were wide variations, in many cases, between the estimated quantities and the quantities actually ordered.

(13) Additional room is needed and should be provided for storing the stationery for use of post-offices; we suggest that the room immediately adjoining the hall-way—in the basement where this stationery is now stored—could be made available for this purpose.

(14) A semi-circular railing should be erected in the room in which the departmental stationery is kept, and unauthorized persons should be denied access within the railing. No stationery should be dispensed to applicants in person, but requisitions should be sent to the stationery room and the articles called for delivered by a messenger attached to that division. As at present arranged, the stationery room affords ample opportunity for theft; and the clerks located therein are too frequently distracted from their labors by personal calls. Stationery should only be dispensed by a competent clerk, familiar with the articles and their uses; never by messengers or laborers.

(15) Articles of stationery received in good condition, but afterwards broken or spoiled, should be condemned by a committee and destroyed

or otherwise disposed of, and upon the report of such committee credit should be claimed by the chief of the division or by the storekeeper, as the case may be, for the articles condemned.

(16) The practice heretofore has been to destroy, after a very limited period, requisitions for supplies received from postmasters. Such requisitions should be carefully filed for purposes of reference and kept for a term of four years at least.

(17) We ascertained that it had been the custom of Mr. Rhodes to furnish to the contractors for scales a "penalty label" for their use in transmitting by mail scales ordered to be sent direct from the manufactory to the postmaster. Mr. Rhodes explained that such labels had been furnished only when the distance from the manufactory to the post-office of destination was greater than the distance from the manufactory to Washington. In like manner the contractors have been authorized to make deliveries of contract and other articles direct to postmasters, who would in some cases acknowledge receipt of such articles to the contractors, who would send such receipt to this Department, while in other cases a blank form of receipt would be forwarded to the postmaster from the division of post-office supplies, and the postmaster would be notified at the foot of the receipt that the articles desired would be furnished direct from the contractors. The specifications to bidders require that all articles shall be delivered free of expense at the division of post-office supplies.

(18) We submit herewith amended schedules of articles of stationery (containing such erasures and additions as, in our judgment, should be made) for the ensuing fiscal year (Exhibit J).

In addition to these modifications we respectfully suggest that there be added to the schedule for first and second class post-offices a description of the account and record books most commonly used in such offices, and that a provision be inserted in the schedule and in each contract for such books, requiring the successful bidder to furnish all such new or modified books (not specially described) as may be required during the contract term, at prices not to exceed the contract prices for books of similar character, size, and quality.

From the large quantities issued of unheaded note paper, note envelopes without printing, and other articles obviously not prepared for official use, it would seem that such articles are purchased too largely and disbursed too indiscriminately.

Respectfully submitted.

GEO. W. WELLS,
W. B. COOLEY,
H. L. JOHNSON,
Committee.

Hon. WM. F. VILAS,
Postmaster-General.

Statement showing the estimated amount of loss to the Government by reason of the deficient yardage in twine.

	Total quantity of twine received to date of inspection.	Assuming a shortage of 18 per cent. in all cotton twine, of 26 per cent. in one-half of all jute twine, and of 28 per cent. in all hemp twine, the total excess of twine ordered to make required yardage would be—	Value of excess ordered at contract prices would be—
	<i>Pounds.</i>	<i>Pounds.</i>	
Cotton	120,000	21,600	\$3,456 00
Jute	373,755	48,588	4,125 12
Hemp	160,018	37,805	3,111 35
Total loss to Government by reason of deficient yardage			10,692 47

APPENDIX B.

TABLES EXHIBITING THE BUSINESS OF THE LINES INDICATED IN
TRANSPORTATION OF UNITED STATES MAILS DURING THE YEAR
ENDED JUNE 30, 1885.Pacific Mail, from San Francisco to Hawaiian Islands, New Caledonia, and Australian
colonies, for fiscal year 1884-'85.

[Outward mails only.]

Name of vessel.	Date of sailing.	Australian colonies.				Hawaiian Islands.			
		Letter rates.	Total amount paid steam- er per trip, at 6-cent and 2-cent rate for letters.	Letters.	Prints.	Letters.	Prints.	Total amount paid steamer per trip at 5 francs per kilo for letters, 50 cent- imes per kilo for prints.	Total amount earned by steamer per trip.
	1884-'85.			<i>Grams.</i>	<i>Grams.</i>	<i>Gr'ms.</i>	<i>Grams.</i>		
Zelandia	July 6	\$15,137 1,692	\$908 22 33 84	267,435	2,433,900	17,921	315,344	\$47 72	\$989 78
City of Sydney	Aug. 2	13,808 1,601	824 48 32 02	232,135	2,190,300	4,048	56,908	9 40	809 90
Australia	Aug. 30	15,643 2,410	938 58 48 20	270,795	3,467,450	49,234	757,500	120 61	1,107 39
Zelandia	Sept. 27	15,432 1,742	925 92 34 84	257,610	3,202,850	38,731	965,270	104 47	1,065 23
City of Sydney	Oct. 25	15,760 1,899	945 60 37 98	264,885	2,506,700	29,954	570,935	84 87	1,008 45
Australia	Nov. 24	17,341 2,236	1,040 46 44 72	293,655	1,987,050	36,664	595,636	92 88	1,178 06
Zelandia	Dec. 24	17,624 2,246	1,057 44 44 92	298,050	2,581,450	41,165	493,317	87 33	1,189 69
City of Sydney	Jan. 25	15,148 1,732	908 88 34 64	253,200	2,198,650	13,731	170,214	29 68	973 20
Australia	Feb. 16	15,926 1,851	935 56 37 02	266,655	2,547,100	679	10,873	1 70	994 28
Zelandia	Mar. 14	16,050 2,002	963 36 40 04	270,870	2,743,450	48,272	558,299	100 45	1,103 85
City of Sydney	Apr. 12	15,454 1,921	927 24 38 42	260,625	2,741,650	45,970	555,094	97 92	1,063 58
Australia	May 10	15,753 1,709	945 18 34 18	261,430	2,921,750	36,848	447,535	78 73	1,058 09
Zelandia	June 6	13,893 1,671	833 58 33 42	233,460	2,434,150	14,000	241,355	36 79	903 79
Grand total.....		227,687	12,672 74	3,430,805	33,958,450	337,226	5,477,408	892 53	13,565 29

Pacific mail from San Francisco to Hawaiian Islands, New Caledonia, and Australian colonies for fiscal year 1884-85.

[Outward mails only.]

Names of vessels.	Date of sailing.	Total letters and prints to Australia.		Total letters and prints to Hawaiian and New Caledonia.		If Australian mail paid for at freight rate, 80 cents per 100 pounds.	If Australian mail, paid for at parcel-express rate, 10 cents per pound.	If Hawaiian mail, paid for at freight rate, 80 cents per 100 pounds.	If Hawaiian mail, paid for at parcel-express rate, 10 cents per pound.	Sea and inland postage on mail to Australian colonies at 12 cents and 5 cents letter rates.	Sea and inland post on mail to Hawaiian Islands at 5 cents 15 grains, and prints 1 cent 2 ounces.	Total sea and inland postage on mail carried by steamer, per trip.
		Lbs.	Lbs.	Lbs.	Lbs.							
Zelandia	1884-85, July 6	5,956	734	47	64	\$595 60	\$5 87	\$73 40	\$2,974 60	\$123 79	\$3,097 39	
City of Sydney	Aug. 2	5,341	184	42	72	534 10	1 07	13 40	3,384 04	24 87	2,638 00	
Australia	Aug. 30	8,242	1,778	65	93	824 20	14 22	177 80	3,120 08	315 61	3,700 25	
Zelandia	Sept. 27	7,630	1,618	61	04	763 00	12 94	161 80	2,983 83	268 15	3,388 23	
City of Sydney	Oct. 25	6,111	1,344	48	88	611 10	10 75	134 40	2,888 34	215 83	3,204 06	
Australia	Nov. 24	5,933	1,394	40	26	503 30	11 15	139 40	3,259 76	241 87	3,629 71	
Zelandia	Dec. 24	6,349	1,288	50	83	634 90	10 30	128 80	2,812 51	235 87	3,495 63	
City of Sydney	Jan. 25	5,408	405	43	24	540 00	3 24	40 50	2,783 82	79 81	2,863 63	
Australia	Feb. 16	6,194	25	49	55	619 40	20 2	50	2,112 51	44 32	2,116 94	
Zelandia	Mar. 14	6,646	1,337	53	16	664 60	10 69	133 70	3,124 20	272 54	3,396 74	
City of Sydney	Apr. 12	6,620	1,325	52	96	662 00	10 60	132 50	3,047 19	264 27	3,311 46	
Australia	May 10	7,018	1,068	56	14	701 80	8 54	106 80	3,144 51	212 32	3,356 83	
Zelandia	June 6	5,882	496	47	05	588 20	3 96	40 60	2,724 25	94 93	2,819 18	
Grand total		82,428	12,946	639	40	8,242 80	163 53	1,294 60	38,905 86	2,352 79	41,018 65	

Only one vessel of United States register in this line.

Average number of pounds of mail transported per trip	7 336
Average amount earned by steamer per trip	\$1,043 48
If paid for at freight rates at 80 cents per 100 pounds	58 60
If paid for at parcel-express rates at 10 cents per pound	733 60
Maximum amount paid on any one trip	1,180 69
Minimum amount paid on any one trip	869 90

The above freight and parcel-express rates are taken from freight tariff No. 5 and parcel tariff No. 8, issued by Williams, Diamond & Co., general agents of the Pacific Mail Steamship Company, office at wharf, corner First and Brannon streets, San Francisco, Cal.

Pacific Mail Line, San Francisco to Panama, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (50 cents per 100 pounds).	If paid at parcel-dispatch rates (7 cents per pound).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo.).	Papers (50 centimes per kilo.).					
Quarter ended—		Grms.	Grams.			Lbs.				
September 30, 1884	6	169,253	1,244,972	\$163 33	\$120 14	\$283 47	3,120	\$15 60	\$218 40	\$813 16
December 31, 1884	8	206,120	1,408,649	198 90	135 94	334 84	3,559	17 79	249 13	968 78
March 31, 1885	5	150,483	1,499,124	145 21	144 67	289 88	3,638	18 19	254 66	801 43
June 30, 1885	6	178,031	1,641,940	171 80	158 45	330 25	4,013	20 06	280 91	921 85
Totals	25	703,887	5,794,685	679 24	558 20	1,238 44	14,330	71 64	1,003 10	3,525 22

Number of trips	25
Average number of pounds of mail carried per trip	573
Average amount actually paid per trip	\$49 53
Average amount per trip if paid at freight rates	2 86
Average amount per trip if paid at parcel-dispatch rates	40 12
Average amount per trip if paid at sea and inland postage	140 20
Maximum amount paid on any one trip	68 20
Minimum amount paid on any one trip	7 54

Pacific Mail Line, New York to Colon, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates, 37½ cents per 100 pounds.	If paid at parcel-dispatch rates, 7 cents per pound.	Sea and inland postage. Letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces.
		Letters.	Papers.	Letters (5 francs per kilo).	Papers (50 centimes per kilo).					
Quarter ended—		<i>Grams.</i>	<i>Grams.</i>				<i>Lbs.</i>			
September 30, 1884	9	803, 150 11, 338, 180		\$796 36	\$1, 094 13	\$1, 890 40	26, 771	\$10 04	\$1, 873 97	\$4, 944 80
December 31, 1884	11	913, 749 13, 587, 865		896 19	1, 311 22	2, 207 41	31, 976	11 99	2, 238 32	5, 763 42
March 31, 1885	8	643, 240 10, 244, 549		639 61	888 59	1, 628 20	24, 007	10 10	1, 680 49	4, 193 04
June 30, 1885	10	725, 925 11, 707, 420		723 36	1, 129 76	1, 853 12	27, 415	10 28	1, 919 05	4, 761 33
Total	38	3, 085, 004 40, 878, 020		3, 055 82	4, 523 70	7, 579 22	110, 100	42 41	7, 711 82	10, 662 40

Number of trips	38
Average number of pounds of mail carried per trip	2 899
Average amount actually paid per trip	\$199 45
Average amount per trip if paid at freight rates	1 11
Average amount per trip if paid at parcel-dispatch rates	202 95
Average amount per trip if paid at sea and inland postage	517 43
Maximum amount paid on any one trip	253 89
Minimum amount paid on any one trip	43 08

Pacific Mail Steamship Company, San Francisco to Yokohama and Hong-Kong and to United States consul, Shanghai, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (60 cents per 100 pounds).	If paid at parcel-dispatch rates (10 cents per pound).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo).	Papers (50 centimes per kilo).					
Quarter ended—		<i>Grams.</i>	<i>Grams.</i>				<i>Lbs.</i>			
September 30, 1884	4	362, 414	3, 778, 428	\$349 72	\$329 90	\$679 62	9, 129	\$54 76	\$912 90	\$1, 963 70
December 31, 1884	5	428, 281	3, 795, 300	443 27	357 46	800 43	9, 311	56 70	931 10	2, 156 63
March 31, 1885	4	352, 219	3, 127, 535	369 90	258 47	629 87	7, 679	46 06	767 90	1, 799 54
June 30, 1885	5	465, 712	4, 200, 135	455 31	425 31	880 62	10, 286	61 75	1, 028 60	2, 422 48
Shanghai, whole year		535, 035		516 30		516 30	1, 179	7 07	117 90	1, 788 45
Total	18	2, 143, 661	14, 901, 398	2, 134 50	1, 372 14	3, 506 64	37, 584	226 34	3, 758 40	10, 125 80

Number of trips	18
Average number of pounds of mail carried per trip	2, 088
Average amount actually paid per trip	\$194 81
Average amount per trip if paid at freight rates	12 56
Average amount per trip if paid at parcel-dispatch rates	208 80
Average amount per trip if paid at sea and inland postage	562 54
Maximum amount paid on any one trip	195 63
Minimum amount paid on any one trip	129 25

New York, Harana and Mexican Mail Steamship Company, New York to Cuba, Porto Rico, St. Thomas, and Mexico, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (26 cents per 100 pounds).	If paid at parcel-dispatch rates (6½ cents per pound).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo; Porto Rico, 2.66 francs per kilo).	Papers (50 centimes per kilo; Porto Rico, 27 centimes per kilo).					
		Grams.	Grams.				Lbs.			
Quarter ending—										
Sept. 30, 1884	11	481,299	3,573,244	\$502 75	\$337 49	\$787 97	9,079	\$23 51	\$589 72	\$2,318 37
Dec. 31, 1884	13	604,874	5,201,041	573 50	473 82	1,053 37	12,781	33 61	830 71	3,056 38
Mar. 31, 1885	13	660,630	5,397,843	614 50	489 05	1,131 99	13,248	34 19	861 10	3,252 36
June 30, 1885	13	623,120	5,989,748	587 55	555 47	1,150 80	14,580	37 80	947 70	3,275 00
Total....	50	2,369,923	20,161,876	2,278 30	1,855 83	4,134 13	49,682	129 17	3,229 23	11,932 11

Number of trips.....	50
Average number of pounds of mail carried per trip.....	993
Average amount actually paid per trip.....	\$82 68
Average amount per trip if paid at freight rates.....	2 58
Average amount per trip if paid at parcel-dispatch rates.....	64 58
Average amount per trip if paid at sea and inland postage.....	238 64
Maximum amount paid on any one trip.....	144 48
Minimum amount paid on any one trip.....	63 11

Red D Line—New York to Venezuela and Curaçao, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (35 cents per 100 pounds).	If paid at parcel-dispatch rates (7 cents per pound).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo).	Papers (50 centimes per kilo).					
		Grams.	Grams.				Lbs.			
Quarter ended—										
September 30, 1884	8	186,905	1,404,156	\$170 35	\$135 45	\$305 80	3,508	\$12 16	\$245 56	\$905 35
December 31, 1884	8	186,675	1,596,170	181 10	174 02	355 12	3,930	13 74	275 10	944 75
March 31, 1885	8	194,845	1,872,130	183 20	180 65	363 85	4,556	15 93	303 32	1,022 64
June 30, 1885	10	192,280	1,955,290	184 55	183 02	368 17	4,729	16 51	361 03	1,028 48
Totals.....	34	760,705	6,827,746	719 20	673 74	1,392 94	16,723	58 34	1,185 01	3,901 22

Number of trips.....	34
Average number of pounds of mail carried per trip.....	494
Average amount actually paid per trip.....	\$56 55
Average amount per trip if paid at freight rates.....	1 74
Average amount per trip if paid at parcel-dispatch rates.....	23 93
Average amount per trip if paid at sea and inland postage.....	115 01
Maximum amount paid on any one trip.....	60 17
Minimum amount paid on any one trip.....	8 74

Occidental and Oriental Steamship Company—steamer San Pablo, from San Francisco to Japan and China.

Name of steamer.	Date of sailing.	Weight of mails.		Amount paid.		Total amount paid.	Total weight.	If paid at parcel rates (\$10 per 100 pounds).	If paid at freight rates (60 cents per 100 pounds).	Sea and inland postage.
		Letters.	Papers.	Letters (5 francs per kilo.).	Papers (50 centimes per kilo.).					
San Pablo.....	July 12	Grams. 83, 163	Grams. 820, 011	\$80 25	\$59 83	\$140 08	Pounds. 1, 557	\$155 70	\$9 34	\$401 21
Do.....	Sept. 25	98, 240	867, 889	94 80	94 45	159 25	1, 689	168 90	10 11	401 03
Do.....	Dec. 19	126, 651	835, 782	122 21	80 45	202 66	2, 122	212 20	12 73	589 32
Do.....	Apr. 16	103, 653	834, 085	100 03	80 48	180 50	2, 067	206 70	12 40	512 32
Do.....	June 22	3, 000		2 89		2 89	6	60	04	10 00
Total.....		414, 707	2, 957, 767	400 17	285 41	685 58	7, 441	744 10	44 64	1, 973 88

Number of trips.....	5
Average number of pounds transported per trip.....	1, 488
Average amount earned per trip.....	\$137 11
Average if paid at freight rates.....	\$8 93
Average if paid at parcel-dispatch rates.....	\$148 80
Average sea and inland postage.....	\$594 77

New York and Cuba Mail Line, Cuba, &c., fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (26 cents per 100 pounds).	If paid at parcel-dispatch rates (64 cents per pound).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo; Porto Rico, 2.66 francs per kilo.).	Papers (50 centimes per kilo.; Porto Rico, 27 centimes per kilo.).					
Quarter ended—		Grams.	Grams.				Lbs.			
September 30, 1884.....	17	422, 214	2, 953, 970	\$399 01	\$276 18	\$675 19	7, 444	\$19 35	\$483 87	\$1, 998 19
December 31, 1884.....	18	413, 769	2, 776, 770	392 19	257 88	650 07	7, 035	18 29	457 27	1, 834 58
March 31, 1885.....	19	467, 301	3, 007, 064	460 47	265 01	725 48	7, 661	19 92	497 98	2, 159 08
June 30, 1885.....	17	416, 020	2, 843, 078	412 76	235 43	648 19	7, 160	18 63	465 79	1, 955 36
Total.....	71	1, 719, 310	11, 580, 882	1, 664 43	1, 034 50	2, 698 93	29, 306	76 19	1, 904 89	8, 047 20

Number of trips.....	71
Average number of pounds of mail carried per trip.....	418
Average amount actually paid per trip.....	\$38 01
Average amount per trip if paid at freight rates.....	1 01
Average amount per trip if paid at parcel-dispatch rates.....	26 87
Average amount per trip if paid at sea and inland postage.....	118 23
Maximum amount paid on any one trip.....	93 09
Minimum amount paid on any one trip.....	15 90

United States and Brazil Mail Steamship Company—New York to Brazil, and to the Argentine Republic, Uruguay and Paraguay, via Brazil, and to St. Thomas, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (55 cents per 100 pounds).	If paid at parcel-dispatch rates (6¢ per pound).	If paid at sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (St. Thomas, 5 francs per kilo; Brazil, 15 francs per kilo; Argentine Republic, 10 francs per kilo).	Papers (St. Thomas, 50 centimes per kilo; Brazil, 1 franc per kilo; Argentine Republic, 67 centimes per kilo).					
Quarter ended—		<i>Grams.</i>	<i>Grams.</i>				<i>Pounds.</i>			
September 30, 1884	3	248,687	2,985,525	\$531 14	\$530 24	\$1,061 38	7,130	\$30 21	\$463 45	\$1,426 06
December 31, 1884	3	259,425	3,067,544	655 32	438 90	1,094 31	7,219	39 70	409 23	1,478 25
March 31, 1885	3	266,363	2,428,579	592 69	366 77	959 46	5,895	32 42	383 17	1,373 59
June 30, 1885	4	272,131	3,034,610	630 85	404 24	1,095 09	7,292	40 10	473 98	1,514 03
Total	13	1,046,606	11,516,258	2,410 09	1,800 24	4,210 24	27,536	151 43	1,789 83	5,791 93

Number of trips	13
Average number of pounds of mail carried per trip	2,113
Average amount actually paid per trip	\$323 86
Average amount per trip if paid at freight rates	11 65
Average amount per trip if paid at parcel-dispatch rates	137 68
Average amount per trip if paid at sea and inland postage	445 53
Maximum amount paid on any one trip	331 96
Minimum amount paid on any one trip	9 17

Clyde Line, New York to Hayti, San Domingo, and Turk's Island, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (35 cents per 100 lbs.).	If paid at parcel-dispatch rates (7 cents per pound).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo).	Papers (50 centimes per kilo).					
Quarter ended—		<i>Grams.</i>	<i>Grams.</i>				<i>Pounds.</i>			
September 30, 1884	4	54,425	807,371	\$52 51	\$77 89	\$130 40	1,898	\$6 62	\$132 86	\$342 86
December 31, 1884	4	53,615	684,580	51 72	66 04	117 76	1,626	5 68	113 82	315 58
March 31, 1885	5	74,965	973,400	72 45	93 93	166 38	2,310	8 06	161 70	444 52
June 30, 1885	4	56,145	880,595	54 17	84 95	139 12	2,063	7 17	144 41	363 40
Total	17	239,150	3,345,946	228 85	322 81	553 66	7,897	25 53	552 79	1,466 35

Number of trips	17
Average number of pounds of mail carried per trip	464
Average amount actually paid per trip	\$32 53
Average amount per trip if paid at freight rates	1 62
Average amount per trip if paid at parcel-dispatch rates	32 53
Average amount per trip if paid at sea and inland postage	86 01
Maximum amount paid on any one trip	44 76
Minimum amount paid on any one trip	28 70

American Steamship Company—Philadelphia to Queenstown. Fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actu- ally paid.		Total amount actually paid.	Total weight.	If paid at freight rates, 30 cents per 100 pounds.	If paid at parcel-dis- patch rates, \$3.25 per 100 pounds.	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces.)
		Letters.	Papers.	Letters (\$3.25 per kilo.).	Papers (10 cents per kilo.).					
Quarter ended—		Grams.	Grams.				Pounds.			
September 30, 1884	6	164,481	804,659	\$534 59	\$80 44	\$615 03	2,137	\$6 41	\$69 38	\$709 20
December 31, 1884	5	146,651	652,064	476 74	65 08	541 82	1,761	5 28	57 23	619 05
March 31, 1885	4	42,818	287,569	139 18	28 74	167 92	728	2 18	23 66	200 24
June 30, 1885	4	23,665	147,423	76 93	14 72	91 65	377	1 13	12 25	108 36
Total	19	377,615	1,891,715	1,227 44	188 98	1,416 42	5,003	15 00	162 52	1,638 85

Number of trips	19
Average number of pounds of mail carried per trip	268
Average amount actually paid per trip	\$74 55
Average amount per trip if paid at freight rates	79
Average amount per trip if paid at parcel-dispatch rates	8 55
Average amount per trip if paid at sea and inland postage	86 15
Maximum amount paid on any one trip	280 08
Minimum amount paid on any one trip	7 92

Statement showing all American lines and occasional sailings of vessels to foreign countries during the year ended June 30, 1885, the number of vessels and trips made, total number of nautical miles traveled, weight of the mails, rate and sum paid, and the sea and inland postage, estimated at 10 and 15 grams per letter.

American lines and vessels.	Number of vessels.	Vessels of foreign register in American lines.	Number of trips made.	Total number of nautical miles traveled.	Weight of mails.		Rate of pay.		Sea postage.	Sea and inland postage.	
					Letters.	Papers, &c.	Letters.	Papers.		Estimated at 5 cents per 15 grams for letters and 1 cent per 2 ounces for print.	Estimated at 5 cents per 10 grams for letters and 1 cent per 2 ounces for print.
Pacific Mail Line:					Grams.	Grams.	Francs.	Francs.			
China and Japan	4		18	219,240	2,143,661	14,901,398	5	0.50	\$3,500 64	\$10,125 84	\$13,688 62
Hawaii and New Caledonia	3		13	288,010	5,805,521	20,161,878	5	0.50	1,058 33	1,554 81	1,550 02
Panama, &c.	11		63	310,940	3,780,951	52,672,705	5	0.50	8,817 66	23,167 71	29,484 29
Oceanic Steamship Company—Hawaii	2		24	89,782	1,262,277	11,294,675	5	0.50	2,369 23	6,563 32	8,697 08
Occidental and Oriental Line—China and Japan	3	2	12	146,180	1,065,954	9,274,338	5	0.50	2,243 77	5,194 38	6,859 61
California and Mexico Steamship Company—Mexico	1		12	36,480	128,147	892,533	5	0.50	208 82	603 65	817 19
New York, Havana and Mexico Line—Cuba, &c	9	5	50	117,400	2,369,923	20,161,878	5	0.50	4,134 13	11,932 11	15,861 92
New York and Cuba Mail Line—Cuba, &c	5		71	166,708	1,719,310	11,580,843	5	0.50	2,698 63	8,047 21	10,912 05
Clyde Line—Hawaii	2		17	44,710	259,150	3,345,846	5	0.50	553 66	1,466 35	1,864 87
United States and Brazil Mail Line—Brazil	3	1	13	134,004	1,046,608	11,518,258	15	1.00	4,210 24	5,791 93	7,536 19
Red D. Line—Venezuela, &c.	7	2	34	298,488	1,760,705	6,827,746	5	0.50	1,392 64	3,901 22	5,169 04
New Orleans and Central America Line—Nicaragua, &c.	2		15	40,500	14,985	104,025	5	0.50	24 50	70 75	95 68
Oteri's Pioneer Line—British Honduras	4	2	37	74,000	45,540	387,060	5	0.50	81 56	229 39	305 25
Morgan Line—Cuba, &c.	4		41	30,500	185,468	347,913	5	0.50	212 48	596 66	788 69
Tampa Steamship Company—Cuba	17		17	5,100	52,961	22,861	5	0.50	53 31	187 10	269 37
New Orleans, Honduras and Guatemala Line—British Honduras	1		5	10,650	21,075	102,480	5	0.50	38 01	108 74	143 86
Royal Mail Line—British Honduras	3		36	76,680	313,454	2,770,860	5	0.50	669 88	1,586 97	2,121 31
Venezuela—Argentine Republic, &c.	1		1	12,578	14,473	213,649	10	0.67	76 72	91 02	115 13
Kate Carroll—British Honduras, &c.	1		1	2,130	433	7,810	3	0.50	1 11	3 01	7 72
Lizzie Henderson—Cuba	12		12	3,600	20,083	2,476	5	0.50	19 62	27 44	100 89
Christiana—Cuba	1		2	600	7,860	6,975	5	0.50	7 76	26 73	60 03
Dictator—Cuba	1		2	600	4,950	6,720	5	0.50	11 56	17 64	26 09
Aaron Klinghandl—Cuba	1		3	900	5,823	361	5	0.50	19 49	19 49	29 18
Total	71	12	499	1,750,760	15,380,720	152,865,289			32,294 97	81,679 67	100,718 64

Statement showing all American lines and occasional sailings of vessels to foreign countries during the year ended June 30, 1885, \$c.—Continued.

American lines and vessels.	Number of vessels.	Vessels of foreign register in American lines.	Number of trips made.	Total number of nautical miles traveled.	Weight of mails.		Rate of pay.		Sea and inland postage.	
					Letters.	Papers, &c.	Letters.	Papers.	Estimated at 5 cents per 10 grams for letters and 1 cent per 2 ounces for prints.	Estimated at 5 cents per 10 grams for letters, or 3 letters to an ounce, and 1 cent per 2 ounces for prints.
Total miscellaneous, foreign					Grams.	Francs.				
Total trans-Atlantic, foreign					2,937,318	32,311,712			\$7,208 69	\$21,148 42
American Steamship Company, England					203,277,240	810,311,723			270,908 72	1,173,468 76
Total under contract with foreign Governments.	3		10	123,056	377,015	1,801,715	per kilo.			
Pacific Mail Line.					244,201	7,191,587	3 25		1,416 42	1,605 53
New Zealand, &c.	3	2	13	169,650	24,712 rates letters, at 2 cents per rate.					2,659 31
New Zealand, &c.					202,975 rates letters, at 16 cents per rate.				12,672 74	25,592 90
New Zealand, &c.					684,169 rates papers, at 2 cents per rate.				13,983 38	13,983 28
Eliza Miller, Samoan Islands	1		1	8,320	17 rates letters, at 2 cents per rate.			3 34	16 70	16 70
Canadian service					215,790 rates letters, at 1 cent per letter.			2,157 90	4,315 80	4,315 80
Inward service									516 92	
Panama Railway Company									4,723 83	
Grand total			2,652,686	222,167,094	1,004,662,036			331,903 24	685,751 10	1,354,509 09

White Star Line, New York to Queenstown, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (36 cents per 100 pounds).	If paid at parcel-dispatch rates (\$3.25 per 100 pounds).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo.).	Papers (50 centimes per kilo.).					
Quarter ended—		<i>Grams.</i>	<i>Grams.</i>				<i>Lbs.</i>			
Sept. 30, 1884	10	3,998,054	16,734,986	\$3,858 12	\$1,614 93	\$5,473 05	45,716	\$164 57	\$1,485 77	\$16,673 86
Dec. 31, 1884	12	9,065,230	35,642,973	8,747 94	3,439 55	12,187 49	98,581	354 89	3,201 88	37,346 03
Mar. 31, 1885	13	14,824,336	62,343,172	14,305 48	6,016 12	20,321 60	170,154	612 54	5,529 99	61,888 07
June 30, 1885	4	3,586,382	16,622,423	3,460 85	1,604 07	5,064 92	44,560	160 41	1,448 20	15,279 09
Total	39	31,474,002	131,343,557	30,372 39	12,674 87	43,047 26	359,011	1,292 41	11,665 84	131,182 05

Number of trips	39
Average amount actually paid per trip	\$1,103 77
Average amount per trip if paid at freight rates	33 14
Average amount per trip if paid at parcel-dispatch rates	299 12
Average amount per trip if paid at sea and inland postage	3,363 64
Average number of pounds of mail carried per trip	9,205
Maximum amount paid on any one trip	\$2,205 83
Minimum amount paid on any one trip	15 92

Inman Line, New York to Queenstown, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (36 cents per cwt.).	If paid at parcel-dispatch rates (\$3.25 per cwt.).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo.).	Papers (50 centimes per kilo.).					
Quarter ended—		<i>Grams.</i>	<i>Grams.</i>				<i>Lbs.</i>			
Sept. 30, 1884	13	4,006,069	16,712,361	\$3,866 73	\$1,612 74	\$5,479 47	45,086	\$164 47	\$1,494 96	\$16,699 03
Dec. 31, 1884	8	4,545,231	18,037,784	4,386 15	1,740 64	6,126 79	49,795	179 26	1,618 34	18,758 32
March 31, 1885	13	7,692,986	31,831,138	7,423 75	3,071 69	10,495 44	87,150	313 74	2,832 40	32,069 53
June 30, 1885	12	5,264,097	22,627,040	5,079 86	2,183 51	7,263 36	61,399	221 00	1,995 17	22,072 39
Total	46	21,509,283	89,208,323	20,756 48	8,608 58	29,365 06	244,021	878 47	7,910 81	89,539 27

Number of trips	46
Average amount actually paid per trip	\$638 37
Average amount per trip if paid at freight rates	18 09
Average amount per trip if paid at parcel-dispatch rates	172 62
Average amount per trip if paid at sea and inland postage	1,946 50
Average number of pounds of mail carried per trip	5,305
Maximum amount paid on any one trip	\$2,107 56
Minimum amount paid on any one trip	9 50

Anchor Line, New York to Glasgow, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates, 36 cents per 100 pounds.	If paid at parcel-dispatch rates, \$3.25 per 100 pounds.	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo.).	Papers (50 centimes per kilo.).					
Quarter ended—		Grams.	Grams.				Lbs.			
Sept. 30, 1884 . . .	18	2,493,474	12,641,802	\$2,405 23	\$1,220 91	\$3,626 14	33,153	\$119 35	\$1,077 47	\$10,839 94
Dec. 31, 1884 . . .	14	1,823,188	8,048,259	1,759 37	776 66	2,536 03	21,766	78 35	727 39	7,686 94
March 31, 1885 . . .	9	196,738	1,251,549	189 85	120 78	310 63	3,193	11 49	102 01	906 09
June 30, 1885 . . .	13	2,537,394	11,797,715	2,448 58	1,138 48	3,587 06	31,608	113 78	1,027 26	10,817 53
Total	54	7,050,794	33,739,325	6,803 03	3,256 83	10,059 86	89,720	322 97	2,934 13	30,250 50

Number of trips	54
Average amount actually paid per trip	\$186 29
Average amount per trip if paid at freight rates	5 98
Average amount per trip if paid at parcel-dispatch rates	54 33
Average amount per trip if paid at sea and inland postage	560 19
Average number of pounds of mail carried per trip	1 661
Maximum amount paid on any one trip	\$1,579 70
Minimum amount paid on any one trip	1 50

National Line, New York to Queenstown, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (36 cents per cwt.).	If paid at parcel-dispatch rates (\$3.25 per cwt.).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo.).	Papers (50 centimes per kilo.).					
Quarter ended—		Grams.	Grams.				Lbs.			
Sept. 30, 1884	3	3,151,109	12,582,156	\$3,040 82	\$1,214 18	\$4,255 00	34,691	\$124 89	\$1,126 63	\$13,020 13

Number of trips	3
Average amount actually paid per trip	\$1,418 33
Average amount per trip if paid at freight rates	41 63
Average amount per trip if paid at parcel-dispatch rates	375 54
Average amount per trip if paid at sea and inland postage	4,340 54
Average number of pounds of mail carried per trip	11 664
Maximum amount paid on any one trip	\$1,514 99
Minimum amount paid on any one trip	1,407 40

Hamburg-American Line, New York to Havre and Hamburg, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates, 30 cents per 100 pounds.	If paid at parcel-dispatch rates, \$3.25 per 100 pounds.	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo.).	Papers (50 centimes per kilo.).					
Quarter ended:		Grams.	Grams.				Lbs.			
Sept. 30, 1884	12	4,393,014	16,490,699	\$4,339 25	\$1,491 36	\$5,830 61	46,048	\$138 14	\$1,496 56	\$17,941 60
Dec. 31, 1884	11	4,524,921	17,920,097	4,366 54	1,729 30	6,095 84	49,491	148 47	1,698 45	18,667 08
Mar. 31, 1885	8	1,869,785	7,327,367	1,804 33	707 19	2,511 43	20,279	60 83	659 06	7,698 08
June 30, 1885	10	2,865,180	11,215,102	2,765 89	1,081 27	3,847 16	31,637	93 11	1,008 70	11,793 62
Total	41	13,652,898	52,953,265	13,270 01	5,009 03	18,285 04	146,855	440 53	4,772 77	56,100 38

Number of trips	41
Average amount actually paid per trip	\$445 97
Average amount per trip if paid at freight rates	10 74
Average amount per trip if paid at parcel-dispatch rates	116 40
Average amount per trip if paid at sea and inland postage	1,368 30
Average number of pounds of mail carried per trip	3,581
Maximum amount paid on any one trip	\$1,255 22
Minimum amount paid on any one trip	49 24

Cunard Line, from Boston to Queenstown, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (36 cents per cwt.).	If paid at parcel-dispatch rates (\$3.25 per cwt.).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo.).	Papers (50 centimes per kilo.).					
Quarter ended—		Grams.	Grams.				Lbs.			
September 30, 1884	13	205,213	1,157,422	\$198 03	\$111 69	\$309 72	3,064	\$10 81	\$97 63	\$915 52
December 31, 1884	9	105,996	579,600	102 29	55 93	158 22	1,401	5 04	45 53	464 24
March 31, 1885	6	17,035	16,175	16 44	1 56	18 00	73	26	2 37	60 02
June 30, 1885	12	30,995	26,917	29 91	2 60	32 51	127	46	4 13	108 70
Total	40	359,239	1,780,114	346 67	171 78	518 45	4,605	16 57	149 66	1,553 48

Number of trips	40
Average amount paid per trip	\$12 98
Average amount per trip if paid at freight rates	41
Average amount per trip if paid at parcel-dispatch rates	3 74
Average amount per trip if paid at sea and inland postage	88 83
Average number of pounds carried per trip	114
Maximum amount paid on any one trip	\$35 62
Minimum amount paid on any one trip	75

Cunard Line.—New York to Queenstown. Fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (36 cents per cwt.).	If paid at parcel-dispatch rates (\$3.25 per cwt.).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo.).	Papers (50 centimes per kilo.).					
Quarter ended—		<i>Grams.</i>	<i>Grams.</i>				<i>Lbs.</i>			
Sept. 30, 1884...	10	7,976,841	20,978,277	\$7,697 64	\$2,989 42	\$10,687 06	85,896	\$509 23	\$2,791 62	\$32,785 12
Dec. 31, 1884...	14	14,621,717	52,043,320	14,109 96	5,022 18	19,132 14	146,996	529 19	4,757 32	59,147 71
Mar. 31, 1885...	10	8,973,375	33,761,390	8,650 31	3,252 17	11,911 48	94,097	338 75	3,058 15	36,651 85
June 30, 1885...	12	8,924,680	39,428,942	8,612 32	3,804 89	12,417 21	100,619	383 89	3,465 12	37,634 72
Total	46	40,490,613	156,151,829	39,079 23	15,068 66	54,147 89	433,608	1,561 00	14,072 21	166,219 40

Number of trips	46
Average amount actually paid per trip	\$1,177 13
Average amount per trip if paid at freight rates	33 93
Average amount per trip if paid at parcel-dispatch rates	305 92
Average amount per trip if paid at sea and inland postage	3,613 48
Average number of pounds carried per trip	9,426
Maximum amount paid on any one trip	\$2,854 39
Minimum amount paid on any one trip	23 33

Canadian Line—Canada to Great Britain, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (36 cents per cwt.).	If paid at parcel-dispatch rates (\$3.25 per cwt.).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo.).	Papers (50 centimes per kilo.).					
Quarter ended—		<i>Grams.</i>	<i>Grams.</i>				<i>Pounds.</i>			
September 30, 1884...	13	46,214	189,621	\$44 59	\$18 30	\$62 89	520	\$1 87	\$16 90	\$191 96
December 31, 1884...	12	54,610	136,770	42 69	13 21	65 90	421	1 51	13 78	209 33
March 31, 1885	11	39,331	30,606	37 59	3 32	40 91	154	1 55	5 00	137 22
June 30, 1885	11	32,289	95,882	31 15	9 26	40 41	282	1 01	9 16	126 82
Total	57	172,444	452,879	156 02	44 09	210 11	1,377	4 94	44 84	665 38

Number of trips	57
Average amount actually paid per trip	\$3 68
Average amount per trip if paid at freight rates	08
Average amount per trip if paid at parcel-dispatch rates	11 78
Average amount per trip if paid at sea and inland postage	25
Average number of pounds of mail carried per trip	\$8 92
Maximum amount paid on any one trip	2 54
Minimum amount paid on any one trip	

North German Lloyd Steamship Company—New York to Bremen and Baltimore to Bremen, fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (4 cent per pound).	If paid at parcel-dispatch rates (\$3.25 per cwt.).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo.).	Papers (50 centimes per kilo.).					
Quarter ended—		<i>Grams.</i>	<i>Grams.</i>				<i>Lbs.</i>			
Sept. 30, 1884..	24	16,598,538	59,873,413	\$1,011 79	\$5,764 34	\$21,776 13	168,179	\$840 80	\$5,465 81	\$67,263 15
Sept. 30, 1884*.	9	8,123	35,105	7 83	3 40	11 23	95	47	3 08	34 10
Dec. 31, 1884..	24	15,307,815	53,794,085	14,772 04	5,101 13	19,963 17	152,369	761 84	4,951 99	61,784 86
Dec. 31, 1884*.	10	8,603	31,057	8 30	3 00	11 30	87	43	2 82	34 89
Mar. 31, 1885..	20	13,102,706	51,233,938	12,644 11	4,944 08	17,588 19	141,862	709 31	4,810 51	53,922 46
June 30, 1885..	22	20,612,396	83,045,981	19,800 96	8,013 03	27,904 89	228,568	1,142 83	7,428 39	85,317 16
Total	109	66,638,181	247,813,476	63,335 03	23,019 88	87,254 91	691,158	3,455 77	22,162 60	268,356 62

*Sailings from Baltimore.

Sailings from New York only.

Number of trips	90	Averages:	
Weight of mails:		Average amount actually paid per trip	\$980 24
Letters	pounds.. 65,621,455	Average amount per trip if paid at freight rates	38 38
Papers	do. 247,747,317	Average amount per trip if paid at parcel-dispatch rates	249 52
Amount actually paid:		Average amount per trip if paid at sea and inland postage	2,980 97
Letters	\$63,318 90	Average number of pounds of mail carried per trip	76,777
Papers	23,913 48	Maximum amount paid on any one trip	\$2,764 20
Total amount	87,232 38	Minimum amount paid on any one trip	20 14
Total weight in pounds	690,976		
If paid at freight rates	\$3,454 87		
If paid at parcel-dispatch rates	22,456 70		
If paid at sea and inland postage	268,287 63		

Sailings from New York and Baltimore.

Number of trips	109	Average amount per trip if paid at parcel-dispatch rates	\$206 08
Average amount actually paid per trip	\$800 50	Average amount per trip if paid at sea and inland postage	2,461 88
Average amount per trip if paid at freight rates	31 70	Average number of pounds of mail carried per trip	6,340

Liverpool and Great Western Steamship Company. New York to Queenstown. Fiscal year ended June 30, 1885.

Quarters.	Number of trips.	Weight of mails.		Amount actually paid.		Total amount actually paid.	Total weight.	If paid at freight rates (30 cents per cwt.).	If paid at parcel-dispatch rates (\$3.25 per cwt.).	Sea and inland postage (letters, 5 cents per 15 grams; papers, 1 cent per 2 ounces).
		Letters.	Papers.	Letters (5 francs per kilo.).	Papers (50 centimes per kilo.).					
September 30, 1884.	10	4,358,701	19,035,885	\$1,206 12	\$1,836 99	\$6,043 11	51,585	\$185 71	\$1,676 51	\$18,336 13
December 31, 1884.	7	5,809,999	23,395,511	5,680 95	2,257 67	7,938 62	64,508	232 44	2,098 46	24,302 43
March 31, 1885	6	5,181,910	18,856,311	5,000 54	1,819 64	6,820 18	53,064	190 81	1,722 64	21,044 20
June 30, 1885	2	2,100,603	9,703,116	2,070 08	893 35	2,963 43	28,027	93 70	845 88	8,942 62
Total	25	17,628,213	70,990,823	16,957 69	6,807 65	23,765 34	195,184	702 66	6,343 49	72,726 53

Number of trips	25
Average amount actually paid per trip	\$950 61
Average amount per trip if paid at freight rates	28 10
Average amount per trip if paid at parcel-dispatch rates	253 74
Average amount per trip if paid at sea and inland postage	2,905 02
Average number of pounds carried per trip	7,807
Maximum amount paid on any one trip	\$2,115 64
Minimum amount paid on any one trip	12 30

Transatlantic lines, fiscal year ended June 30, 1885.

Name of line.	Number of trips.	Average number of pounds of mail carried per trip.	Maximum amount paid on any one trip.	Minimum amount paid on any one trip.	Average amount actually paid per trip.	Average amount per trip, if paid at freight rates.	Average amount per trip, if paid at parcel-dispatch rates.	Average amount per trip, if paid at sea and inland postage.
White Star Line.....	39	9,295	\$2,205 93	\$15 92	\$1,103 77	\$33 14	\$299 12	\$3,363 64
Inman Line.....	46	5,395	2,107 56	9 50	638 37	19 09	172 02	1,946 50
Anchor Line.....	54	1,661	1,579 70	19	186 29	5 98	54 33	560 19
National Line.....	3	11,564	1,514 99	1,407 40	1,418 33	41 63	375 54	4,340 04
Hamburg American.....	41	3,581	1,265 22	49 24	445 97	10 74	116 40	1,368 30
Cunard S. S., Limited, from Boston.....	40	115	35 62	75	12 96	41	3 74	38 83
Cunard Line.....	46	9,426	2,854 39	23 33	1,177 13	33 93	305 02	3,613 46
Canadian Line.....	25	25	8 92	2 54	3 68	08	78	11 67
Liverpool and Great Western.....	25	7,807	2,115 64	12 30	950 61	28 10	253 74	2,005 02
North German Lloyd, from New York.....	90	76,777	2,764 20	20 14	969 24	38 38	249 52	2,980 97
North German Lloyd, from Baltimore.....	19	10	1 96	32	1 18	05	31	3 63

Number of trips.....	447
Average number of pounds of mail carried per trip.....	4,931
Average amount actually paid per trip.....	\$609 38
Average amount per trip if paid at freight rates.....	17 75
Average amount per trip if paid at parcel-dispatch rates.....	160 86
Average amount per trip if paid at sea and inland postage.....	1,857 15
Maximum amount paid on any one trip.....	2,854 39
Minimum amount paid on any one trip.....	19
These averages include the American Line.	

*Including 19 trips made by vessels of the American Line.

APPENDIX C.

OPINION OF ATTORNEY-GENERAL.

DEPARTMENT OF JUSTICE,
Washington, August 7, 1885.

The POSTMASTER-GENERAL :

SIR: By your letter of the 1st instant my attention is called to sections 4007 and 4009, Rev. Stat., with a request for an opinion upon the question whether the authority to make contracts under the former section is limited by the latter upon the point of compensation; in other words, whether in making contracts after advisement, under section 4007, you are at liberty to award a greater compensation than the sea and inland postage upon the mail transported to American steamship lines.

In response to this request I have the honor to state that upon examination of those sections I reach the conclusion that section 4009 was intended to limit, "upon the point of compensation," the authority conferred by section 4007. This view appears to me to be not only in harmony with the language employed in those sections, but to be greatly strengthened by a reference to the statutes on the subject of foreign-mail transportation which were the subject of revision.

Those sections embody provisions which originated with the acts of March 3, 1845, chapter 69, and June 14, 1858, chapter 164. The act of 1845 gave the Postmaster-General authority "to contract for the transportation of the United States mail between any of the ports of the United States and the port or ports of any foreign power, whenever in his opinion the public interest will thereby be promoted." It prescribed no limitation in regard to the amount of compensation to be allowed for such transportation.

The act of 1858, however, restricted the authority of the Postmaster-General in that regard (see sections 4 and 5). The fifth section of the last-mentioned act authorized him to allow for such transportation, if by an American vessel, the sea and United States inland postage, and if by a foreign vessel the sea postage only, on the mails conveyed. The provisions of this section were re-enacted by section 4 of the act of June 15, 1860, chapter 131, and extended so as to include transportation between ports of the United States, touching at a foreign port.

By section 9 of the act of March 3, 1865, chapter 89, the fourth section of the act of 1860, just mentioned, was so modified that the compensation for transporting the mails between the United States and any foreign port, or between the ports of the United States, touching at a foreign port, was limited to "any sum not exceeding the sea, and United States postage," or "any sum not exceeding the sea postage," on the mails conveyed, according as the service should be performed by an American or by a foreign vessel.

This legislation, including the provision in the act of 1845 above referred to, was subsequently embodied without material alteration in section 267 and 269 of the act of June 8, 1872, entitled "An act to revise, consolidate, and amend the statutes relating to the Post-Office Department"; and as the law now stood it is very clear that the Postmaster-General, in contracting with American steamship lines for the transportation of the mail between the United States and foreign ports, could not allow a greater compensation for such service than the sea and inland postage upon the mail transported

Sections 267 and 269 of the act of 1872 were adopted without change in the Revised Statutes, becoming sections 4,007 and 4,009 thereof, so that no modification of the law was effected by the revision touching the subject of compensation for foreign mail transportation. On examining section 5 of the act of May 17, 1878, chapter 107, to which my attention is also called in connection with that subject, I perceive nothing therein which alters the law as contained in the section of the Revised Statutes above mentioned upon that point.

I am, therefore, of the opinion that the authority to contract for such transportation, given the Postmaster-General by section 4007, is limited by section 4009, with respect to the matter of compensation, just as if section 4009 were a part of section 4007 and followed, as such, in immediate connection after the word *promoted*, as it might very well have done.

I add that, as the scope of your inquiry seems to be limited to the construction of those sections, I have in the foregoing confined myself to them, and not considered the effect of recent legislation upon the authority of the Postmaster-General to contract for the transportation of the foreign mails. I refer here to a clause in the act of March 3, 1885, chapter 342.

I am, sir, very respectfully,

A. H. GARLAND,
Attorney-General.

APPENDIX D.

CORRESPONDENCE RELATING TO FOREIGN MAILS TRANSPORTATION.

NEW YORK, *March 12, 1885.*

SIR: In view of recent Congressional legislation providing suitable compensation for the transportation of foreign mails by American steamships, we respectfully submit to the Department the claims of the Red D Line of steamships, trading between New York and ports in Venezuela, the Island of Curaçao, asking for such information as the Department may be pleased to give concerning the compensation to be expected for continued service after April 1 proximo.

During the past year, or say from January 4, 1884, to December 24, 1884, inclusive, thirty-one trips were made, and it is intended that about thirty trips on regular schedule time shall be made during the current year, and in subsequent years, in order that all the requirements of the trade may be fully met.

The distance run on each round trip is about 3,860 nautical miles, without including the connecting trip of the branch steamer to and from Curaçao and Maracaibo, which is about 400 nautical miles. Taken together the distance run on each round trip is about 4,260 nautical miles, or, for the thirty trips, 127,800 nautical miles for the year.

The steamships of the Red D Line are all of the highest class, specially built for the trade in Philadelphia, provided with excellent accommodations for passengers and mail-rooms in charge of pursers. The line comprises the S. S. Caracas, built in 1881; Valencia, 1882; Philadelphia, 1885, and the branch steamer Maracaibo, 1880.

The inclosed time-table, to which reference is requested, shows the route and time occupied in conveying the mails to the ports of La-

guayra, Puerto Cabello, Curaçao and Maracaibo, South America and West Indies.

At the request of the Superintendent of Foreign Mails a record of each trip has been regularly forwarded to that Department since May, 1883, to which we beg to refer to substantiate the punctuality in the transportation of the mails according to schedule.

During the last half century the mails and Government dispatches have been carried by the line—by sail up to the year 1880, and subsequently by steam—at a sum barely covering the expense for receiving and delivering at the various post-offices. It is now expected that a suitable compensation will be awarded for services hereafter to be performed by our line of American steamships.

We have the honor to be, sir, very respectfully, your obedient servants,

BOULTON, BLISS & DALLETT,
General Managers Red D Line of Steamships.

Hon. WILLIAM F. VILAS,
Postmaster-General, Washington, D. C.

[Post-office, New York, N. Y., third division, foreign mailing and distribution department.]

MARCH 18, 1885.

SIR: The within communication from the secretary of the Pacific Mail Steamship Company is respectfully referred to the Department for its information and such action and instructions to this office as may be deemed advisable. I assume that the intention of the company is to give notice by this letter of their intention to avail themselves of that section of the act of Congress known as the "Dingley act," which goes into effect on the 1st proximo, and which removes the obligation heretofore imposed on American ship-owners to receive for transportation all mails offered by the United States at the rates then provided by law.

Very respectfully,

H. G. PEARSON,
Postmaster.

SUPERINTENDENT OF FOREIGN MAILS,
Washington, D. C.

[Pacific Mail Steamship Company, pier foot of Canal street, North River.]

NEW YORK, *March 18, 1885.*

DEAR SIR: I am desired by the president to call your attention to the fact that no arrangement has been so far entered into with this company for the transportation of the foreign mails after the 1st proximo.

If any action on your part is necessary with the view of bringing this matter to the attention of the Department, we know from previous experience you will meet the exigency promptly.

As you are also aware, no effort on our part has been spared in the past to second any suggestion received from your good self with the view of expediting these mails.

And this letter is prompted only by the desire that no confusion may

arise from the absence of a distinct understanding with the Department on and after April 1, next, or any embarrassment to our commercial interests by detention of the mails arising therefrom.

Respectfully,

W. H. LANE,
Secretary.

G. H. PEARSON, Esq.,
Postmaster, New York.

POST OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., March 21, 1885.

SIR: The postmaster of New York has referred to this Department your letter of the 18th instant, calling attention to the fact that no arrangement has so far been entered into with your company for the transportation of the foreign mails after the 1st proximo.

In reply, the Postmaster-General directs me to inform you that the pressure of other duties upon his time has been so great that it has been impossible for him to give the matter the attention it would otherwise have received; and in view of the fact that the provisions of the act of Congress approved March 3, 1885, relative to the conveyance of mails by American steamers, apply to the vessels of your company, and that any arrangement now made would be operative only from April 1 to July 1 next, he directs me to propose that your company consent to convey the mails during that period at the same rates of compensation as are now paid for the service, before the expiration of which time the arrangements contemplated by the act of March 3 will have been completed.

The Postmaster-General would thank you to advise him, at your earliest convenience, of the decision of your company in regard to this matter.

I am, very respectfully, your obedient servant,
N. M. BROOKS,
For Superintendent Foreign Mails.

W. H. LANE, Esq.,
*Secretary Pacific Mail Steamship Company,
Pier foot of Canal street, North River, New York, N. Y.*

NEW YORK, March 23, 1885.

SIR: In reply to your communication of the 21st instant (No. 67,747, Ocean Transit), requesting us to inform the honorable Postmaster-General if the Red D Line of steamships will accept his proposal to carry the mails from April 1 to July 1, at the same rates of compensation as is now paid, we have to request that you will be pleased to inform him that we will cheerfully comply with his request.

On the 12th instant we addressed the honorable Postmaster-General, presenting the claims of the Red D Line of steamships (in view of recent Congressional legislation for compensation for transportation of the mails), and we would esteem it a favor if you would be pleased to inform us if our letter was received, and if a personal interview would be agreeable concerning the matter.

We are, sir, very respectfully, your obedient servants,
BOULTON, BLISS & DALLETT,
General Managers Red D Line Steamships.

N. M. BROOKS, Esq.,
For Superintendent Foreign Mails, Washington, D. C.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., March 26, 1885.

GENTLEMEN: The Postmaster General directs me to acknowledge the receipt of your letter of the 23d instant, informing him that you assent to the proposition made in letter of this office, No. 67,747, of the 21st, to transport the mails on vessels of the Red D Line during the quarter ending June 30th proximo, at the same rate of pay as now allowed for similar service.

I am also directed to acknowledge the receipt of your letter of the 12th instant relative to the claims of your company for consideration under the provisions of the act of March 3, 1885, relative to increased compensation to American steamships for conveying mails after the 1st of July next, and to inform you that the Postmaster-General cheerfully accedes to your request for a personal interview in relation thereto, but suggests that the interview be deferred until the latter part of next week at the earliest, when he hopes to be sufficiently at leisure to devote as much time to it as the importance of the subject demands.

I am, very respectfully, your obedient servant,

N. M. BROOKS,

For Superintendent Foreign Mails.

Messrs. BOULTON, BLISS & DALLETT,
*General Managers Red D Line,
 135 Pearl Street, New York, N. Y.*

NEW YORK, *March 31, 1885.*

SIR: Agreeable to the recommendation from the Department of 26th instant, No. 67,768, ocean transit, we beg to say that a member of our firm will be in Washington on 9th April proximo and call upon the honorable Postmaster-General, unless we should hear in the meantime that a later date for the interview would be more convenient.

We are, sir, very respectfully, your obedient servants,

BOULTON, BLISS & DALLETT,
General Managers Red D Line Steamships.

N. M. BROOKS, Esq.,
For Superintendent Foreign Mails, Washington, D. C.

[Pacific Mail Steamship Company, pier foot of Canal street, North River.]

NEW YORK, *March 25, 1885.*

In the matter of mail compensation for the carriage of foreign mails by the Pacific Mail Steamship Company.

SIR: As by the terms of the bill known as the Dingley shipping bill, American ships bound to and from foreign ports cannot be obliged to carry the mails after the 1st day of April, proximo, we addressed a communication to the postmaster at New York, desiring to know what course, if any, the Government intended to pursue in respect to the mails to be carried by this company after that date.

In answer to this note we received your communication of the 21st instant (through the office of the Superintendent of Foreign Mails), requesting us to continue the carriage of the mails at the same rate of compensation as that which heretofore prevailed until the 1st day of July next (the beginning of the fiscal year), during which different rate of compensation is fixed by the terms of the act of March 3, 1885.

Upon receipt of your letter the counsel of the company, Mr. Edward Lauterbach, called upon you, as he informs us, expressing the disinclination of the company to continue the carriage of the mails, except at a fair remuneration, and insisted that the present compensation was absolutely inadequate—an inadequacy which, as he states, you concede.

He proffered to continue the carriage of the mails, during the period of hiatus, for the sea and inland postage upon the letters transported, which would amount, in all probability, to more than double the sum which would be earned under the present prevailing rate of compensation.

To this you object that, while the law (section 4009) gives the authority, you are unwilling to exercise it as no appropriation under that law has been made and a deficiency would be created which you desire to avoid.

He suggested that this company would continue the carriage of the mails without any present agreement as to the compensation, leaving the compensation to the disposition of Congress hereafter.

To this you objected for the reason that such a course would establish a legal claim founded upon a *quantum meruit*, a position which would place the Government at a disadvantage.

It was then suggested by you that the carriage of the mails be continued up to July 1st next, the company to receive the present rate of compensation for the service performed, and that the company might rely upon a fair presentation of the subject by your Department to Congress at its next session.

Mr. Lauterbach has laid the matter before Mr. Houston, the president of the company, and I am directed to inform you as follows:

That the company insists that the rate of compensation which you propose to make for the carriage of the mails up to July 1 next is entirely inadequate and unjust.

That even if it were to receive the entire sea and inland postages on mails actually transported, the payment would still be inadequate.

That the company is in no respect responsible for the fact that Congress has failed to make proper appropriation to enable the Post-Office Department to contract with it for the carriage of the mails during the period spoken of.

But that, relying upon the fair presentation of all the facts by your Department at the next session of Congress, and not being desirous to take advantage of the situation in which the Government is unfortunately placed, either by insisting on payments in excess of actual appropriations (though such payments are authorized by existing law), or by insisting upon the creation of a legal liability by the Government to the company based upon a *quantum meruit*, which would arise if the mails were carried without any definite arrangement, while reserving to itself to the fullest extent the right to invoke the consideration of Congress to the subject, so as to make equitable additional compensation to the company, and in the hope that your good offices in enabling this to be accomplished will not be wanting, the company hereby accedes to your suggestion, hereinbefore referred to, and will, until July 1, 1885, carry the mails as heretofore, reserving its claim for further compensation as herein indicated.

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

W. H. LANE,
Secretary.

Hon. W. F. VILAS,
Postmaster-General, Washington, D. C.

POST OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., April 14, 1885.

SIR: Your letter of the 25th ultimo has this morning for the first time come under my eye, and I have read and noted its contents. This has happened by its being referred by my chief clerk directly to the Foreign Mails Office without submitting it to me, and by its having been received there upon the supposition that I had seen it.

I desire to correct the statement of one or two points in respect to which you have a slight misunderstanding of what transpired between Mr. Lauterbach and myself. You say that Mr. Lauterbach "insisted that the present compensation was absolutely inadequate—an inadequacy which he states you conceded."

The first is correct; Mr. Lauterbach did so insist. The second point is somewhat erroneous; I did not concede it, but said simply that I understood it was claimed that this was so before Congress, and according to some information I had received it was to some extent well claimed, but having myself had no opportunity to obtain information as yet I could not pass any judgment on the fact at present.

I do not remember having stated that a "deficiency would be created" by my paying sea and inland postage, but only that I did not feel willing to do it in the absence of the appropriation.

I felt constrained to absolutely refrain from making any arrangement that would imply an obligation in equity or legally on the United States during this quarter, beyond the sea postage; and my suggestion to Mr. Lauterbach was that the company should by its letter accept the proposition which was made in the letter from the Department written by the chief clerk of the Foreign Mails Office, saying at the same time that it should claim the privilege of applying to Congress for increased compensation. And in respect to this I freely said that I would present the facts to Congress and leave it wholly and entirely to that body to decide whether a just compensation should be more than the sea postage which the company would receive during the quarter.

Perhaps these are distinctions not necessary to draw, but I felt obliged to make the difference expressed for my own protection. The concluding statement of your letter, in which you accede to the proposition to carry for the sea postage, but reserving your privilege for laying claims for equitable additional compensation, is all that the Department could ask under the circumstances. And I am obliged by your proposition, because it relieves me from immediate consideration, in the midst of many new and pressing duties, of this subject. I shall report the correspondence to Congress, with such observations as my further information may convince me will be just.

Yours, truly,

WM. F. VILAS,
Postmaster-General.

W. H. LANE, Esq.,
Secretary Pacific Mail Steamship Company, New York.

[Pacific Mail Steamship Company, pier foot of Canal street, North River.]

NEW YORK, April 16, 1885.

SIR: Your favor of the 14th instant is at hand, and has had the interested attention of the president, who has noted the slight differences

in your understanding of what transpired between Mr. Lauterbach and your good self, and is glad to notice that in the main our understanding was correct, as stated in our letter of the 25th ultimo.

Also that you will report the correspondence to Congress with such observations as your further information may convince you will be just, for which Mr Houston desires me to thank you.

Respectfully,

W. H. LANE,
Secretary.

Hon. W. F. VILAS,
Postmaster-General, Washington, D. C.

[The United States and Brazil Mail Steamship Company, office of secretary and treasurer, Mills Building, corner Broad Street and Exchange Place.]

NEW YORK, *March 13, 1885.*

SIR: During the first session of the Forty-eighth Congress a law was passed repealing, after April 1, 1885, the provisions of sections 3976 and 4203, Revised Statutes, requiring American-built steamers plying to foreign ports to carry the United States mails and diplomatic correspondence, and allowing therefor as compensation the inland postage; authorizing, at the same time, the denial of clearances at custom-houses until the steamship companies establish the fact that they had taken these mails on board. The reasons for this action are so obvious that they need no discussion. It not only did not aid or promote the intercourse of our citizens with foreign nations or in any way help to establish American commerce, but actually put a penalty upon American steamers engaged in this commerce which was not and could not be applied to the foreign shipping. The consequence will be that after that date American steamers engaged in foreign commerce will be put upon the same footing as to the carriage of mails with the same class of steamers plying to domestic ports and with foreign steamers plying between our ports and foreign countries.

At the session just closed Congress further authorized the Postmaster-General to contract for the carriage of the mails to foreign ports in American vessels, fixing a maximum rate thereof. It was evidently the intention of the legislative department to redress the gross injustice that heretofore rested upon the ship-owners and to establish a different policy in regard to them. It is quite time that some such new departure was inaugurated; and it is your privilege, as it will be your honor, to facilitate and promote this encouragement to foreign commerce.

On behalf of the Brazilian Mail Steamship Company, of which I am an officer, I desire to say that this company will be prepared to take up the subject of contracts for the carriage of mails to St. Thomas, West Indies, and Brazilian ports at your convenience.

In order to avoid the confusion and misunderstanding with merchants and others having correspondence with those countries it might be well to arrange at least some provisional or preliminary basis for the carriage of the mails for the departures early in April, as it can hardly be expected that this company will continue the service on the terms heretofore paid. In fact, the aggregate sum of the postages paid to this company for the carriage of mails over this route of 5,500 miles for the year 1883 averaged only \$157 per trip, or an average of \$22.50 per port, hardly sufficient to pay the cost of shore service, delivery, and

drayage between the post-offices and ships, without regard to the risk of responsibility undertaken. (See Report of Superintendent of Foreign Mails.) The same is no doubt true of the other few American companies doing a steamship business to foreign ports, such as the lines to Japan and China, the line to Australia, and the service between New Orleans and Havana, and New Orleans and Vera Cruz, and between those ports and New York.

In order that you may understand the question more fully, I may be permitted to state that under the present conditions American capital has about all it can do to keep alive upon the ocean, encountering, as it does, the severe competition of the vast accumulated capital of Great Britain, a large portion of which has been gained by doing the carrying trade of the world on its own terms. With a design and desire of reducing the maritime nations of the globe to the condition of dependent customers for her manufactures, she has pushed her cheaply-built and cheaply-manned ships into every port, until she has succeeded in establishing such a supremacy on the ocean that she can afford to outbid and defeat all competitors, no matter what their skill or aptitude. One consequence has been to make of London the monetary exchange of the world, and in large part also to make Great Britain a point on the line of travel between parts of the world which have no necessary connection with her. Until the establishment of our line the ordinary route for passengers and occasionally for mails between the United States and Brazil was by crossing the Atlantic to Liverpool and recrossing. It ought to be just the reverse, and we have reason to believe it can largely be done both ways via New York.

The monetary exchange is effected through that channel still. This cannot, and ought not to, long continue. Brazil, one of the largest coffee-producing countries, has in the United States one of its largest customers, and would take in payment for her commodity more of the various manufactures and inventions of the United States if the trade were only encouraged. Quite recently Congress, on another occasion, has appointed a commission of gentlemen to visit those countries for the purpose of cementing the bonds of friendship and enlarging the commercial intercourse between them, whose report will no doubt be laid before the next Congress. The sweeping away of arbitrary statutory restrictions and penalties respecting the mails laid upon the owners of steamships encourages us to hope that, so far as it may, the Government will not abandon these infant enterprises to the hopeless struggle against the most widespread and grasping rivals.

It suits the purpose of the British ship-owners now to decry subsidies, notwithstanding the fact that her commercial marine has been built up largely by their assistance. Even at this day, when the risks of competition have become nominal, her great steamship lines are receiving compensation for carrying her mails, which, although it may not be too much, is still worth a struggle to acquire and maintain. Germany, France, the Netherlands, and even the Republic of Mexico are all granting subsidies to steamship lines plying to their distant colonies or to nations having the most important exchanges. Unless the United States wishes to see its flag disappear from the ocean, and abandon the effort to exchange its surplus productions for the commodities of other nations it so much desires, it may wisely do something more than the law now contemplates.

Your subordinates will inform you that more nations are joining the International Postal Union, so that the combined sea and inland post-ages on foreign correspondence are being reduced in amount, although

the service itself may be increasing in dimensions. There is wisdom, therefore, in basing the compensation, as the act would seem to mean, upon the amount of service performed in carrying the mails, rather than upon the amount of postage which the Government, for other and perhaps wise reasons, see fit to charge.

The steamers of the line leave New York monthly, touch at Newport News (Hampton Roads) twenty-four hours later for dispatches, mails, and passengers, and in this way furnish a more direct means of communication with the southern States, as well as with the capital. Before the war the cities of Baltimore and Richmond exchanged considerable amounts of flour, oils, &c., for the coffee and dye-stuffs of Brazil. This was broken up by the civil war, and it is believed that it can be in part revived, greatly to the benefit of the country as far west as Minnesota, which on the one hand produces the cereals and on the other consumes the tropical products.

Very respectfully, yours,

C. P. HUNTINGTON,
Vice-President.

Hon. W. F. VILAS,
Postmaster-General, Washington, D. C.

[Law office of A. A. Sargent & Stone, 216 Sansome street.]

SAN FRANCISCO, *March 21, 1885.*

SIR: Herewith we beg leave to inclose the petition of the Oceanic Steamship Company, who are the owners of a line of steamships, comprised exclusively of American steamships, plying regularly between the ports of San Francisco and Honolulu, Sandwich Islands.

In addition to the considerations stated in the memorial, we call attention to the fact that since the reciprocity treaty between this country and the Sandwich Islands an extensive commerce has sprung up between the two countries, which is rapidly growing, and becomes yearly more profitable to the United States.

An indispensable agency of this commerce is, naturally, the mails carried between San Francisco and Honolulu.

We respectfully request that we may be favored with a copy of any printed orders or regulations issued, or which may be hereafter issued, in relation to this subject, and that we may be notified of any further necessary steps to be taken to properly present this matter to the honorable Postmaster-General.

Very respectfully,

A. A. SARGENT & STONE,
Attorneys for Oceanic Steamship Company.

The Hon. POSTMASTER-GENERAL.

SAN FRANCISCO, *March 21, 1885.*

SIR: The Oceanic Steamship Company of San Francisco, Cal., respectfully represent that they are a company composed entirely of American citizens, their principal place of business being at San Francisco; that they are the owners of a line of steamships running regularly between San Francisco and Honolulu, Sandwich Islands, making two trips per month, and employ in this service exclusively American

steamships, being the American steamships *Mariposa*, *Alameda*, of 3,000 gross tonnage each; that all the owners in said steamships are American citizens; that said vessels were built in Philadelphia, by William Cramp & Sons, for said Oceanic Steamship Company; that said company is now carrying, under the law, the United States mails on the route aforesaid, and has done so for some years past, although at a grossly inadequate compensation; that said mails is an important one to the growing commerce between the United States and the Sandwich Islands.

The said Oceanic Steamship Company beg leave to refer to the provision made by Congress for the transportation of foreign mails during the next fiscal year in the "act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1886, and for other purposes," approved March 3, 1885, in the following words, viz :

For transportation of foreign mails, including railway transit across the Isthmus of Panama, \$500,000. And the Postmaster-General is hereby authorized to enter into contracts for the transportation of any part of said foreign mails, after legal advertisement, with the lowest responsible bidder, at a rate not exceeding 50 cents a nautical mile on the trip each way actually traveled between the terminal points: *Provided*, That the mails so contracted shall be carried on American steamships, and that the aggregate of such contracts shall not exceed one-half of the sum hereby appropriated.

And the said Oceanic Steamship Company respectfully submits to the honorable Postmaster-General, in view of the important mail service between the ports of San Francisco and Honolulu, the intimate and useful commercial relations fostered by said mail service between the United States and the Sandwich Islands, and the readiness and ability of the said Oceanic Steamship Company to regularly perform the service in American steamships, that this is especially one of the cases which Congress had in view in making provision for the transportation of foreign mails, in order that the owners of American steamship lines might receive reasonable compensation for carrying the same within the limits fixed by the act of Congress.

The said Oceanic Steamship Company therefore petitions the honorable Postmaster-General to advertise for proposals for the transportation of the mails between San Francisco and Honolulu, with the view of contracting with the lowest responsible bidder therefor, not to exceed the sum named in said act; and hereby offer to furnish any required guarantee of its responsibility, and to comply with any regulation which may be prescribed for such cases by the honorable Postmaster-General.

Respectfully submitted.

OCEANIC STEAMSHIP COMPANY,
By A. A. SARGENT & STONE,
Attorneys for said Company.

The Hon. POSTMASTER-GENERAL.

[Pacific Coast Steamship Company, Goodall, Perkins & Co., general agents.]

SAN FRANCISCO, *March 24, 1885.*

DEAR SIR: We notice that last Congress passed a bill in regard to the transportation of mails in American vessels between America and foreign ports, one of the provisions of the bill being, as we understand it, that an appropriation of \$400,000 was made for such service. We

have not a copy of the bill, hence do not understand it in all its details, but should be pleased to receive a copy from you if you have one to spare, and would also like to know what is necessary to be done in order to secure for the service of this company's vessels a portion of the appropriation in question.

This company is operating a line of large American steamers between San Francisco, Cal., and British Columbia, making about four trips per month.

Yours, very truly,

GOODALL, PERKINS & CO.,
General Agents.

Hon. WILLIAM F. VILAS,
Postmaster-General, Washington, D. C.

This company carries mails from San Francisco to Victoria, British Columbia. During the year ended June 30, 1884, it took 32,905 letters and was paid \$329.05 = 1 cent a letter.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., April 6, 1885.

GENTLEMEN: Your letter of the 24th ultimo to the Postmaster-General having been referred to this office for reply, I inclose herewith, in compliance with your request, a copy of the "act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1886," which authorizes the Postmaster-General to enter into contracts with American steamship companies for the transportation of mails to foreign countries.

The Postmaster-General will be pleased to receive any suggestions relative to said contracts that you may wish to offer.

I am, very respectfully, your obedient servant,

NICHOLAS M. BELL,
Superintendent Foreign Mails.

Messrs. GOODALL, PERKINS & Co.,
*General Agents Pacific Coast Steamship Company,
San Francisco, Cal.*

[Palace Hotel, A. D. Sharon, lessee.]

SAN FRANCISCO, *April 7, 1885.*

DEAR SIR: The Oceanic Steamship Company of this city has established a line of steamers between this port and the port of Honolulu, and these steamers make regular trips, departing from each port twice a month. They are American iron steamships, built at Cramp's yard, Philadelphia, and they are models of marine architecture, first-class in all appointments, exceedingly swift for ships of 3,000 tons burden, being able to make 16 knots per hour, or the whole trip in six days. It was for the encouragement of just such enterprises as this that the provision relating to the letting of contracts for carrying the mails in American steamships was inserted in the proper appropriation bill at the last session of Congress. Knowing something of this line and the benefits to Pacific commerce which its establishment and successful operation insures, I have the honor to recommend that the same be included in

the advertisements which are to be made in pursuance of law for the letting of contracts for carrying the foreign mails in American steamships.

Very respectfully, your obedient servant,

JNO. F. MILLER.

The Hon. POSTMASTER-GENERAL.

[Law office of A. A. Sargent & Stone.]

SAN FRANCISCO, April 8, 1885.

SIR: We beg to submit a letter from the Member of Congress representing San Francisco, in aid of the petition of the Oceanic Steamship Company, dated March 21, 1885, praying for advertisement for carrying ocean mails on the route between San Francisco and Honolulu, Sandwich Islands.

Respectfully,

A. A. SARGENT & STONE.

Hon W. F. VILAS,
Postmaster-General.

[Law offices of William W. Morrow, 75, 76, and 77 Nevada block.]

SAN FRANCISCO, March 28, 1885.

DEAR SIR: Referring to the act of Congress making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1886, and conferring authority upon you to enter into contracts for the transportation of foreign mails after legal advertisement with the lowest responsible bidders, at a rate not exceeding 50 cents per nautical mile on the trip each way actually traveled between the terminal ports, &c., I beg leave to suggest that the Oceanic Steamship Company's line of American steamers plying between this port and the port of Honolulu is peculiarly entitled to consideration as coming within the purview of the beneficial provisions of the act.

The line was established a short time ago, about two years, not so much because the immediate traffic between the two countries appeared to justify the enterprise, but for the express purpose of developing a more extended commerce with the Sandwich Islands and in our own vessels. The line is composed of two splendidly built and elegantly equipped American steamers, which, running as they do at a high rate of speed, fulfill the requirements of safe and rapid transportation for the mails between two of the most important ports on this side of the world.

I know of no enterprise on this coast so deserving of substantial encouragement as this line of first-class American steamers, since with a reasonable support it bids fair to build up an important and growing commerce which, although now comparatively new, will, we believe, eventually become extensive and profitable.

On behalf, therefore, of the business and commercial interests of this city and State I beg leave to recommend that you include in your advertisement calling for bids for the transportation of foreign mails, the route between San Francisco and Honolulu.

Very respectfully,

WM. W. MORROW.

I indorse the above, and respectfully join in the request.

C. N. FELTON.

Hon. W. F. VILAS,
Postmaster-General, Washington, D. C.

[New York, Havana and Mexican Mail Steamship Line, F. Alexandre & Sons.]

NEW YORK, *April 13, 1885.*

SIR: According to act passed June 26, 1884, section 23, providing that sections 3976 and 4203 of Revised Statutes be not enforced after April 1, 1885, we would like to have your views and intentions relative to same, as we have been since the 1st instant and are continuing to carry to and fro the United States mails between Cuba and Mexico, without any understanding as to compensation.

We have called upon postmaster here, but he cannot give us any satisfactory answer, so we beg to trouble you on above subject; and also as to the matter for the carriage of same mails after July 1, as called for by act passed by last Congress.

Yours, respectfully,

F. ALEXANDRE & SONS.

Hon. POSTMASTER-GENERAL,
Washington, D. C.

[Theo. Phipps & Co., 376 Atlantic avenue, Boston.]

BOSTON, *April 18, 1885.*

SIR: We would pray to call your attention to circular herein inclosed, by which you will see it is our intention to dispatch a steamer to nine Haytian ports (boat will also call at Turk's Island on May 9). This is a new enterprise of Boston merchants, prominent among whom, who are largely interested, we would name Messrs. Isaac Rich & Co. and Mr. Charles Hemenway of Hemenway & Brown. At the suggestion of Hon. Leopold Morse, M. C., we address you on the subject of mail carriage to the several Haytian ports, and would respectfully offer the services of our line in the transport of the United States mail between the two countries under the law passed by Congress March 3, granting a fund for foreign mail service to steamers under the American flag.

The mail service to all Haytian ports from the United States is now being done by an English steamship company, and although the outward service is good, the homeward is very poor, this line's boats going from Hayti to South American ports and thence to New York, taking some 30 days for delivering mail, whereas if went direct (as we do) should deliver mail inside 10 days. In addition to the English line mentioned, there is a company whose boats are under the American flag, namely, the Clyde Line, who touch at one port only (Cape Hayti), and who, we believe, now are duly authorized to carry the United States mail.

As the mail service, as shown by us, of the United States to Haytian ports is now nearly altogether done by an English company, and as the law passed by Congress March 3, 1884, was intended to cover just such cases as ours, we feel should be entitled to consideration in this matter, and invoke your assistance and advice in the premises.

We remain, honored sir, yours, most respectfully,

THEO. PHIPPS & CO.,
Diamond Steamship Company.

Hon. WM. F. VILAS,
Postmaster-General, Washington, D. C.

[Pacific Coast Steamship Company. Goodall, Perkins & Co., general agents.]

SAN FRANCISCO, *April 16, 1885.*

DEAR SIR: We beg to acknowledge the receipt, with thanks, of your favor 6th instant (No. 67,922 miscellaneous) inclosing copy of the act in relation to foreign mail service, and advising us that the Postmaster-General would be pleased to receive any suggestions relative to contracting for service between San Francisco and British Columbia.

In reply, we beg to say, as we previously informed you, that this company is running large and fine American steamers between San Francisco and British Columbia every eighth day as per inclosed time-card.

We now have a contract with her Britannic Majesty for the transportation of the British mails; this contract will expire August 1st next, and will not probably be renewed, on account of the completion of the Northern Pacific Railroad, and the anticipated early completion of the Canadian Pacific Railroad, as on completion of the Canadian Pacific it is more than likely that the mails will be forwarded over that road instead of via San Francisco. It is expected that this road will be completed in September next.

The Northern Pacific Railroad has cut into our earnings on this route very largely; with the prospect of the Canadian Pacific still further cutting into our receipts, it becomes a serious question whether we shall be able to maintain the service. Under these circumstances it seems only proper that the Government should offer such aid as is in its power to encourage the operating of American steamers on this route.

There are now English steam and other colliers running with which we have to compete, and which are disposed to take all the business in sight, so that it is difficult to maintain a first-class service against this present and prospective competition.

We presume it is necessary that bids be invited before the Postmaster-General can make any contract. In case of advertising for the service, we would respectfully suggest that the best way would be to require trips be made not less frequent than once in ten days and not more frequent than once in five days, and that the charge for the service should be by the trip. In case this should not be considered sufficiently definite, then we would suggest that an eight-day service be required, as we are now running it.

Yours, truly,

GOODALL, PERKINS & CO.,
General Agents.

Hon. NICHOLAS M. BELL,
Superintendent Foreign Mail Service, Washington, D. C.

[John Jay Philbrick, commission merchant, Key West, Fla.]

KEY WEST, FLA., *April 26, 1885.*

SIR: Acknowledging and thanking you for the receipt of your monthly printed circular comprising schedule of steamers appointed to carry the United States mails to foreign countries during the month of May, I would beg to call your attention to the appointment lately issued to steamer T. J. Cochrane to carry the mails between this port and Havana. She will take a mail hence on May 2, Saturday; May 6, Wednesday; May 9, Saturday; May 13, Wednesday; May 16, Saturday; May 20, Wednesday; May 23, Saturday; May 27, Wednesday; May 30, Sat.

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urday; and I think I can demonstrate to you how her service can be made of great value to the commercial interests of both countries.

You are, of course, aware that the Ward & Alexandre steamers, taking mails from New York to Havana on Thursday, land their mails on the following Tuesday and leaving New York on Saturday arrive in Havana the following Thursday. Thus they receive no mail in Havana from the United States between Thursday and Tuesday, and up to Tuesday of each week the latest mail they are in possession of is the second Saturday previous. Now, by the fast mail communication by way of Jacksonville and Tampa we receive on Saturday the mail leaving New York on Wednesday morning, and by the Cochrane, under the appointment just spoken of, and leaving here Saturday night, we land those mails in Havana on Sunday morning, thus anticipating by two days the arrival of the Ward & Alexandre steamers, and giving the Havana merchants Sunday, Monday, Tuesday, and Wednesday mornings' mail two days in advance of your present arrangement by the Havana and New York steamers. We are to do this with newspapers, and news agents are already arranging to avail themselves of this route and its advantages. Would it not be of invaluable benefit to the mercantile and commercial community, and is it not worth your while to investigate it and give them the same facilities?

I trust I have made the situation plain to you, and would respectfully ask you to consider it and test it, if desired. On our Wednesday departure we could give the Havanese one day's later mail, taking in on Thursday morning the New York mails and papers of Sunday, instead of Saturday, as they now have, provided you would secure the elimination of the Porto Rico mail from the Tampa and Key West service. This mail detains our Tampa steamer on Wednesday's arrival here so late that I cannot hold the Cochrane until her arrival. Trusting that you may consider this matter, and that my waiting upon you in reference to it may result in good to all business communities of both countries, I am,

Very respectfully, your obedient servant,

JOHN JAY PHILBRICK.

NICHOLAS M. BELL, Esq.,

Superintendent Foreign Mails, Washington, D. C.

[Savannah, Florida and Western Railway Company, 12 West Twenty-third street, New York.]

NEW YORK, April 30, 1885.

SIR: I recently had the honor of waiting upon you in company with Mr. B. F. Newcomer, of Baltimore, being introduced by Hon. Leo Nott, the Second Assistant Postmaster-General, when I took occasion to offer some suggestions on the subject of the postal facilities between the United States and the West India Islands, and was referred by you to the chief of the Bureau of Foreign Mail Service, with whom we had a pleasant interview, and who requested that I embody my information in a written communication. In compliance therewith I beg leave respectfully to submit:

I believe it to be a fact that, with the exception of a few months in the winter season, the entire mail service from the United States to the West Indies has been via the port of New York, and the most important and principal portion of the service—viz, the West and South—must be forwarded by that route.

The present service, if I understand it, is by steamers, leaving New York every Thursday and Saturday at 3 p. m., the time consumed being about four and a half days, while it seems to me the true policy of the Post-Office Department should be to send the mails by the quickest practicable route.

The time has now nearly arrived when continuous railway service will be established as far south as Tampa, Fla., whence communication can be had with Havana in about thirty hours.

By adopting this southern land route and the water communication between Tampa and Havana, the whole of the United States can be better served than is any section of it at present.

Congress for some years past has made a special appropriation for a fast-mail service between New York and the South Atlantic coast cities, which has been extended as far south as Jacksonville, Fla., the mails leaving New York daily at 5 o'clock a. m. and reaching Jacksonville at noon the following day. This enables the Department to concentrate all the mails of New England of the day preceding the departure from New York, and to deliver same at Jacksonville on the second day. This train takes up on the way all the mails in the Middle States, and those brought by the various railways extending from the west towards the southeast, and all the mails of the entire country can be concentrated at Tampa, to which point the railway will be completed early the coming summer, whence by efficient service to Havana they can be delivered in very much shorter time than is now required by the sea route from New York.

It is hard to contemplate that the Western and Southern trade should have so long remained quiet under such disadvantages for communication with the West Indies as has been heretofore offered; but the hardship seems to have been recognized by the last Congress, which I am informed saw proper to pass a bill making an appropriation for special foreign mail service, which I understand was designed to cover the route between Tampa and Havana.

The prospective increase of business in Cuba under the proposed new treaty with Spain should open very large commercial interests in the West through the use of its products, and the necessity and importance of quicker and more frequent communication is apparent.

It seems to me that the present trade of our country with the West Indies requires at least two mails per week. The time between Tampa and Havana, with suitable steamer, would be as stated, about thirty hours, so that mails leaving New York at 5 a. m. could easily be delivered in Havana on the morning of the third day, and from all ports of the country in much less time than is now consumed between New York and Havana.

The railway companies with which I am connected are very anxious that this extension of their line to Havana should be made as soon after the completion of the road to Tampa as practicable and desire as far as possible to co-operate with the Post Office Department to that end, and I hope it may be the pleasure of the Department to aid in the establishment of a line of first-class mail steamers which will be a credit to the country and our Government, and to which end I should be pleased to render all practicable assistance.

As regards the present mail facilities between Tampa and Key West, I am informed by merchants of the last-named place, that they are far from being satisfactory; that the mail-boat arrives at an early hour in the morning, deposits the mail, and departs on her return trip before the mails can be distributed or delivered from the post-office, and that

this unsatisfactory service is rendered semi-weekly. I think it should have correction, and that the mails from Tampa should be carried by the proposed through line to Havana, to be left at Key West on the outward voyage of the steamer, the return mail to be carried by the return trip of the steamer, which would give one day's interval between the arrival and departure.

I offer these suggestions for what they may be worth, and with apologies for the length of this communication,

I have the honor to remain, very respectfully, your obedient servant,
 H. B. PLANT,
President.

Hon. WILLIAM F. VILAS,
Postmaster-General, Washington, D. C.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
 Washington, D. C., May 8, 1885.

SIR: In reply to your letter of yesterday's date I have to inform you that your letter of the 30th ultimo, relative to postal facilities between the United States and the West India Islands, has been duly received, and that the subject will receive the earliest consideration practicable.

In this connection I would ask you to inform me when your railroad will be finished to Tampa.

I am, very respectfully, your obedient servant,
 NICHOLAS M. BELL,
Superintendent Foreign Mails.

H. B. PLANT, Esq.,
*President Savannah, Florida and Western Railway Company,
 12 West Twenty-third Street, New York, N. Y.*

[Savannah, Florida and Western Railway Company, 12 West Twenty-third street,
 New York.]

NEW YORK, May 11, 1885.

SIR: I have the honor to acknowledge receipt of your favor of the 8th (No. 68271), and beg to state in response that the road is now constructed and in operation between Tampa and Sanford, Florida, 115 miles, with branches.

Sanford is at the head of navigation for steamboats of first class on the Saint John's River, and the fast mail for South Florida is now carried by the boats between Jacksonville and Sanford.

Starting from Jacksonville, the road is completed to Palatka, 52 miles, by one company. Another from Palatka to Gainesville, at which point it connects with the main line from Savannah, Charleston, and the East, and extends South via Ocala and Leesburg to Pemberton Ferry, from which point the track is now being laid to Lakeland, a station on the South Florida Railroad, 30 miles from Tampa.

It is expected this last link will be completed some time in July or early in August, which will make the railway line continuous to Tampa.

Another railway is being constructed which will connect Pemberton Ferry direct with Callahan, 17 miles north of Jacksonville, which is the junction of the Savannah, Florida and Western, and the Florida Railroad and Navigation Companies' lines.

I inclose map of Florida showing the lines already constructed, marked in red, and that part of it between Pemberton Ferry and Lakeland which is now approaching completion, in blue.

On the completion of the road from Pemberton Ferry to Lakeland, connecting with the present fast mail from the East, the time from New York to Tampa will be reduced to about 40 hours. Add to this the time necessary to deliver mails in Cuba, and you will find a great saving over that consumed by the sea route.

The passenger and mail route between Jacksonville and Tampa is now by boat to Sanford, thence by rail to Tampa.

Boats leave Jacksonville at 2.30 p. m. daily, and arrive at Sanford about 7.30 a. m.

The train leaves Sanford at 9 a. m., and arrives at Tampa at 2.30 p. m.

Returning, leaves Tampa at 9 a. m. on week days, arriving at Sanford at 2.30 p. m. Leaving Sanford 3 p. m., the boats arrive at Jacksonville the next morning about 6.30.

Any further information on the subject which you may desire I shall be very glad to furnish.

Very respectfully,

H. B. PLANT,
President.

Per G. H. T.

NICHOLAS M. BELL, Esq.,
Superintendent Foreign Mails, Washington, D. C.

[Office of James G. Fair, Room 1, Nevada Block.]

SAN FRANCISCO, *May 4, 1885.*

SIR: I beg leave to call your attention to the petition of the Oceanic Steamship Company and the petition of citizens of San Francisco, asking that the route between this city and Honolulu be advertised for bidders under the new law to carry the mail upon American steamers. This route is of great importance to the commercial interests of the coast, and I recommend that the request of the petitioners be granted.

Very respectfully,

JAMES G. FAIR.

The Hon. POSTMASTER-GENERAL.

SAN FRANCISCO, *April 2, 1885.*

SIR: The undersigned, citizens and business men of San Francisco, respectfully petition that you cause the route between San Francisco and Honolulu, Sandwich Islands, to be advertised for the lowest bidder to carry the United States mails in American steamships between said ports under the provision in the act making appropriations for the service of the Post-Office Department for the fiscal year commencing July 1 next.

As business men at this port we are keenly alive to the value of the commerce between this country and the Sandwich Islands, which has developed and is increasing under the reciprocity treaty between the two countries. American enterprise has succeeded in a remarkable degree in making the commerce of the Pacific tributary to the prosperity

of the United States at the very time when other nations have almost entirely absorbed that of the Atlantic.

With the Sandwich Islands a business has sprung up which is referred to as follows in the Annual Report of the Secretary of the Treasury: The industry and free market opened have given rise to a trade in its nature and effects like our inter-State trade, covering a wide range of articles, affect profitably the American farmer, grocer, and manufacturer of small articles of household and farm use, as well as the larger manufacturers in metals and of machinery and cotton. The exports of these commodities have so grown that the trade of San Francisco with the Hawaiian Islands is third in importance, *being equaled only by that with Great Britain and China*, and exceeding that of Mexico, Australia, or British Columbia. The impetus given to Hawaii inter-island commerce has also inured to the benefit of Americans in calling for coasting steamers and sailing vessels which have been built in American ports.

We would also present the following exhibit of the trade of the United States with the following countries for the year 1883, showing the value of the aggregate trade, compiled by the National Bureau of Statistics, Joseph Nimmo, jr., compiler:

United States of Colombia.....	\$12,040,426
Hawaiian Islands.....	12,014,526
Canary and Philippine Islands.....	10,942,037
Argentine Republic.....	9,735,307
Hayti and San Domingo.....	8,814,000
Venezuela.....	8,305,429
Porto Rico.....	7,642,201
Central American States.....	7,124,782
Portugal (kingdom).....	7,078,512
Denmark and colouies.....	5,897,891
Uruguay.....	5,432,928
Dutch and East Indies.....	5,053,048
British Africa and Gibraltar.....	4,910,478
French West Indies and Guinea.....	4,829,933
Austrian Empire.....	4,764,827
Sweden and Norway.....	4,655,719
Turkish Empire.....	3,538,670
Chili.....	3,296,080
Peru.....	3,020,812
Dutch West Indies, &c.....	2,396,062
Greece (kingdom).....	1,322,597

In the above list of twenty important countries, doing business with the United States, only one comes up to the aggregate of our Hawaiian trade, the United States of Colombia, and that is largely due to the stimulus given to business on the isthmus by the building of the Panama Canal. We have not included in this list Mexico, our neighbor, whose aggregate trade in 1883 was \$24,704,743, but that was exceptional, and owing to the large exportation of railroad material and supplies, and estimating the population of Mexico at 12,000,000, the trade was but \$2 per head, while each one of Hawaii's 70,000 people purchased of us and sold to us \$172 per head in this year. We did \$18,475,324 with Japan, but we look to Japan for much of our tea and some of our raw silk, and Japan has 30,000,000 of people. With Hong Kong and China we did \$29,918,300, or only about two and one half times the business with little Hawaii, and besides drawing silks and tea from China, there are more Chinese in this country, drawing much of their supplies of food and clothing from their native land, than the entire population of the Hawaiian Kingdom. The annual exports of the United States to the Sandwich Islands are \$4,000,000, mainly of manufactured products of

our soil. Americans have \$15,000,000 invested in Hawaii, of which over \$3,000,000, is in steam and sailing vessels, docks, wharves, and warehouses.

In this trade there are employed twenty American sailing vessels, and two of the finest and fastest steamships ever built in the United States, the equals in speed of any British-built vessels.

Relative to population there is no foreign country with which the United States carries on so large a commerce, for the islanders consume \$47 per capita of our products, while Great Britain and Ireland only consume \$11.23. Ninety-five per cent. of our commerce with these islands is carried on in American bottoms. Americans have the entire control of the commerce and its great resulting profits.

We have cited these facts, many of which are shown by the official reports of United States officials, but which are not generally known to our people, even those usually well informed, to show the advantages of regular and rapid mail communication between the two countries. The act of Congress would be most beneficent applied to this subject. It may well be doubted if there is another ocean mail service which so strongly appeals to the honorable Postmaster-General as this one, or one where the direct advantages to the country generally, and specially to the Pacific coast, would be so great. Two fast ocean steamers, built for this trade in Philadelphia, have carried the mails twice a month during the past two years, but the service is not remunerative to the owners, and needs the mail pay contemplated by the Congressional legislation in question to insure its continuance.

The undersigned therefore ask the consideration of the honorable Postmaster-General to this matter, and such investigation as he deems necessary, and that he order advertisement of said route and mail service therefor according to law.

Respectfully submitted:

W. H. TAYLOR, President Risdon Iron and Locomotive Works;
DUNHAM, CARRIGAN & Co.; S. FOSTER & Co.; DODGE,
SWEENEY & Co.; HAWLEY BROS., HARDWARE COMPANY;
THOMAS JENNINGS; CALIFORNIA WIRE WORKS, per A. S.
Hanidie, President; LILIENTHAL & Co.; WHITTIN, FULLER
& Co.; PRISTIN & MCKINNON; J. C. JOHNSON & Co.;
M. EHMAN & Co.; NICHOLSEN, BROWN & Co.; ESBERG,
BAEHMAN & Co.; CHARLES OPPENHEIMER & Co.; KLINE
& Co.; LEVI STRAUSS & Co.; MURPHY, GRANT & Co.;
SCHWEIPLE, SACKS & Co.; REDINGTON & Co.; H. DUTARD;
DEMING-PALMER MILLING COMPANY, by J Palmer, Vice-
President; WELLMAN, PECK & Co.; ROOT & SANDERSON;
M. WATERMAN & Co.; WM. BAEHR, JR.; TUBBS & Co.;
CODE ELFEL & Co.; SPRUANCE, STANLEY & Co.; WHEATON
& LUHIS, HARROTT; H. L. CROCKER & Co.; LOUIS SLOSS
& Co.; H. DUTTON, JR.; J. A. MOORE; SIMS & MORRIS;
SCOTT & MCCORD; RIDER, SOMERS & Co.; ELLIS & MIL-
LER.

The Hon. POSTMASTER-GENERAL.

[The United States and Brazil Mail Steamship Company, office of superintendent, 84 Broad street.]

NEW YORK, May 13, 1885.

SIR: I am directed by H. K. Thurber, esq, chairman of the Executive committee of the U. S. & B. M. S. S. Co., "when it would be con-

venient for you to grant an interview with Mr. Thurber or other representatives of this company, in relation to the mail service now being performed by the company's steamships, and an extended service contemplated in the near future."

I have the honor to be your obedient servant,

J. M. LACHLAN,
Superintendent.

Hon. WILLIAM VILAS,
Postmaster-General, Washington, D. C.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., May 15, 1885.

SIR: Replying to your letter of 13th instant, I am directed by the Postmaster General to inform you that it will best suit his convenience to grant an interview to your representatives, relative to the service of the vessels of your company in carrying mails, some time next week, preferably the latter part.

I am, very respectfully, your obedient servant,

N. M. BROOKS,
Acting Superintendent Foreign Mails.

J. M. LACHLAN, Esq.,
*Superintendent United States and Brazil Mail Steamship Company,
84 Broad Street, New York.*

WESTERN UNION TELEGRAPH COMPANY,
San Francisco, Cal., May 14, 1885.

To Postmaster-General VILAS:

I intend to be in Washington within ten days, to present to you our claims for an ocean mail subsidy, authorized by a late act of Congress. Meantime please consider justness of our claims.

JOHN BERMINGHAM,
General Manager California and Mexico Steamship Line.

[Office Central Pacific Railroad Company, No. 23 Broad street. C. P. Huntington, vice president.]

NEW YORK, *May 6, 1885.*

DEAR SIR: Congress at the last session authorized the Postmaster-General to enter into contracts with the owners or charterers of American-built steamships plying to foreign ports for the transportation of the mails, and appropriated a sum of money for that purpose for the year commencing July 1, 1885. I understand that arrangements have been entered into for commencing this foreign-mails service at an earlier date, and that recommendations will be made for an appropriation to cover the deficiency liable to be incurred for the current quarter between April 1 and July 1.

I desire to inform you that the Occidental and Oriental Steamship Company has now in its service two vessels of American build, the San Pablo and the San Pedro, each of about 2,100 tons register and nearly

5,000 tons burden, engaged in the service between San Francisco and Japan and China, together with two other vessels, not American built, temporarily chartered until the company can supply itself with vessels entitled to sail under our own flag. The two ships named are among the finest specimens of marine architecture sailing under this or any other flag and a credit to American ship and engine builders. At present the sailing dates from each port alternate with those of the Pacific Mail Steamship Company, and we have been carrying the mails as offered heretofore under the old law.

We should be glad to enter upon negotiations for the employment of these steamers in this service as contemplated by the act of Congress.

Hoping to hear from you on the subject at your earliest convenience, I am,

Yours, very respectfully,

C. P. HUNTINGTON,
A. & A.

Hon. W. F. VILAS,
Postmaster-General, Washington, D. C.

[Office of Peter Wright & Sons, etc.]

PHILADELPHIA, *May 14, 1885.*

DEAR SIR: On the 9th March we made a request to Postmaster-General Vilas that the American Line should be considered an applicant for a mail contract between Philadelphia and Liverpool, and mentioned to him in a few words that we had been performing this mail service since 1872 practically without compensation. I believe in no year have we received over \$2,000 for carrying the mails, and we have had to perform the service.

We have not received any reply to our letter, but have had requests from the Post-Office Department for certain information, which has been furnished.

We observe by the papers that this question is now under discussion by the Cabinet, and that the New York and other steamship lines are in Washington with strong lobbies. We have refrained from any active efforts, not because we are not deeply interested in the matter, but from an indisposition to engage in a scramble. We think we are entitled to the first consideration, in view of our long service to the Government, and the unprecedented regularity of our boats.

My object in writing this letter is to put these facts before you, and to request, if not too much trouble, that you will speak a good word for us, if you have the opportunity. And we would also highly appreciate it if you could give us, officially or otherwise, a clear conception of what the policy of the administration is likely to be in reference to this question of mail compensation, and in reference to the distribution of the appropriation now at the disposal of the Post-Office Department.

Yours, sincerely,

C. A. GRISCOM.

Hon. SAMUEL J. RANDALL,
Washington, D. C.

P. S.—Would you recommend my coming to Washington? I happen to be extremely busy, but I might manage it early next week.

United States and Brazil Mail Steamship Company. Office of executive committee,
H. K. Thurber, chairman.]

NEW YORK, *May 18, 1885.*

His Excellency President CLEVELAND :

As chairman of the executive committee of the United States and Brazil Mail Steamship Company, I am naturally interested in the apportionment to the different steamship lines for carrying the foreign mails. Our company has not been represented as yet, but I incidentally learned that the numerous foreign steamship companies had been heard by the Postmaster-General, and that the matter had been referred to your Excellency. I hope no decision will be made until our company has had a chance to give their views in the matter.

Yours, very respectfully,

H. K. THURBER,
Chairman of the Executive Committee.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., May 29, 1885.

GENTLEMEN: The question of the advisability of making a more extensive use of the route via Florida for forwarding mails from the United States to Cuba, being now under consideration, the Postmaster-General directs me to request that you will inform this Department, at your earliest convenience, at what rates per pound the Tampa Steamship Company would be willing to transport from Key West, Fla., to Havana, Cuba, such mails as may be offered by this Department for dispatch by the steamer T. J. Cochrane, or other vessels of your Line plying between the ports named.

Please state the rate for letters and post-cards, separately, from the rate for other articles.

I am, very respectfully, your obedient servant,

NICHOLAS M. BELL,
Superintendent Foreign Mails.

Messrs. MILLER & HENDERSON,

Owners Tampa Steamship Company, Tampa, Fla.

[Office of the New York and Cuba Steamship Company, James E. Ward & Co.,
agents, 113 Wall street.]

NEW YORK, *June 4, 1885.*

DEAR SIR: Some time ago our Mr. W. H. T. Hughes had the pleasure of calling on you in regard to the carrying of United States mails by ocean steamers under the recent act of Congress, and you then said that bids would be solicited by advertisements prior to July 1.

Will you kindly let us know what has been since decided, and how the matter stands, and greatly oblige

Your obedient servants,

JAMES E. WARD & CO.

Hon. W. F. VILAS,
Postmaster-General, Washington.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., June 9, 1885.

GENTLEMEN: I have been directed by the Postmaster-General to acknowledge the receipt of your letter of the 4th instant, which was brought to his attention to-day, relative to the interview which Mr. W. H. T. Hughes, of your company, had with him some time ago in regard to the carrying of United States mails by ocean steamers, under the recent act of Congress, and to inform you that there must have been some error in Mr. Hughes's understanding that bids would be solicited prior to July 1, but that some decision in the matter will probably be reached this week.

I am, very respectfully, your obedient servant,
NICHOLAS M. BELL,
Superintendent Foreign Mails.

Messrs. JAMES E. WARD & Co.,
Agents N. Y. & Cuba Mail S. S. Co., 113 Wall St., New York, N. Y.

POST OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., June 9, 1885.

SIR: I have the honor, by direction of the Postmaster General, to inform you that he has accepted the tender for conveyance of mails of the steamer Haytian Republic, of the Diamond Line, to sail regularly, commencing on the 1st of July proximo from Boston for Turk's Islands and Haytian ports; and has directed that mails be made up at the office of New York and Boston for the Haytian offices of Cape Haytien, Gonaives, St. Marc, Port au Prince, and Aux Cayes, for despatch by the steamers named.

In case your administration should see fit to cause mails for the United States to be dispatched by said steamer on her return trip, the Postmaster-General would thank you to cause mails to be made up by the various exchange offices of Hayti for the offices of New York and Boston, respectively; the mails for New York to contain the ordinary (unregistered) correspondence for all parts of the United States except Boston; and the mails for Boston to contain ordinary correspondence addressed for delivery in that city, and all registered matter for this country.

The reason why all registered matter for the United States should be included in the mails made up for the Boston office is that it may secure the benefit of our domestic system of registration from the point at which it reaches this country to its delivery at destinations.

In this connection, and referring to your letter, No. 26, of the 13th of October, 1883, announcing that the office of Jacmel had been discontinued as an exchanging office with the United States, I am directed to request that you will advise this Department whether it is probable that the office of Jacmel will be authorized to resume the exchange of mails with this country at an early day.

I am, very respectfully, your obedient servant,
NICHOLAS M. BELL,
Superintendent Foreign Mails.

The DIRECTOR-GENERAL OF POSTS,
Port au Prince, Hayti.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., June 9, 1885.

SIR: I have the honor to inform you that the Postmaster-General has accepted the tender, for conveyance of mails, of the steamer Haytian Republic of the Diamond Line, to sail regularly, commencing on the 1st of July proximo, from Boston for Turk's Island and Haytian ports; and has directed that mails be made up at the offices of New York and Boston for Turk's Island for dispatch by the steamer named.

In case your administration should see fit to cause mails for the United States to be dispatched by said steamer on her return trip, the Postmaster-General would thank you to cause mails to be made up for the offices of New York and Boston, respectively; the mails for New York to contain the *ordinary* (unregistered) correspondence for all parts of the United States, except the city of Boston; and the mails for Boston to contain ordinary correspondence addressed for delivery in that city, and *all* registered matter for this country.

The reason why all registered matter for the United States should be included in the mails made up for the Boston office is, that it may secure the benefit of our domestic system of registration from the point at which it reaches this country to its delivery at destination.

I am, very respectfully, your obedient servant,

NICHOLAS M. BELL,
Superintendent Foreign Mails.

The POSTMASTER, *Turk's Island, W. I.*

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., June 9, 1885.

SIR: I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 5th instant tendering for conveyance of United States mails the steamer Haytian Republic, of the Diamond Line, to sail regularly from Boston, commencing on the 1st of July proximo, for Turk's Island and the Republic of Hayti direct, and to inform you that the postmaster of Boston has been directed to make up mails for Turk's Island and the Haytian post-offices of Cape Haytien, Gonaives, St. Marc, and Port au Prince, for dispatch by the steamer referred to, and that until you are further advised payment for said conveyance will be made quarterly by this Department at the rate of 5 francs per kilogram of letters and post cards, and 50 centimes per kilogram of other articles, calculated on the net weights of the mails conveyed as reported by the postmaster of the dispatching post-office.

You will please advise the postmaster of Boston, as soon as practicable, and not later than the 12th instant, of *the hour* at which your steamer will leave Boston on the 1st proximo, and of the day and hour of any other departure, if any, that will occur during the month of July next; and also furnish him with similar information, and the names of the Haytian ports at which the steamer will call on each trip, on or before the 12th of the month preceding that on which the sailings will occur, in order that due notice of the dispatches of mails may be given in the foreign mail steamship schedule issued about the 15th of each month by this Department.

You will also please advise this office of the name and address of the

officer or agent who is authorized to receive pay from this Department for services rendered by the steamer Haytian Republic in conveying mails.

I am, very respectfully, your obedient servant,
NICHOLAS M. BELL,
Superintendent of Foreign Mails.

Messrs. THEO. PHIPPS & Co.,
Agents Diamond Line, Boston, Mass.

[John Jay Philbrick, commission merchant, Key West, Fla.]

KEY WEST, FLA., June 6, 1885.

MY DEAR SIR: Your communication of 29th ultimo, addressed to Messrs. Miller & Henderson, Tampa, has been referred to me by those gentlemen for reply. The steamship T. J. Cochrane, now running between Key West and Havana, is connected with the Key West Steamship Company, whose route I had the honor of mapping out for you some time since in reply to your circular. We are now taking the mails, hence to Cuba, regularly semi-weekly under the appointment lately issued to us by your Department, and, as I supposed, under the old arrangement of the Post-Office Department, viz., a compensation of 5 francs per kilogram for letters, and 50 centime per kilograms for papers.

I have already had the honor also of representing to you that we were taking into Havana every Sunday morning the New York dailies of the Sunday, Monday, Tuesday, and Wednesday previous (leaving New York by fast mail train South), two days and sometimes three days (when the Alexandre people sent out a chartered boat) in advance of the New York steamers. These papers I sent myself to the principal newspapers and officials, including Consul-General Williams, and this small supply has created such a clamor in Havana for late papers by us that I am now making arrangements to transfer the business to a news agent to avoid the trouble caused our master by the demand. I also made other statements, and offered suggestions, but receiving no reply, concluded that you had declined to consider the matter.

I am, sir, very respectfully, your obedient servant,
JOHN JAY PHILBRICK,
General Manager Key West Steamship Company.

NICHOLAS M. BELL, Esq.,
Superintendent Foreign Mails, Washington, D. C.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., June 12, 1885.

SIR: Referring to your letter of 6th instant, I transmit herewith a copy of my letter of the 29th ultimo, No. 68,451, addressed to Messrs. Miller & Henderson, Tampa, Fla., and would repeat my request that you inform this Department at what rates per pound the Tampa Steamship Company would be willing to transport mails from Key West to Havana, Cuba, in case that route should be made use of by this Department more extensively than has been the case hitherto.

I am, very respectfully, your obedient servant,
NICHOLAS M. BELL,
Superintendent Foreign Mails.

JOHN JAY PHILBRICK, Esq.,
Key West, Fla.

UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY,
New York, June 12, 1885.

DEAR SIR: I see that the matter of the postal service was before the Cabinet yesterday. I suppose we will have a notification as soon as anything turns up in the matter. I shall be glad to wait upon you at any time I receive your suggestion.

Respectfully, yours,

H. K. THURBER.
G.

Hon. W. E. VILAS,
Postmaster-General, Washington, D. C.

HANDBOROUGH, MISS., June, 12, 1885.

DEAR SIR: I see by the daily papers that you will soon advertise for bids for a mail service between Tampa, Fla, and Havana, Cuba.

Will you please send me blanks on which to make bids, and please let me know if it is to be a daily mail for each way or tri-weekly—go one way one day and back the next day—or just how often, and full particulars of all that will be required.

Let me know if it is to be limited to time in passage, or if a limit of speed of vessel is to be considered. Besides sending me blanks, please send me a copy of paper containing advertisement for the bids; and by so doing greatly oblige.

Yours, truly,

JOS. B. LEGER.

Hon. Mr. BELL,
Superintendent Foreign Mail Service, Washington, D. C.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., June 17, 1885.

SIR: In reply to your letter of the 12th instant, relative to bids for mail service between Tampa, Fla., and Havana, Cuba, I have to inform you that this Department has not as yet decided to advertise for proposals to transport mails under contract, from Tampa, Fla., to Havana, Cuba, and that, if that course is determined upon, due notice thereof will be given through the daily papers.

I am, very respectfully, your obedient servant,

NICHOLAS M. BELL,
Superintendent Foreign Mails.

JAS. B. LEGER, Esq.,
Handborough, Miss.

[John Jay Philbrick, commission merchant, Key West, Fla.]

KEY WEST, FLA., June 20, 1885.

SIR: I have the honor to acknowledge receipt of your communication of 12th instant, with inclosure. Having no knowledge of the quantity of mail matter you propose to send us, and not being informed whether or not I am offering in competition with other parties, I can only say that we will transport the mails that you may turn over to us hence to Havana on the basis approximately established by the convention of Paris, June, 1878, say, 40 cents per pound for letters and cards, 4 cents per pound for papers and other matter

When I bought the Cochrane from the Tampa Steamship Company and organized our line to Havana, we applied for and received from the Post-Office Department an appointment to carry the Cuba mail, and under that authority we have been taking all that was offered us by the postmaster at Key West twice each week—say 10 to 20 pounds per trip. This covers, as I suppose, the Key West local mail. If you intend to send us any, whether from points north of here, I would suggest to you that we connect with your contract steamer from Tampa to Key West only on Saturday, taking into Havana on that trip the New York dailies two and three days in advance of the New York steamers. The merchants are inquiring why they cannot receive letters, when papers come thus, through in advance. I would further suggest that your mail facilities would be much enhanced by adopting the opportunities made use of by private enterprise.

I am, sir, very respectfully, your obedient servant,

JOHN JAY PHILBRICK,

General Manager Key West Steamship Company.

NICHOLAS M. BELL, Esq.,

Superintendent Foreign Mails, Washington, D. C.

[Post-office, New York, N. Y., third division, mailing and distributing department.]

JUNE 27, 1885.

SIR: In response to the repeated request made of the Pacific Mail Steamship Company to advise this office of their sailings for next week, the accompanying letter was to-day received.

In dealing with this question I have advertised closings in accordance with the monthly bulletin furnished by the Department, which is based on the tenders made in the early part of the month, the copy therefor being prepared at this office, and the originals of the tenders transmitted therewith to you on the 12th instant. To these your attention is respectfully called in the consideration of the letter herewith inclosed.

Unless otherwise advised by you, dispatches will be made in accordance with the bulletin.

Very respectfully,

H. G. PEARSON,

Postmaster.

NICHOLAS M. BELL, Esq.,

Superintendent of Foreign Mails, Washington, D. C.

[Pacific Mail Steamship Company, pier foot of Canal street, North River.]

NEW YORK, June 27, 1885.

DEAR SIR: As requested by you, I beg to confirm the list of sailings for the month of July, given you under date of June 5 last.

In this connection you will please understand that this is not a tender on our part to carry any mails (and imposes no obligation to do so), except as under the terms of contract with the Department.

Respectfully,

JOS. HELLEN,

Treasurer.

H. G. PEARSON, Esq.,

Postmaster, New York.

[New Orleans and Belize Honduras Royal Mail Steamship Company, Macheca Bros., managers.]

NEW ORLEANS, *June 26, 1885.*

DEAR SIR: On April last we submitted to you, at your request, map of the Caribbean Sea, with the reon placed the different routes traveled by our steamers, and a synopsis of each route respecting time and distance.

The steamers running to Belize are under contract to carry the British mail, and have also a mail subsidy with the Guatemala Government, which are both small matters.

Desiring of obtaining the mileage which the United States Government pays for carrying the mail, we kindly requested you to apprise us, if possible, with data and address with which to proceed in the object for obtaining the mileage offered, carrying said mail on foreign routes. As we received no information yet relative same, will you kindly honor us with same, at your first opportunity, and if not able to do so, please refer us to some proper party, and oblige,

Very respectfully, yours,

MACHECA BROS.,
P. ANTHOIN.

Hon. NICHOLAS M. BELL,
Superintendent Foreign Mails, Washington, D. C.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., July 2, 1885.

GENTLEMEN: In reply to your letter of 26th ultimo, relative to obtaining a contract for your steamers to convey mails from the United States to Belize and Guatemala, I have to inform you that the Postmaster General has decided not to advertise for bids to convey mails to foreign countries under the provisions of the law passed by the last Congress.

I am, very respectfully, your obedient servant,

NICHOLAS M. BELL,
Superintendent Foreign Mails.

Messrs. MACHECA BROS.,
129 Decatur Street, New Orleans, La.

CALIFORNIA AND MEXICAN STEAMSHIP LINE,
San Francisco, July 3, 1885.

SIR: I learn that the New York steamship men have made another application to the Postmaster-General for a subsidy under the act of March 3 of this year, and that they were unable to change the views of the Postmaster General and went off to New York, where they threaten to refuse to take the mails after July 31 unless their claims receive recognition to the extent of 25 cents per mile.

According to your showing, if all American steamships now carrying the mails foreign were treated alike, and the \$400,000 divided up among them, they would get about 17 cents per mile. So if they get 25 cents per mile, some one will get nothing.

The New York gentlemen will doubtless lay siege to the \$400,000, advancing by regular approaches. We should always be pleased to be con-

sidered in one of the approaches, and in case of victory come in for our share of the spoils.

The Postmaster-General having kindly assured me that we should receive recognition in case any mileage were allowed, I took the liberty of writing him to-day, saying that our remoteness from Washington should not prejudice our claims to recognition should he change his views in the matter.

As you made some allusion to the speed of steamships when I last saw you, I may in a day or two tell you what is not generally known—that is, what speed costs—which may possibly be of service to you. Perhaps it would not be out of place for me to say now that it takes eight times as much power (hence eight times the coal) to run a ship 16 knots per hour as it would to run her 8 knots per hour. It takes about 25 per cent. additional power to increase the speed of a ship 1 knot per hour; hence, it is the last knot that takes the coal.

Yours, respectfully,

J. BERMINGHAM,
General Agent.

NICHOLAS M. BELL, Esq.,
Superintendent Foreign Mails, Washington, D. C.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., July 10, 1885.

SIR: In reply to your letter of the 3d instant, relative to the claims of the California and Mexican Steamship Line for recognition in case the Postmaster-General should finally conclude to exercise the authority conferred upon him by the act of March 3, 1885, to pay American vessels for the conveyance of mails to foreign countries upon the basis of the number of miles traveled, I have to inform you, although not specially authorized by the Postmaster-General to make the statement, that in the case referred to the claims of your company will receive due consideration.

I will be glad to receive the information you propose to furnish respecting the expense of obtaining a high rate of speed for steamers, as well as any other information that might be of advantage in considering the subject of our ocean mail service.

I am, very respectfully, your obedient servant,

NICHOLAS M. BELL,
Superintendent Foreign Mails.

J. BERMINGHAM, Esq.,
Agent California and Mexican Steamship Line, San Francisco, Cal.

CALIFORNIA AND MEXICAN STEAMSHIP LINE,
San Francisco, July 3, 1885.

SIR: Since I left Washington, after the President had decided to do nothing with the \$400,000 appropriated by Congress March 3, 1885, which American steamship owners were led to suppose was for their benefit, I learn that the steamship owners in New York have again made application to you to be allowed 25 cents per mile for carrying the mails, which offer you very properly rejected for the reason, as I believe, that only 17 cents per mile, paid pro rata to each American steamship carrying foreign mails, would exhaust the entire appropriation above re-

ferred to. I don't believe that Congress had the most remote idea of favoring one steamship to the exclusion of another; therefore, should the President or Postmaster-General at some future time be pleased to make payment for carrying the foreign mails, we should be pleased to receive the consideration our service is entitled to.

Our remoteness from Washington—and as you were pleased to say to me that it was unnecessary for us to be represented there, as all would be dealt with alike—should not prejudice our claims to recognition should you finally be prevailed upon to grant subsidies to American steamships for conveying the mails to and from foreign countries.

Most respectfully, your obedient servant,

J. BERMINGHAM,
General Agent California and Mexican Steamship Line.

Postmaster-General VILAS,
Washington, D. C.

NEW YORK, *June 30, 1885.*

DEAR SIR: We, the undersigned, representing various steamship companies plying between domestic and foreign ports, respectfully represent:

That, as requested to do by you, mails were carried from the first of April last until the present time on our several lines, although the compulsory laws had expired on that date, we assuming that the appropriation of \$400,000 fixed by Congress at its last session would be availed of by you as compensation for the fiscal year beginning July 1.

You have announced your determination not to make payment in the manner indicated by such appropriation, but you have not suggested any other basis of compensation for the carriage of mails to foreign ports after July 1.

In this situation of affairs we have determined, so that you may have ample time to make proper arrangements, to continue the carriage of mails during the month of July, the compensation to be hereafter determined either by agreement between ourselves or in some other manner.

We shall be glad to know your views at an early date, in order, if possible, to come to some mutually satisfactory understanding before the 15th of July, and so that, if no arrangement can be made between your Department and ourselves before that date, it will enable us to give proper notice to the public of the cessation of the service for the Post-Office Department in the carriage of outward United States mails, and to substitute for such service such other arrangement for the carriage of mail matter as we may deem just to ourselves and the public.

Very truly, yours,

(Signed) PACIFIC MAIL STEAMSHIP COMPANY, by W. H. Lane, secretary; F. ALEXANDRE & SONS; NEW YORK, HAVANA AND MEXICAN MAIL STEAMSHIP COMPANY; JAMES E. WARD & Co.; NEW YORK AND CUBA MAIL STEAMSHIP COMPANY; BOULTON, BLISS & DALLETT; RED D LINE OF STEAMSHIPS; UNITED STATES AND BRAZIL STEAMSHIP COMPANY, by H. K. Thurber, chairman executive committee; WM. P. CLYDE & Co.; CLYDE WEST INDIA STEAMSHIP LINE; OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY, by C. P. Huntington.

Hon. WILLIAM F. VILAS,
Postmaster-General.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., July 11, 1885.

GENTLEMEN: I am in receipt of your communication of the 30th of June and have considered its contents.

You state that you have determined to continue the carriage of the mails during the month of July so that the Department may have ample time to make proper arrangements; and that you desire to know my views at an early date in order, if possible, to come to some mutually satisfactory understanding before the 15th of July so that if no arrangement can be made between the Department and yourselves before that date, it will enable you to give proper notice to the public of the cessation of the carriage of the outward bound United States mails and to substitute for such carriage such other arrangements as you may deem just to yourselves and the public.

It is unnecessary to remind you that the lines of steamship travel which you represent are entirely independent and, with two exceptions, widely diverse from each other, and that the mail service which it is possible for these lines to render to the United States is exceedingly various. The Pacific Mail Company maintains four lines, three running from San Francisco to China, to New South Wales, and to New Zealand, and to Panama, respectively, and one from New York to Colon. The ships of the Occidental and Oriental Steamship Company sail from San Francisco to China. The New-York and Cuba Line, and the New York, Havana and Mexican Line both send vessels between New York and Havana, and the latter company navigates also to Mexico. The Red D Line plies between New York and Venezuela, the Brazil Line between New York and Brazil, and the Clyde Line between New York and St. Thomas.

The mail service rendered by the several vessels of these lines during the first quarter of this year, in respect to which returns are before me, differed in quantity to such an extent that the payment made by the Government to the Australian line of the Pacific Mail Company was \$3,000.66, while to the Clyde Line it was but \$166.27; and to the others various sums between these limits; the payment per trip ranging from \$1,002.20 to the ships on the Australian line to \$30.17 to the ships of the New York and Cuba Mail Line. The difference in these compensations was due in great part to the difference in the quantity of mail carried, although to the Australian line of the Pacific Mail Line a very much greater rate of compensation was allowed than to any other line, except the United States and Brazil Company.

From these considerations it is evident that there is no such community of interest between the several lines you represent as either requires on your part or justifies on the part of the Department a joint agreement between your companies and the Department for the purpose of carrying mail. While you were representing the desire of your companies to secure from the United States a division among you of the amount which the Postmaster-General was authorized to expend upon mileage contracts, there was such unity of interests as gave warrant for joint representation of your views. This representation has been fully made, has been patiently considered, has been considered with the utmost friendliness of feeling towards the interests of American commerce, but has finally resulted in a decision on the part of the Government not to attempt to make contracts upon that basis. Upon that decision the community of interests between the different steamship companies, so far as regards this subject, terminated, unless it be supposed admissible for the companies to combine, with a view to embarrass

the operation of the Government and the carriage of mails. I am unwilling as yet to ascribe such a purpose to yourselves or your organizations.

But it necessarily follows from the facts stated that arrangements for carriage of the mails upon these several lines, if to be made at all, ought to be made separately with the different companies whose service is employed, upon such varying terms as to each as the nature and extent of the service require. I do not perceive that it is necessary for the Department to determine and announce a uniform rule as to all. The sound policy of the Department is, and it seems to me ought to continue to be, to procure the carriage of public mails in the most speedy, useful, and economical manner, making such arrangements upon each route as may be most desirable to attain the object. I shall be happy to negotiate with the several representatives of these lines such contracts as shall seem to me proper to be made and required by the interests of the service, and shall be quite willing to afford as liberal compensation therefor as may be just and proper, and authorized by the former enactments of Congress. For that purpose I will meet the authorized representatives of any company at such time as may be convenient, and as early as may be desired.

I do not recognize that the care of providing for the carriage of the outward bound mails of the United States is imposed upon the companies you represent, except in so far as they are employed by the Government for the carriage of the particular mails delivered to them for that purpose, or that it is necessary or proper for them to give any notice to the public on the subject, much less such a notice as you indicate, and I may add that the Department will secure by proper measures the carriage of such mails without embarrassment to the public or imposing the duty upon you, if in particular cases a proper and satisfactory agreement cannot be made with an American company, which the Department would most desire, and for which it would be willing to accord as favorable terms as possible.

Very truly, yours,

WM. F. VILAS,
Postmaster-General.

W. H. LANE, Esq., secretary Pacific Mail Steamship Company; Messrs. F. ALEXANDER & SONS, New York, Havana and Mexican Steamship Line; Messrs. JAMES E. WARD & Co., New York and Cuba Mail Steamship Company; Messrs BAULTON, BLISS & DALLETT, Red D Line of steamships; H. K. THURBER, Esq., chairman executive committee, United States and Brazil Steamship Company; Messrs. WILLIAM P. CLYDE & Co., Clyde's West India Steamship Line; C. P. HUNTINGTON, Esq., Occidental and Oriental Steamship Company, New York.

NEW YORK, HAVANA AND MEXICAN MAIL STEAMSHIP LINE,
New York, July 17, 1885.

Hon. POSTMASTER GENERAL, *Washington, D. C.:*

DEAR SIR: In answer to yours of 11th instant, relative to the carriage of the United States mails, we beg to say, that as we are desirous that some fair agreement be made between your Department and our line for the transportation of the mails to the ports of Havana, in Cuba, and Progreso, Campeachy, Frontera, Vera Cruz, Tampico, Tuxpan, in Mexico,

we would like to know what compensation do you mean is in your power to pay our line for such transportation, as your remarks on page 5 of your letter, where you use the following: "Shall be quite willing to afford as liberal compensation therefor as may be just and proper and authorized by the former enactments of Congress," do not tell us upon what basis of remuneration you are willing to make contracts with us.

On receipt of your answer we will then advise you further on this subject.

Respectfully yours,

F. ALEXANDER & SONS.

NEW YORK AND CUBA MAIL STEAMSHIP COMPANY,
New York, July 17, 1885.

SIR: In answer to your communication of the 11th instant, we would say that we have no desire "to embarrass the operation of the Government and the carriage of mails"; all we ask is fair compensation for the service rendered.

We therefore propose—

1st. To carry the mail from New York to Havana by our weekly line of American ships for \$500 per trip.

2d. To carry the mail from New York to Santiago de Cuba, where we run every four weeks during the summer, and every two weeks during the winter, for \$550 per trip.

All our steamers are first-class iron vessels, rating A 1 for twenty years.

Should these terms suit you we shall be pleased to send a representative to Washington to see you, or to make such contract through the postmaster of this city as may best suit your convenience.

Awaiting your reply we are, very respectfully,

JAMES E. WARD & CO.

Hon. WM. F. VILAS,

Postmaster-General, Washington, D. C.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., July 18, 1885.

GENTLEMEN: I am in receipt to-day of your esteemed favor of yesterday, and, replying thereto, beg to call your attention to the statutes of the United States regulating the power of the Postmaster-General to make compensation for carrying the foreign mails. These statutes will be found on pages 153 and 154 of the Postal Laws and Regulations, edition of 1879; or you will find them as sections 4006 to 4013, inclusive of the Revised Statutes of the United States. Section 4007 authorizes the Postmaster-General to enter into contracts "whenever the public service will thereby be promoted." A subsequent law, passed in 1878, provides that such contract shall not be for a longer time than two years, unless otherwise ordered by Congress.

Section 4009 limits the compensation which the Postmaster-General may allow to sea postage in case a foreign vessel carries the mail, and to sea and inland postage in case a United States steamship carries it. It is open to some question whether the latter section absolutely limits

the power of the Postmaster-General in respect to the compensation which may be allowed upon contracts under the former. That question I should hardly be willing to base my judgment upon, if action demanded it, without reference to the Attorney-General. But I do not hesitate to say that I think, in view of all the circumstances affecting carriage by your line, I can justifiably adopt the extreme limit of compensation which the statute authorizes the Postmaster-General to give, and pay you the sea and inland postage upon the mail which you carry. This will give you nearly three times the rate of compensation which you have received during many years past, and which is paid for the carriage across the Atlantic, and which only I should be obliged to pay upon other lines of carriage. If the amount of mail be considerable, so that the value of its carriage to business interests shall be great, this compensation will be munificent. It will only yield small results if small service be rendered.

There is no other law of Congress, of which I am advised, under which I can make provision for the carriage of the mails by your line, and I hope, for the credit of the American ship-owners, that they may be willing to serve their own country for a rate of compensation three times as great as foreigners are willing to serve it for in the same way. Because yours is an *American* line I think I can appeal to the pride of our countrymen to justify that spirit which leads me to proffer you more of their money than I should otherwise be obliged to pay for the procurement of the service.

Should there be anything in respect to this matter or in respect to any further negotiation upon which you would desire a personal interview I shall take pleasure in meeting you. Awaiting your reply, I am,
Yours, truly,

WM. F. VILAS,
Postmaster-General.

Messrs. F. ALEXANDRE & SON,
31 and 33 Broadway, New York.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., July 18, 1885.

GENTLEMEN: Replying to your favor of yesterday, in which you propose to carry the mail from New York to Havana by your weekly line of ships for \$500 per trip, and from New York to Santiago de Cuba once in four weeks during summer and once in two weeks during winter for \$550 per trip, I beg to state that if the proposed compensation appeared to me no more than just and proper for the service indicated, I should still be entirely without authority to make such a contract with you by acceptance of your proposal.

Reference to the laws which have been enacted by Congress, and which will be found on pages 153 and 154 of the Postal Laws and Regulations, edition of 1879, or in sections 4006 to 4013, Revised Statutes of the United States, will show you that the Postmaster-General is limited to allowing to foreign lines sea postage, and to American lines sea and inland postage. Authority is given him to make contracts *under advertisement to the lowest bidder*, "whenever in his judgment the public interests would thereby be promoted." It is perhaps questionable whether by such contracts he could give more than sea and inland postage; but without discussing that question I am not aware of any reason why the public

interests require the making of any peculiar contracts, for the service has been conducted satisfactorily in another manner for about twelve years. However, leaving that also open, for another reason I could not accept your proposal under the statute. It authorizes a special contract to be made only "after advertising for proposals."

¶ In view of this limitation upon my official authority, being unable to respond favorably to your proposal, I can only add that I will consider with attention any further suggestion or proposal you may make, or meet any representative you may send for personal conference.

Yours, truly,

WM. F. VILAS,
Postmaster-General.

Messrs. JAMES B. WARD & Co.,
113 Wall Street, New York.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., July 18, 1885.

GENTLEMEN: I am in receipt to-day of your esteemed favor of yesterday, and replying thereto beg to call your attention to the statutes of the United States regulating the power of the Postmaster-General to make compensation for carrying the foreign mails. These statutes will be found on pages 153 and 154 of the Postal Laws and Regulations, edition of 1879; or you may find them as sections 4006 to 4013, inclusive, of the Revised Statutes of the United States. Section 4007 authorizes the Postmaster-General to enter into contracts "whenever the public service will thereby be promoted." A subsequent law, passed in 1878, provides that such contracts shall not be for a longer time than two years unless otherwise ordered by Congress.

Section 4009 limits the compensation which the Postmaster General may allow to sea postage in case a foreign vessel carries the mail, and to sea and inland postage in case a United States steamship carries it.

It is open to some question whether the latter section absolutely limits the power of the Postmaster-General in respect to the compensation which may be allowed upon contracts under the former. That question I should hardly be willing to base my judgment upon, if action demanded it, without reference to the Attorney-General. But I do not hesitate to say that I, think in view of all the circumstances affecting carriage by your line, I can justifiably adopt the extreme limit of compensation which the statute authorizes the Postmaster General to give, and pay you the sea and inland postage upon the mail which you carry. This will give you nearly three times the rate of compensation which you have received during many years past, and which is paid for the carriage across the Atlantic, and which only I should be obliged to pay upon other lines of carriage. If the amount of mail be considerable, so that the value of its carriage to business interests shall be great, this compensation will be munificent. It will only yield small results if small service be rendered.

There is no other law of Congress, of which I am advised, under which I can make provision for the carriage of the mails by your line, and I hope, for the credit of American ship-owners, that they may be willing to serve their own country for a rate of compensation three times as great as foreigners are willing to serve it for in the same way. Because yours is an *American* line, I think I can appeal to the pride of our

countrymen to justify that spirit which leads me to proffer you more of their money than I should otherwise be obliged to pay for the procurement of the service.

Should there be anything in respect to this matter, or in respect to any further negotiation, upon which you would desire a personal interview, I shall take pleasure in meeting you. Awaiting your reply, I am,
Yours, truly,

WM. F. VILAS,
Postmaster-General.

Messrs. F. ALEXANDRE & SONS,
31 and 35 Broadway, New York.

PACIFIC MAIL STEAMSHIP COMPANY,
New York, July 18, 1885.

DEAR SIR: In your communication to this company dated July 11, 1885, you say, concerning the carriage of mails on American steamers, among other things:

But it necessarily follows from the facts stated that arrangements for the carriage of the mails upon these several lines, if to be made at all, ought to be made separately with the different companies whose service is employed, upon such varying terms as to each as the nature and extent of the service require. I do not perceive that it is necessary for the Department to determine and announce a uniform rule as to all. The sound policy of the Department is, and it seems to me ought to continue to be, to procure the carriage of public mails in the most speedy, useful, and economical manner, making such arrangements upon each route as may be most desirable to attain the object. I shall be happy to negotiate with the several representatives of these lines such contracts as may seem to me proper to be made and required by the interests of the service, and shall be quite willing to afford as liberal compensation therefor as may be just and proper and authorized by the former enactment of Congress. For that purpose I will meet the authorized representative of any company at such time as may be convenient and as early as may be desired.

Will you kindly indicate at your earliest opportunity upon which of our lines, if any, you desire to procure the carriage of United States mails, and what your view as to the nature of the compensation for the carriage of the mails upon each route may be? Upon receipt of your answer to this we can determine whether, as you indicate will be the case, the proposed compensation is just and proper, and a representative can meet you to arrange details.

Yours, very respectfully,

JOS. HELLEN,
Secretary pro tem.

NICHOLAS M. BELL, Esq.,
*Superintendent Foreign Mails, Post-Office Department,
Washington, D. C.*

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., July 20, 1885.

DEAR SIR: Your letter of the 18th, addressed to the Superintendent of Foreign Mails of this Department, replying to my communication to your company and others of July 11, and signed in my behalf by the Superintendent of Foreign Mails, is received and contents noted.

You solicit an indication from the Department upon which lines, if any, it is desired to procure the carriage of the mails, and what the

view of the Department as to the nature of the compensation is as to each route.

In reply, I beg to say, first, that this Department cannot but share that feeling which every citizen will have, that it is preferable that our mails should be carried upon our ships and under our flag; and therefore it is desired that the mail shall be carried upon all your lines.

Section 4009 of the Revised Statutes limits the compensation which the Postmaster-General may allow, as is doubtless well known to you, but I do not hesitate to say that in the present juncture of affairs and pending the resolution by Congress of the inconveniences and difficulties of the situation, I shall be disposed to exert the limit of the authority which I may rightfully exercise in recognition of the preferability that American ships should carry American mails.

Awaiting your reply, or an interview with any representative of the company,

I am, yours. truly,

WM. F. VILAS,
Postmaster-General.

JOS. HELLEN, Esq.,
*Secretary pro tempore Pacific Mail
Steamship Company, New York.*

NEW YORK AND CUBA MAIL STEAMSHIP COMPANY,
New York, July 21, 1885.

SIR: Your favor of the 18th instant (No. 68,793, O. T.), postmarked the 20th, reached us this morning, and its contents have had our careful attention.

We consider the proposition made you in ours of the 17th instant a very reasonable one, and see no cause for altering it. We are advised by eminent counsel that you are fully authorized under existing laws to make such a contract as we propose, but if you prefer advertising for the lowest bidder, as you suggest, we can only say that if any one underbids us they are welcome to the business, much as we may regret, having the only weekly line of American steamships running from the United States to a foreign port, being forced to haul down the mail flag of the United States.

You say that you are not now aware of any reason why the public interests require the making of any peculiar contracts, for the service has been conducted satisfactorily in another manner about twelve years.

There is no doubt of its having been conducted satisfactorily to the Government, who simply made their own terms, which the steamships were forced to accept, but we doubt very much if the service has been conducted satisfactorily in so far as remuneration is concerned to a single steamship line.

Trusting that you may reconsider your opinion, as expressed in your favor under reply, in which case we shall be pleased to send an authorized representative to call on you,

We remain, sir, respectfully yours,

JAMES E. WARD & CO.

Hon. WILLIAM F. VILAS,
Postmaster-General, Washington, D. C.

[Boulton, Bliss & Dallett, 135 Pearl street.]

NEW YORK, July 23, 1885.

DEAR SIR: Whilst I have no doubt that the matter was so understood by you, yet I deem it better, in order to guard against the possibility of any misunderstanding, to state that in the conversation I had the pleasure of holding with you yesterday whenever I used the word "we" it referred only to the Red D Line. I had neither the authority or the desire to represent any other interests.

I am, dear sir, very respectfully and truly yours,

ERNEST C. BLISS.

Hon. WM. F. VILAS,

Postmaster-General, Washington, D. C.

NEW YORK, HAVANA, AND MEXICAN MAIL STEAMSHIP LINE,

New York, July 22, 1885.

DEAR SIR: In answer to your favor of the 18th instant, No. 68792, (only received yesterday), in which you advise us that the only compensation you will offer us for the transportation of the United States mails to Havana and certain ports in the Gulf of Mexico is the sea and inland postage on the mail carried, which we interpret as meaning 5 cents per ounce on letters and 1 cent per newspaper.

While we are most anxious to effect some settlement with your Department of the present unsatisfactory state of affairs, in justice to our line we must say that the above compensation is totally inadequate for the service to be rendered by our line.

It is highly important that this vexed question be in some way settled before the 1st proximo.

Yours truly,

F. ALEXANDRE & SONS.

Hon. WM. F. VILAS,

Postmaster-General, Washington, D. C.

PACIFIC MAIL STEAMSHIP COMPANY,

New York, July 22, 1885.

DEAR SIR: Your letter of the 20th, in respect to the carrying of mails on the ships of our lines, is at hand.

We are pleased to observe therefrom that "your Department shares the feeling which actuates every citizen, that it is preferable that the United States mail should be carried upon American ships and under the American flag, and for that reason you desire that the mail should be carried upon all our lines."

We are also pleased to observe that you are disposed to exert the limit of the authority which you may rightfully exercise in recognition of the preferability that American ships should carry American mails, but you couple this with the statement that by section 4009 of the Revised Statutes the compensation which you may allow is limited.

If you desire us to understand from this that the limit of compensation which you deem yourself authorized to make is the sea and inland postage upon the mail actually carried on each trip, we beg to say that this sum, arbitrarily fixed as it is by postal treaties and conventions which arranged the total sea and inland postage at a rate as great for

short services as for extended services and which is therefore clearly inequitable as a rate of payment for extended services such as that which we perform, would not be acceptable to us.

It seems to be doubtful whether section 4009 is a limitation upon section 4007, as the latter section contemplates advertisement for proposals and contracts for transportation which are not provided for by section 4009, which latter section appears to fix a limitation of compensation to steamships only when no specific contracts is made.

In other words, we believe that, under existing law irrespective of the act of last winter, you may take such action as you see fit under the provisions of section 4007, provided a contract is entered into after advertisement, and we are entirely willing that such advertisements should be had and fair competition created.

But we have been advised that, if no advertisement be had or made, the compensation that may be made to United States vessels under section 4009 is not limited to the sea and inland postage on the mail actually transported.

The only limitation contained in that section which requires the compensation to be based on the mail actually carried by the ship receiving the compensation being restricted to foreign steamships or sailing vessels.

The compensation to American steamships under that section need not, it appears to us, be based upon the mail actually transported by each steamer, but appears to be limited only that your Department may not expend more than the entire revenue derived from the sea and United States postages.

We are confirmed in this impression by the ruling of Mr. Springer when the question was raised at the last session of Congress, his decision being sustained by an overwhelming vote; and the same point was also raised and upheld in the Senate during the discussion of the question of mail compensation.

It seems to us, therefore, that, if you shall still deem it best to avail yourself of the law of last winter as a basis of payment, you have abundant power under existing law to enter into contracts with American steamships for the carriage of mails, under section 4007, after due advertisement, and the amount that may be expended by you is unlimited, or that you may expend to United States ships engaged in carrying foreign mails, without entering into any specific contracts, such sums as you deem best, providing the aggregate expenditure shall not exceed the entire revenues derived from sea and inland postage on all foreign letters.

If you shall share these views, or if you have any proposition to make that will result in giving us equitable compensation beyond the sea and inland postage on the mails actually transported, we shall be glad to send a representative to confer with you at your earliest convenience.

Very truly, yours,

W. H. LANE, *Secretary.*

Hon. WILLIAM F. VILAS,
Postmaster-General, Washington, D. C.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., July 25, 1885.

DEAR SIR: Your letter of the 22d is at hand. Replying thereto I beg to say:

First, that I see no reason for further reconsideration of the determination already arrived at in respect to attempting to make mileage

contracts under the law of last winter. Whatever shall be done, therefore, must be done by other provisions.

Secondly, that I cannot entertain for a moment the theory that section 4009 authorizes the employment of all the sea and inland postage which the Government receives. If the words at the end of the section, "on the mail so transported," were not in the section, I think it would still be limited by fair construction to the sea and inland postage which the vessel carried, because, if that limitation be not there, there is none other, and it necessarily reaches to the entire postage revenue of the Department—a preposterous conclusion.

Thirdly, I recognize the question suggested in respect to whether section 4001 limits 4007 to be a serious one, and long since considered that question. But I should be unwilling to act upon it, assuming my view to be against the theory of limitation, without first taking the opinion of the Attorney-General; and if his opinion were favorable to the power, not then unless there seemed to be a necessity. I do not recognize any necessity at all, although I reiterate my desire to so arrange as to give the carriage of our mails to American vessels. I do not intend to foreclose this question by the remark, but shall give it all the attention that seems due.

There is no time before the 1st of August for the necessary inquiry. Meantime I am making the schedule for the carriage of the mails, and desire to know, definitely, whether I shall place your line on or leave it off. An immediate reply is requested upon this point.

Yours, truly,

WM. F. VILAS,
Postmaster-General.

W. H. LANE, esq.,
Secretary Pacific Mail Steamship Company, New York.

POST OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
July 27, 1885.

ALEXANDRE & SONS,
No. 31 Broadway, New York:

Shall make schedule to-day for August sailings. Shall I place your line on or leave it off? Answer.

NICHOLAS M. BELL,
Superintendent Foreign Mails.

Similar telegrams sent to Messrs. Boulton, Bliss & Dallett, No. 135 Pearl street, New York (No. 68862); Messrs. Paul F. Gerhard & Co., No. 84 Broad street, New York (No. 68863); Messrs. William P. Clyde & Co., No. 35 Broadway, New York (No. 68864).

MUTUAL UNION TELEGRAPH COMPANY,
New York, July 27.

To NICHOLAS M. BELL,
Superintendent Foreign Mails, Washington, D. C.:

At compensation offered by Postmaster-General we would prefer not carrying the mails by the Red D Line.

BOULTON, BLISS & CO.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
July 27, 1885.

BOULTON, BLISS & DALLETT,
 135 *Pearl Street, New York:*

I have understood your position all the time. Do you intend by your telegram to decline carrying the mails on your line?

NICHOLAS M. BELL,
Superintendent Foreign Mails.

THE WESTERN UNION TELEGRAPH COMPANY,
New York, July 27, 1885.

To NICHOLAS M. BELL,
Superintendent Foreign Mails, Washington:

Must decline the terms offered by Postmaster-General. Will cheerfully carry them if given a fair and reasonable compensation.

BOULTON, BLISS & DALLETT.

THE WESTERN UNION TELEGRAPH COMPANY,
New York, July 27, 1885.

To Hon. WM. F. VILAS,
Postmaster-General, Washington:

You offer sea and inland postage not sufficient compensation for us to transport the mails.

F. ALEXANDRE & SONS.

THE WESTERN UNION TELEGRAPH COMPANY,
New York, July 27, 1885.

To Hon. WM. F. VILAS,
Postmaster-General, Washington, D. C.:

Put our steamers on August schedule if you are prepared to pay adequate compensation.

PAUL F. GERHARD & CO.

THE WESTERN UNION TELEGRAPH COMPANY,
New York, July 27, 1885.

To Hon. WM. F. VILAS,
Postmaster-General, Washington:

We shall be pleased to carry August mails if adequately compensated.

WILLIAM P. CLYDE & CO.

NEW YORK, *July 27.*

Hon. W. F. VILAS,
Postmaster-General, Washington, D. C.:

Your offer of sea and inland postage on mail actually transported is inadequate, and is therefore declined.

J. B. HOUSTON,
President.

WESTERN UNION TELEGRAPH COMPANY, &C., &C.,
San Francisco, Cal., August 3, 1885. (July 31, 1885.)

To Hon. WM. F. VILAS,
Postmaster-General, Washington, D. C. :

Large quantities of mail matter for Central and South American states have already accumulated at this office. Steamer sails to-morrow at 10 a. m. Pacific Mail Company will doubtless refuse to take other than Mexican and Costa Rican mails. What disposition shall be made?

SAMUEL W. BACKUS,
Postmaster.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
August 1, 1885.

SAMUEL W. BACKUS,
Postmaster, San Francisco, Cal. :

Offer your entire mail to the company. If refused, send an agent and take mail along as baggage. Answer.

WM. F. VILAS,
Postmaster-General.

THE WESTERN UNION TELEGRAPH COMPANY,
San Francisco, Cal., August 1, 1885.

To Hon. WM. F. VILAS,
Postmaster-General, Washington, D. C. :

Pacific Mail has refused to take agent with mail either as baggage or freight. In view of the fact, how shall mails for Central and South America be dispatched.

SAMUEL W. BACKUS,
Postmaster.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
August 1, 1885.

BACKUS, *Postmaster, San Francisco, Cal. :*

Send Central American mails to New Orleans daily, South American to New York daily, Mexican west coast mails by the Newbern, August 7, other Mexican mails via El Paso.

VILAS,
Postmaster-General.

POST OFFICE, *San Francisco, Cal., August 1, 1885.*

SIR: I have had the honor to receive your telegram of this date, instructing me to offer the mails for Central and South American destinations to the steamship company and, in case of refusal, to send an agent and have him take the mails along as baggage. In reply I have just sent a dispatch reading as follows:

Pacific mail has refused to take agent with mails either as baggage or freight. In view of this fact how shall mails for Central and South America be dispatched?

Your telegram was received here after 8 o'clock. As the steamer sailed at 10 there was very little time to make arrangements for putting your instructions into execution. I spared no effort, however, to get

the mails off. A tender of them was made, but the company declined to receive them. As baggage, the company declined to receive them, even if an agent's ticket were purchased to each point of debarkation. No consent could be obtained to put them in a state-room under an agent's care, with the privilege of putting off bags in different ports, nor would the company receive them as freight. As a consequence the mails were returned to this office and the steamer sailed without them. Mails for Mexico and Costa Rica only went forward. I await your instructions as to the manner in which these mails shall be dispatched, in view of the company's action.

Very respectfully, your obedient servant,
SAMUEL W. BACKUS,
Postmaster.

Hon. WM. F. VILAS,
Postmaster-General, Washington, D. C.

POST-OFFICE, *New York, N. Y., August 1, 1885.*

SIR: I have been called on this day by a representative of the Atlas Steamship Company, who informs me that the company is under an agreement with the Pacific Mail Steamship Company not to convey passengers or freight to Colon, and that the latter company claim that their conveyance of mails to that port would constitute a violation of that agreement.

The Atlas Company desire to avoid dispute or complication in their relations with the Pacific Mail Company, and under these circumstances I have to suggest that mails for and via Colon dispatched hence per Atlas Line be made up at this office for the British office at Kingston, Jamaica, from whence there is mail communication to Colon by British steamers eight times per month.

In addition to the avoidance of the embarrassment to the service which has been sought by the above-named means, an advantage in expedition will in some cases be obtained by adopting the course I have suggested, as the Atlas steamers lie at Kingston four days before departure thence for Colon, which delay will be avoided whenever they arrive at Kingston in time to connect with the other British vessels for that point.

Of course, the Pacific Mail Steamship Company will have no grounds for objecting to the conveyance hence of mails for Kingston by the Atlas Company, which has always performed that service.

If the Department sees no objection to the proposed plan, mails will be made up at this office accordingly for dispatch per Atlas steamer sailing 5th instant and thereafter.

Very respectfully,
H. G. PEARSON,
Postmaster.

NICHOLAS M. BELL, Esq.,
Superintendent of Foreign Mails, Washington, D. C.

THE WESTERN UNION TELEGRAPH COMPANY,
New York, August 7, 1885.

To Hon. WM. F. VILAS,
Postmaster-General, Washington, D. C.:

Pacific Mail Steamship Company notify this office that all mails brought here by their vessels will hereafter be delivered at the ship's

tackles. Shall I refer them to section 562, Postal Laws, and Regulations, and specially advise collector of the port of their intentions in the matter?

H. G. PEARSON,
Postmaster.

POST-OFFICE, *New York, N. Y., August 11, 1885.*

SIR: Referring to recent telegraphic correspondence on above subject, I have the honor to report that on 7th instant, in obedience to your instructions of that date, I notified the Pacific Mail Steamship Company, through its treasurer, of the provisions of section 3988, Revised U. S. Statutes, and informed them that delivery as heretofore at this post-office of all mails brought to this port by their vessels would be required. I also notified the collectors of customs of this port of the intentions of the company in the matter, inclosing a copy of the letter addressed to me by the treasurer by order of the president.

I have received no reply or acknowledgment from the company or the collector beyond a verbal intimation from the former, conveyed by the messenger who delivered my notice, that the matter should receive careful consideration.

I now ask to be instructed as to what action shall be taken by me in case the Pacific Mail Steamship Company persists in its determination, and refuses or fails to deliver at this office the mails brought by their steamer Colon due here on 13th instant.

I venture also to submit for your consideration the suggestion that the honorable Secretary of the Treasury be informed of the situation, and requested to issue to the collector at this port special instructions, with a view to a strict enforcement, in this case, of the statute mentioned above.

Very respectfully,

H. G. PEARSON,
Postmaster.

Hon. WM. F. VILAS,
Postmaster-General, Washington, D. C.

AUGUST 11, 1885.

PEARSON, *Postmaster, New York:*

Ascertain at once from Pacific Mail Company whether their steamer on the 18th will carry mail for China and Japan, and from Oriental Company if their steamer of the 2d September will carry mails, and, if so, provide accordingly. Answer.

VILAS,
Postmaster-General.

THE WESTERN UNION TELEGRAPH COMPANY,
New York, August 12, 1885.

TO POSTMASTER-GENERAL,
Washington, D. C.:

Your telegram of yesterday received too late for action until to-day, and no definite reply will be received until this afternoon.

H. G. PEARSON,
Postmaster.

POST-OFFICE,
New York, N. Y., August 14, 1885.

SIR: Referring to previous correspondence on the subject, I have to inform you that the mails arriving per Pacific Mail Steamship Company's steamer Colon from Aspinwall, were promptly delivered by the company.

Very respectfully,

H. G. PEARSON,
Postmaster.

HON. WILLIAM F. VILAS,
Postmaster-General, Washington, D. C.

POST-OFFICE, New York, N. Y., August 14, 1885.

SIR: I have to inform you that the South American and Central American mails brought to this port to-day by the Pacific Mail S. S. Co.'s steamer Colon were promptly delivered by the company at this office.

Very respectfully,

H. G. PEARSON,
Postmaster.

NICHOLAS M. BELL, Esq.,
Superintendent Foreign Mails, Washington, D. C.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., August 7, 1885.

SIR: I am advised that contracts between your company and certain foreign Governments require you to carry mails from this country. Another American company, under similar contract, has desired to continue upon the same terms as heretofore. The Department wishes to interpose no difficulty to the execution of the contracts of foreign Governments, and before diverting the mail for such countries as you are under contract for to other routes, desires to know if your company intends to carry the outward-bound mail to such countries on the same terms as heretofore. An early answer is desired, and you will please designate the countries to which you desire to carry the mails, if any.

Yours, truly,

WM. F. VILAS,
Postmaster-General.

W. H. LANE, Esq.,
Secretary Pacific Mail Steamship Company, New York.

PACIFIC MAIL STEAMSHIP COMPANY,
New York, August 18, 1885.

SIR: Your letter of the 7th instant came to hand during the absence of the president from the city.

I am instructed to state that the Pacific Mail Steamship Company must of course carry out the terms of any contract with other Governments, and will, in cases where such contracts require it, carry the outward United States mails to those countries. As to the terms of car-

riage in such cases we will not accept the sea postage heretofore paid, nor the sea and inland postage thereon, but we will carry the mail as we are obliged to do, relying upon Congress to do us justice in the premises.

Respectfully,

W. H. LANE, *Secretary.*

Hon. WILLIAM F. VILAS,
Postmaster-General, Washington, D. C.

THE WESTERN UNION TELEGRAPH COMPANY,
San Francisco, Cal., August 7, 1885.

Hon. WM. F. VILAS,
Postmaster-General, Washington, D. C.:

No tenders made by Pacific Mail, but agents have given me to understand that all mails for New Zealand and Australia will be received as usual up to expiration of contract with New Zealand Government in November. The Zealandia is next steamer; she is a British bottom and sails August 29. Am I authorized to hold mails for her? Have already sent China mails east.

SAMUEL W. BACKUS,
Postmaster.

[The United States and Brazil Mail Steamship Company, office of manager.]

NEW YORK, *August 11, 1885.*

DEAR SIR: Your very esteemed favor of yesterday's date came duly to hand and contents of the same carefully noted. The United States and Brazil Mail Steamship Company will take the United States mails as usual on our steamers leaving the question of compensation for same open.

I thank you for your courtesy, but I am unable to leave at this time on account of having a steamer in port and making arrangements for proceeding to coast of Brazil ports and Rio by first steamers, in the company's interest.

I have the honor to be, your obedient servant,

J. M. LACHLAN,

Manager United States and Brazil Mail Steamship Company.

Hon. WILLIAM F. VILAS,
Postmaster-General, Washington, D. C.

P. S.—Please forward my documents by return post, especially the contracts with the National Company of Rio, as I have no copy to make freight engagements here with. The statistics, &c., are intended for your good self, and need not be sent here.

J. M. L.

THE WESTERN UNION TELEGRAPH COMPANY,
New York, August 14, 1865.

Hon. WM. F. VILAS,
Postmaster-General, Washington, D. C.:

Pacific Mail Steamship now say that they have not refused to carry mails to Australian colonies, as their contract obliges them to carry

them both ways, which they will do until October 24, inclusive, that being date of last sailing from San Francisco. Shall former rates via Brindisi be restored?

H. G. PEARSON,
Postmaster.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
August 14, 1885.

POSTMASTER, *New York:*

Ascertain at once if Pacific Mail intends to carry mails for Australia by the next steamer.

NICHOLAS M. BELL,
Superintendent Foreign Mails.

[Copy of telegram.]

THE WESTERN UNION TELEGRAPH COMPANY,
New York, August 15, 1885.

NICHOLAS M. BELL, Esq.,
*Superintendent Foreign Mails,
Post-Office Department, Washington, D. C.:*

Secretary of company out of the city; to return Monday. No one authorized to give required information. The advertised date of September sailing is per City of Sydney on 26th; and verbal tender of yesterday distinctly covered all dispatches up to October 24, inclusive.

H. G. PEARSON,
Postmaster.

PACIFIC MAIL STEAMSHIP COMPANY,
New York, August 12, 1885.

TRANSPORTATION OF BRITISH CLOSED MAILS.

SIR: Referring to the inclosed copy of letter of even date to the postmaster at New York, we have to ask that you will cause us to be informed by the proper officer of the Department how the Pacific Mail Steamship Company has been paid for the conveyance of closed mails received at San Francisco from England for Hong-Kong, China, Yokohama, Japan, and Honolulu, and conveyed from San Francisco to destination by the steamers of this company.

We understand the United States Government receives payment from England for the conveyance of the mails in question as follows:

Territorial transit, New York to San Francisco, 6 francs per kilogram for letters and 2 francs per kilogram for papers. Sea transit, San Francisco to Hong-Kong, Yokohama, and Honolulu, 5 francs per kilogram for letters and 50 centimes per kilogram for papers.

This company has been carrying the said mails since the entry of the countries into the Postal Union, and as we suppose the British Government has paid the United States Government for the sea transit of these mails, we are desirous of being informed in what account our steamers have received compensation.

If, as we have reason to suppose, no pay has been allowed us for the service rendered, we have to ask that you will cause the proper credits and prompt settlement to be made for the carriage by our steamers of these closed mails.

Respectfully,

W. H. LANE,
Secretary.

Hon. WM. F. VILAS;
Postmaster-General, Washington, D. C.

NEW YORK, N. Y., *August 12, 1885.*

DEAR SIR: In reply to the verbal inquiry made by you this a. m. through your general superintendent, Mr. Riblett, I am desired by the President to say that our decision not to receive mails for Japan and China from the United States Post-Office Superintendent remains unchanged. We cannot, therefore, receive the closed British mails which Mr. Riblett informs me you desire to forward by the steamship City of Rio de Janeiro from San Francisco 18th instant.

We do not hesitate to send you the above advice, for the reason that we notice through the newspapers that the Postmaster-General has made satisfactory arrangements for the expeditious forwarding of all Japan and China mails.

In this connection I may add that we cannot find that we have received any compensation whatsoever for the carriage of these British closed mails for years past. We are therefore to-day inclosing copy of this letter to the Department with the request that this matter be investigated, and that we shall be credited with our share of the mail pay which we understand the United States Government has received from the British Government for the transportation of these closed mails.

Respectfully,

W. H. LANE,
Secretary.

H. G. PEARSON, Esq.,
Postmaster, New York.

POST OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
August 14, 1885.

POSTMASTER, *New York:*

Wire Pacific Mail's tender for Australian mails—for place on September schedule.

NICHOLAS M. BELL,
Superintendent Foreign Mails.

WASHINGTON, D. C., *August 15, 1885.*

SIR: Referring to paragraph 2 of my letter No. 68906, of the 30th ultimo, I have the honor to inform you that the direct mail service from San Francisco to Australia has been resumed, and that mails for New Zealand, the Australian colonies, and correspondence for the Fiji and Samoan Islands will be dispatched from San Francisco direct per the

steamer *Zealandia*, to sail thence on the 29th instant, and that until further notice all correspondence for the destinations above named will be dispatched from San Francisco direct, unless specially addressed to be forwarded via Brindisi.

You will please cause the third paragraph of General Order No. 204, in the Daily Bulletin of the 31st ultimo, to be modified accordingly, and give notice thereof in the next issue of the Daily Bulletin.

I am, very respectfully, your obedient servant,

NICHOLAS M. BELL,
Superintendent Foreign Mails.

JNO. JAMESON, Esq.,
General Superintendent Railway Mail Service.

THE WESTERN UNION TELEGRAPH COMPANY,
New York, August 17, 1885.

NICHOLAS M. BELL,
Superintendent Foreign Mails, Washington, D. C.:

Secretary Pacific Mail Company writes this afternoon denying that his verbal statement on Friday was a tender, but says that it was decided by them last month that their contract with colonies required them to accept all mails tendered to them at San Francisco.

H. G. PEARSON,
Postmaster.

[The United States and Brazil Mail Steamship Company, office of the secretary and treasurer.]

NEW YORK, *October 7, 1885.*

DEAR SIR: Your favor of the 5th instant to hand, and in reply I would say that the company has advertised two dates of sailing in November, viz: Advance, November 4, 1 p. m., from New York; November 7, 7 p. m., from Newport News, Va.; Finance, November 28, from New York, at 1 p. m.; from Newport News, December 1, at 7 p. m. Any change in above dates will be advertised and notice of change sent to your office.

Information in this relation is furnished without prejudice to any claim this company may have for compensation as set forth in previous correspondence with the Department.

Advance and Finance will call at the following ports after leaving Newport News: St. Thomas, Danish West Indies; Barbadoes, British West Indies; Para, Maranham, Pernambuco, Bahia, and Rio de Janeiro, Brazil.

Yours, very respectfully,

J. M. LACHLAN, JR.,
Secretary.

H. G. PEARSON, Esq.,
Postmaster, New York.

PACIFIC MAIL STEAMSHIP COMPANY,
New York, October 7, 1885.

DEAR SIR: In reply to your favor of the 5th of October, in which you desire information that will enable the honorable Postmaster-General to determine the names of the steamships entitled to carry the

United States mails during the month of November next, we respectfully beg to state that as we have no arrangements with the Post-Office Department for the carriage of outward mails on our steamers, we can see no present necessity for submitting the list of our departures in November in order to permit the Postmaster-General to determine which of our steamers may be entitled to carry the United States mails.

We shall during that month, as heretofore, receive from the Post-Office Department outward bound mails to such countries whose postal contract with our company oblige this company to carry such outward mails.

Very truly, yours,

W. H. LANE,
Secretary.

HENRY G. PEARSON, Esq.,
Postmaster of the city of New York, New York.

APPENDIX E.

LETTER OF POSTMASTER-GENERAL BLAIR.

POST-OFFICE DEPARTMENT,
Washington, D. C., March 3, 1862.

GENTLEMEN: I have received formal notice from Cornelius Vanderbilt, controlling the steamship line to Aspinwall, that he will not take the South Pacific or any other mails after the 21st instant. This is an attempt to coerce Congress to contract with him on his own terms for carrying these mails. I called the attention of Congress to the coercive system exercised by the railroad companies upon the Government in my annual report. I trust suitable measures will be adopted before adjournment to maintain the public interests in that behalf. But this steamboat coercion requires immediate attention. Unless something is done at once the vast mercantile interests will be seriously affected.

My own opinion is that this and every other line of steamers leaving our ports should be required to take mails to their ports of destination upon such terms as are now or may hereafter be allowed by Congress as the condition of their clearance. It is not pretended that the compensation now given is not sufficient for the service rendered. No private person pays them for any kind of transportation at the rate paid by the Government for mail matter. We give all and more than we make out of it, and no persons are so much benefited incidentally as the owners of the ships, for the bulk of the correspondence relates to the trade carried on by their vessels.

Yours, respectfully,

M. BLAIR,
Postmaster-General.

Messrs. COLLAMAR and COLFAX,
Chairmen, &c., Senate and House of Representatives.

EXHIBIT F.

LEASE OF MARINI HALL.

This indenture, made the 1st day of August, A. D. 1885, by and between Louis G. Marini, of Washington, District of Columbia, party of the first part, and the United States of America, acting in this behalf by William F. Vilas, Postmaster-General of said United States, party of the second part, witnesseth that,

Whereas, under the provisions of an act of Congress entitled "An act making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June 30, 1886, and for other purposes", approved March 3, 1885, appropriation was made for, and the rent of additional buildings for the purposes hereinafter mentioned was duly authorized; and

Whereas, on the 16th day of May, A. D. 1885, the Postmaster General duly advertised in newspapers in the City of Washington for sealed proposals for the leasing to the United States of additional building or buildings, for the use of the Money-Order Service; and

Whereas said party of the first part, among others, duly submitted proposals, which were duly accepted, and are on file in the Post-Office Department, and referred to herein, offering to lease to the party of the second part, upon terms, covenants, conditions, and for the purposes hereinafter set forth, the premises hereinafter described:

Now, therefore, the said party of the first part, in consideration of the rents and covenants herein contained on the part of the party of the second part, to be paid, kept, and performed, has granted, devised, leased, and let unto the party of the second part all the following described real estate and premises, to wit: The premises situated in the city of Washington, in said District of Columbia, known as "Marini Hall," number 914 E street N. W., being the building located on the west side lot number nineteen (19), block number three hundred and seventy-eight (378), having a frontage on E street, and a uniform width of forty feet, and running thence south 187 feet and $\frac{1}{2}$ inches to a thirty-foot alley (except a parcel $13\frac{1}{2}$ feet wide and 20 feet long on the southeast corner of said premises), for the use of the money-order office of the Post-Office Department, and of the money-order division of the office of the Auditor of the Treasury for the Post-Office Department, for the term and upon the conditions and stipulations following, to wit:

The term of this lease to begin on the 1st day of August, A. D. 1885, and to extend until the first day of July, A. D. 1886; but the party of the second part may elect and exercise the option to extend the term of this lease from year to year, beginning on the first day of July of each year, for a period of not to exceed nine years additional, and upon the exercise of such option by the Postmaster-General to extend the same, this lease shall (without further writings) be deemed extended the then ensuing year upon the same terms, conditions, and covenants as are herein made applicable during the said first year or specified term of the same, unless the same be hereafter modified or changed by mutual consent.

It is further expressly covenanted and agreed that the party of the second part shall have complete use, occupancy, and control of said premises hereby leased, without let or hindrance from the party of the first part, his agents or assigns, for said term, or extended terms, of this lease; that said lease, also, shall include the unobstructed use of a certain alley or passage three feet wide, beginning at a point 18 feet west of the southwest corner of said premises, and running thence north 95 feet, more or less, to a brick building, and also of a certain piece of ground $16\frac{1}{2}$ feet wide and 36 feet long, more or less, lying between said passage and said "Marini" hall, beginning 59 feet north of the southeast corner of the aforesaid premises, and running thence north 36 feet, more or less, except a strip $2\frac{1}{2}$ feet wide on the north end thereof, which is reserved for a passage.

It is further agreed and covenanted that the said party of the first part shall maintain said premises in good condition and repair (except as to damages, other than ordinary use and wear, caused by the party of the second part), at his own cost and expense, during the entire term of this lease, and shall pay all taxes or assessments upon said building and all the water-rents during its occupancy by said party of the second part under this lease; but the bills for gas used therein by the party of the second part shall be paid by the party of the second part,

It is further covenanted and agreed by the party of the first part that he shall provide and maintain a complete and sufficient steam heating apparatus of the most improved pattern, heating all the rooms in or upon said premises, which apparatus he hereby guarantees shall be capable of maintaining a continuous temperature during the coldest weather of 70° Fahrenheit in each of said rooms. The steam heating apparatus now in use in said premises is hereby accepted temporarily by the party of the second part, upon condition of said guaranty, but in default of its meeting the requirements above set forth it shall be replaced, at the cost and expense of the party of the first part, by machinery and apparatus of sufficient capacity to meet said requirements. Additional steam coils, pipes, and radiators shall be provided by the party of the first part, if required, for heating the basement rooms, or any other in said building; and all coils, pipes, and radiators or other apparatus shall be located under the direction of and at the option and to the satisfaction of the Postmaster-General.

The said party of the first part further covenants and agrees to furnish and maintain at all times a full and sufficient water supply, with all necessary supply-pipes and faucets, and also a stand-pipe near the center of said building, with fire-plugs and hose complete and ready for use upon each floor, the same to be of a character to meet the requirements of the authorities of the District of Columbia, for the protection of the said premises against accident by fire.

The said party of the first part further covenants and agrees to provide and maintain, in addition to those now in use, such gas-pipes, brackets, chandeliers, and other gas-lighting apparatus as may be required by the Postmaster-General, and to locate the same as the latter shall direct.

The party of the first part also further covenants and agrees to provide and maintain good and sufficient water-closet accommodations in said building, suitable and convenient for the use of those who may be employed therein, and stationary wash-stands and sinks; and in case those now in use, or herein stipulated to be constructed, shall seem to the Postmaster-General insufficient, the latter may require that addi-

tions thereto be made, which shall thereupon be promptly made in time and manner satisfactory to the Postmaster-General.

It is further covenanted and agreed by the party of the first part that he will provide, furnish, and put in wire-mesh divisions in the main room of the second floor for an aisle the whole length of the room, and for a cross-passage to the hand-lift with not less than three cross-division wires, to be placed where the Postmaster-General may direct, and to be put in when he shall direct and require; the top rail to be four feet from the floor, and the same to be of neat and substantial construction, free from projecting points; the mesh to be two-inch (2 in.) of No. 6 B. W. G. iron wire, the whole to be securely fastened to the floor and neatly bronzed, and each division to be provided with a gate, with latch, and other similar divisions to be constructed from time to time, and the whole, as it may be required, to be completed in a manner satisfactory to the Postmaster-General, and to be put in promptly when required.

The party of the first part further covenants and agrees to construct and put in closed partitions of brick or ceiling in the basement, as shown and indicated in plans on file in the Post-Office Department, the same to be completed in time and manner satisfactory to the Postmaster-General; also that he, the party of the first part, will cause to be put into said basement, according to said plans, or otherwise, as the Postmaster-General may direct, a good reservoir of brick, for ashes, to be constructed and placed as the Postmaster-General may direct.

The coal bins and entrance passages thereto and into the building to be provided with good doors, locks, and bolts, and all to be done in time and manner satisfactory to the Postmaster-General, and that he, the party of the first part, will cause the windows of the basement to be securely protected by iron bars, the same to be put in in manner satisfactory to the Postmaster-General.

The party of the first part further covenants and agrees that whenever the Postmaster-General shall require it to be done, if practicable, he will cause to be put into the east side of the south basement as many windows, not exceeding five (5), as may be required, to be placed where required, and each to contain not less than 12 square feet of lighting surface.

It is further expressly covenanted and agreed that in case of the failure of the party of the first part to maintain said premises in good repair and condition, or of his refusal or neglect to make any necessary repairs, changes, improvements, additions, replacements, or alterations, as herein agreed by him to be made, when required, or his failure to pay taxes, water rents, or to do anything required of him, or that may be required of him in accordance with the terms of this lease, after written request and reasonable time to make the said repairs, improvements, changes, additions, or replacements, or to do the said things, the Postmaster-General, in behalf of the party of the first part, is hereby authorized summarily to cause such repairs, improvements, changes, additions, or replacements to be made, and to pay for the same, and deduct the cost thereof from any rent moneys due, or to become due, to the said party of the first part, for use of the said premises under this lease, and the money thus expended shall be a valid payment upon this lease of a like amount of the rent due at any time, or to become due thereon; and whenever any such repairs, alterations, improvements, additions, or replacements have been required, and said party of the first part shall, in the judgment of the Postmaster-General, be remiss in making, or causing the same, or any payments of taxes or water rents

to be made, no rent that may be due, or in the meantime become due, shall be paid until the Postmaster-General shall be satisfied that the same have been made, or will with proper diligence be made, by the party of the first part; but such rent-moneys may be withheld to be applied to the expenditure which the party of the first part should have made under the terms hereof, upon due requirements so to do for the convenience and safety of the party of the second part, or for its quiet and full enjoyment of its rights and privileges under this lease.

And for and in consideration of the said premises, and the due and full performance by the party of the first part of all the conditions and requirements of this lease on his part to be performed, the said party of the second part covenants and agrees to pay a rental for said premises at the rate of four thousand five hundred dollars per year of twelve calendar months, commencing on the 1st day of August, A. D. 1885, and extending to the 1st day of July, A. D. 1886, to be in monthly installments, and to be due for each month, on the 15th day of the following months, subject, however, to the right of withholding and applying the same in the contingencies hereinbefore provided for, at the option of the Postmaster-General.

And the said party of the second part hereby covenants and agrees to and with said party of the first part, that upon the expiration of the term of this lease, unless the option shall be exercised, as herein provided, to deem the same extended, said party of the second part shall and will quietly and peaceably yield and surrender the possession of the said premises to the said party of the first part.

It is further understood and agreed that said party of the first part may enter said premises for the purpose of making such repairs, improvements, additions, alterations, or replacements as may be required by him to be made under such regulations as the Postmaster-General may prescribe for the care of the Government property or the convenience of the officers or employés of the Government using the same.

And the said party of the first part hereby stipulates and agrees that no member of Congress of the United States shall be admitted to any share or part of this contract, or to any benefit to arise therefrom (as provided by section 3741 of the Revised Statutes of the United States).

And for the faithful performance of this contract and each and every of its covenants, agreements, and stipulations therein on his part to be performed, the said party of the first part binds himself and his heirs, executors, and administrators.

In witness whereof the said Postmaster-General, in behalf of the party of the second part, has caused the seal of the Post-Office Department to be hereunto affixed, and has attested the same by his signature. And the said Louis G. Marini party of the first part, has hereunto set his hand and seal on the day and year first herein above written.

A. E. STEVENSON,
Acting Postmaster-General.
LOUIS G. MARINI.

Signed, sealed, and delivered by the Postmaster-General in the presence of

T. E. NASH.

And by the other parties hereto in the presence of

EDWARD NEWTON.

STATE OF RHODE ISLAND,
County of Newport, to wit:

Edward Newton, a notary public in and for the county aforesaid, do hereby certify that Louis G. Marini, the party to a certain deed, bearing date on the 1st day of August, A. D. 1885, and hereto annexed, personally appeared before me, in the county aforesaid, the said Louis G. Marini, being personally well known to me to be the person who executed the said deed, and acknowledged the same to be his act and deed.

Given under my hand and seal this 17th day of August, A. D. 1885
 EDWARD NEWTON,
Notary Public.

THE STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS,
County and City of Newport,
Office Clerk of Supreme Court, } ss:
and Common Pleas Court, }

I, Thomas W. Wood, clerk of the courts aforesaid, for and within the State and county aforesaid, the same being the highest courts of record established within and by said State, do hereby certify that Edward Newton, esquire, whose genuine signature, with which I am well acquainted, I verily believe is set to the deposition, affidavit, or acknowledgment hereto attached, is a notary public within and for said State and county, duly elected, sworn, commissioned, and fully empowered to administer oaths or take acknowledgments of deeds; that his commission runs from June 3, 1885, to June 3, 1886, and that said deposition, affidavit, or acknowledgment is executed in accordance with the laws of this State.

In testimony whereof I have hereunto set my hand and the seal of said Supreme Court this 17th day of August, 1885.

THOS. W. WOOD,
Clerk.

EXHIBIT G.

POST-OFFICE DEPARTMENT,
OFFICE OF LAW CLERK,
Washington, D. C., November 21, 1885.

SIR: I have the honor to submit herewith a statement showing post-office leases in the United States, including leases of postal stations, together with the financial status of each office.

The number of premises leased is 302.

The total rental amounts to \$306,301.50.

Very respectfully,

J. W. NICHOL,
Law Clerk.

Hon. WILLIAM F. VILAS,
Postmaster-General.

Memorandum:	
Number of post-office premises under lease.....	271
Number of postal stations	31
Total number of leases	<u>302</u>
Amount of rent paid for post-office premises leased.....	\$263,305 50
Amount of rent for stations	42,996 00
Total rent	<u><u>306,301 50</u></u>

Statement of post-offices and postal stations where premises are leased by the Government, showing the total salary and allowances, box rents and commisions, surplus or deficiency at each office, and gross receipts.

Number.	Office.	State.	Term of lease.		Number of years.	Rent.	Heat and light.	Class.	Postmaster's salary.	Total salary and allowances.	Box rents and commissions.	Surplus.	Deficiency.	Gross receipts.
			From—	To—										
1	Birmingham	Ala.	Oct. 1, 1883	Oct. 1, 1887	4	\$75 00	Heat and light.	2	\$2,500	\$9,025 00	\$7,888	\$1,828 00		\$18,286
2	Salina	do	Oct. 1, 1885	Oct. 1, 1889	4	900 00		2	2,400	5,540 00	6,373	883 00		15,452
3	Tombstone	Ariz.	July 1, 1882	July 1, 1886	4	500 00		3	1,800	4,200 00	3,423	440 00	\$777	6,134
4	Tucson	do	Apr. 1, 1882	Apr. 1, 1886	4	500 00		2	2,100	4,199 00	4,639			9,447
5	Hot Springs	Ark.	Apr. 1, 1882	Apr. 1, 1886	4	720 00		2	2,400	6,050 00	5,719		331	13,316
6	Los Angeles	Cal.	Nov. 1, 1877	Nov. 1, 1887	10	900 00		1	3,000	9,590 00	16,043	6,453 00		41,734
7	Oakland	do	Dec. 1, 1882	Dec. 1, 1886	4	900 00		1	3,100	13,082 00	17,424	4,362 00		52,970
8	Sacramento	do	Apr. 1, 1885	Apr. 1, 1889	4	2,480 00		1	3,000	14,460 00	14,476	16 00		41,958
9	San Diego	do	Mar. 1, 1877	Mar. 1, 1887	10	1 00		3	1,800	3,280 00	3,213		47	6,499
10	Stockton	do	Aug. 1, 1882	Aug. 1, 1886	4	1 00		2	2,500	5,771 00	3,009	2,238 00		18,070
11	Denver	Colo.	July 1, 1885	July 1, 1889	4	1 00		1	3,400	20,269 00	43,898	17,629 00	944	23,370
12	Leadville	do	Aug. 12, 1884	Aug. 12, 1888	4	1 00		2	2,600	11,051 00	10,107			23,050
13	Pueblo	do	Nov. 15, 1882	Nov. 15, 1886	4	900 00	Heat.	2	2,300	6,150 00	5,567		583	11,774
14	Ansonia	Conn.	Oct. 1, 1885	Oct. 1, 1889	4	900 00	Heat.	2	2,100	3,535 00	4,164	629 00		9,268
15	Birmingham	do	July 1, 1882	July 1, 1886	4	525 00	Heat.	2	2,100	4,085 00	4,125	40 00		9,048
16	Bridgport	do	Oct. 1, 1887	Oct. 1, 1887	1	3,987 50	Heat.	2	3,100	14,562 50	15,949	1,386 50		48,305
17	Meriden	do	Apr. 19, 1885	Apr. 19, 1889	4	1,000 00	do	2	2,500	7,120 00	9,722	2,602 00		27,022
18	New Britain	do	July 1, 1884	July 1, 1888	4	1,045 00	do	2	2,500	6,275 00	8,288	2,013 00		19,450
19	New London	do	Dec. 1, 1877	Dec. 1, 1887	10	1,400 00	do	2	2,500	7,414 00	9,926	512 00		18,903
20	Norwich	do	Mar. 1, 1885	Mar. 1, 1889	4	1,400 00	Heat.	2	2,700	8,419 00	9,802	1,383 00		24,422
21	Stamford	do	July 1, 1884	July 1, 1888	4	1,000 00	do	2	2,400	5,300 00	6,133	833 00		14,660
22	Waterbury	do	Apr. 1, 1882	Apr. 1, 1886	4	1,000 00	do	2	2,600	10,240 00	11,664	1,424 00	1,612	28,651
23	Stark Falls	Vt.	Feb. 1, 1885	Feb. 1, 1889	4	2,400 00		2	3,000	4,330 00	4,982	652 00		20,959
24	Jacksonville	Fla.	Jan. 1, 1882	Jan. 1, 1886	4	1,000 00		2	2,800	11,400 00	12,666	1,266 00		36,090
25	Pensacola	do	Feb. 1, 1885	Feb. 1, 1889	4	20 00		2	2,800	4,320 00	4,437	1,117 00		10,333
26	Augusta	Ga.	Feb. 1, 1876	Feb. 1, 1886	10	1,400 00		2	2,800	9,575 00	10,563	1,077 00		32,243
27	Columbus	do	Oct. 1, 1885	Oct. 1, 1889	4	900 00		2	2,800	5,350 00	6,583	1,008 00		16,484
28	Macon	do	Oct. 1, 1885	Oct. 1, 1889	4	400 00		2	2,700	3,900 00	3,567	334 00		28,771
29	Mobile	do	Oct. 1, 1885	Oct. 1, 1889	4	400 00		2	2,700	3,681 00	3,567	116 00		9,983
30	Roanoke	do	Dec. 1, 1875	Dec. 1, 1885	10	2,000 00		1	3,100	14,978 00	19,610	4,632		68,628
31	Savannah	do	Apr. 1, 1885	Apr. 1, 1889	4	900 00		2	2,100	4,129 00	3,861	262 00	213	9,262
32	Alton	Ill.	Oct. 3, 1882	Oct. 3, 1886	4	400 00		2	2,600	3,940 00	3,861		70	8,908
33	Belleville	do	Oct. 1, 1876	Oct. 1, 1886	10	1,000 00		2	2,800	9,660 00	11,742	2,082 00		35,191
34	Bloomington	do	Jan. 1, 1879	Jan. 1, 1889	10	1,000 00		2	2,200	3,380 00	4,197	817 00		10,366
35	Champaign	do	Jan. 1, 1884	Jan. 1, 1889	5	600 00	Heat.	2	2,400	5,900 00	5,900			14,827

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

Number.	Office.	State.	Term of lease.		Number of years.	Rent.	Heat and light.	Class.	Postmaster's salary.	Total salary and al- lowances.	Box rents and com- missions.	Surplus.	Deficiency.	Gross receipts.
			From—	To—										
37	Decatur	Ill.	July 1, 1884	July 1, 1888	4	\$800 00		1	\$2,700	\$9,060 00	\$9,373	\$3,513 00		\$25,505
38	Elgin	Ill.	Feb. 23, 1884	Feb. 23, 1888	4	1,500 00		1	2,100	7,830 00	12,600	7,771 00		46,712
39	Evansston	Ill.	Feb. 18, 1885	Feb. 18, 1889	4	850 00		2	3,300	4,208 00	5,012	4,243 00		12,702
40	Freeport	Ill.	Nov. 1, 1883	Nov. 1, 1887	4	600 00		2	2,500	5,500 00	7,098	4,148 00		19,534
41	Galesburg	Ill.	Oct. 1, 1885	Oct. 1, 1889	4	900 00		2	2,600	6,370 00	7,883	813 00		22,398
42	Jacksonville	Ill.	Feb. 1, 1885	Feb. 1, 1889	4	600 00		2	2,400	5,840 00	6,457	632 00		16,172
43	Joliet	Ill.	Sept. 15, 1877	Sept. 15, 1887	10	600 00		2	2,400	5,850 00	7,364	1,213 00		17,356
44	Martinez	Ill.	Mar. 1, 1885	Mar. 1, 1889	4	400 00	Light	2	2,500	5,558 00	5,358			8,225
45	Melrose	Ill.	July 1, 1883	July 1, 1889	6	800 00		2	2,700	5,370 00	7,097	2,127 00		18,348
46	Monmouth	Ill.	Jan. 1, 1884	Jan. 1, 1891	8	400 00		2	2,100	4,083 00	4,096	1 00		9,241
47	Ottawa	Ill.	Jan. 15, 1877	Jan. 15, 1887	10	300 00		2	2,300	4,368 00	5,457	1,069 00		12,630
48	Peoria	Ill.	Jan. 1, 1883	Jan. 1, 1887	4	2,500 00		2	3,200	12,855 00	20,353	8,118 00		66,096
49	Quincy	Ill.	Apr. 1, 1873	Apr. 1, 1893	20	1,800 00		1	2,900	11,533 00	12,762	627 00		37,916
50	Rockford	Ill.	Jan. 1, 1876	Jan. 1, 1886	10	1,200 00		2	2,900	7,855 00	13,000	5,174 00		39,265
51	Rock Island	Ill.	Oct. 19, 1882	Nov. 19, 1892	10	1,400 00		2	2,500	7,616 00	6,781	174 08	\$835	16,219
52	Sterling	Ill.	Nov. 1, 1883	Nov. 1, 1887	4	900 00		2	2,000	4,375 00	4,549			10,574
53	Union	Ill.	Jan. 1, 1884	Jan. 1, 1888	4	900 00		2	2,000	4,340 00	4,296		274	8,881
54	Chillicothe	Ind.	May 26, 1885	May 26, 1886	1	400 00		2	2,400	3,985 00	3,784	731 00	201	9,004
55	Elkhart	Ind.	July 1, 1882	July 1, 1886	4	400 00		2	2,600	4,970 00	5,701			13,986
56	La Porte	Ind.	May 1, 1870	May 1, 1890	20	1,500 00		2	2,600	7,900 00	7,437	437 00	487	10,002
57	La Porte	Ind.	Jan. 1, 1883	Jan. 1, 1887	4	800 00		2	2,400	3,600 00	4,337			13,144
58	Ligonport	Ind.	Oct. 1, 1885	Oct. 1, 1889	4	200 00		2	2,000	5,670 00	5,750	80 00		8,271
59	Madison	Ind.	Oct. 1, 1885	Oct. 1, 1889	4	200 00		2	2,000	3,420 00	3,688	268 00		8,171
60	Peru	Ind.	Jan. 1, 1885	Jan. 1, 1889	4	500 00		2	2,000	3,456 00	3,555	99 00		8,271
61	Richmond	Ind.	Jan. 1, 1885	Jan. 1, 1889	4	1,200 00		2	2,700	7,760 00	8,339	579 00		25,413
62	South Bend	Ind.	Jan. 1, 1885	Jan. 1, 1891	6	1,200 00		2	2,600	6,850 00	7,342	492 00		21,676
63	Terre Haute	Ind.	Dec. 15, 1877	Dec. 15, 1887	10	900 00		2	2,800	10,590 00	10,161		429	31,683
64	Valparaiso	Ind.	Jan. 1, 1885	Jan. 1, 1889	4	350 00		2	2,100	4,179 00	4,100		70	9,320
65	Albany	Iowa	Jan. 4, 1886	Jan. 4, 1886	4	600 00		3	1,900	3,000 00	3,287		313	7,542
66	Burlington	Iowa	Jan. 12, 1884	Jan. 12, 1894	10	2,500 00		1	3,000	12,100 00	13,247	1,147 00		41,027
67	Cedar Rapids	Iowa	Jan. 1, 1885	Jan. 1, 1895	10	1,200 00		2	2,900	8,075 00	12,664	4,589 00		36,475
68	Clinton	Iowa	Sept. 1, 1883	Sept. 1, 1889	6	1,000 00		2	2,400	5,130 00	6,286	1,156 00		14,890
69	Creston	Iowa	Feb. 1, 1885	Feb. 1, 1889	4	1,000 00		2	2,300	4,690 00	4,854	264 00		11,574
70	Davenport	Iowa	Mar. 1, 1885	Mar. 1, 1889	4	1,600 00		2	2,300	10,250 00	11,864	1,614 00		36,811
71	Pes Moines	Iowa	Sept. 1, 1885	Sept. 1, 1889	4	2,000 00	Heat	1	3,300	15,385 00	28,707	13,321 00		90,203
72	Fairfield	Iowa	Aug. 1, 1876	Aug. 1, 1886	10	300 00		3	1,800	3,000 00	5,727		273	6,218
73	Iowa City	Iowa	Jan. 1, 1885	Jan. 1, 1895	10	1,200 00		2	2,400	6,320 00	5,794		596	13,592

74	Krook	do	Oct.	1, 1876	Oct. 1, 1886	10	1,000 00	2,600	7,852 00	4,997	715 00	385
75	La Mars	do	Aug.	15, 1882	Aug. 15, 1886	4	1 00	2,100	8,811 00	4,026	.....	.....
76	Marshalltown	do	Jan.	1, 1885	Jan. 1, 1889	4	800 00	2,500	6,090 00	7,232	1,242	1,242
77	Mount Pleasant	do	July	1, 1884	July 1, 1888	4	750 00	3,100	4,200 00	3,242	1,048	1,048
78	Muscataine	do	July	1, 1875	July 1, 1887	12	1,000 00	2,400	5,075 00	5,608	533 00	.....
79	Ottumwa	do	Jan.	1, 1882	Jan. 1, 1886	4	1,000 00	1,900	6,270 00	4,459	189 00	.....
80	Red Oak	do	Nov.	1, 1876	Nov. 1, 1886	10	600 00	1,800	8,868 00	3,828	.....	543
81	Stons City	do	Jan.	1, 1885	Jan. 1, 1889	4	2,200 00	2,700	8,698 00	10,107	1,601 00	.....
82	Washington	do	Oct.	10, 1882	Oct. 10, 1886	4	300 00	1,600	2,490 00	1,377	584 00	.....
83	Waterloo	do	Oct.	1, 1885	Oct. 1, 1889	4	200 00	2,300	4,475 00	6,236	861 00	.....
84	Wells	do	Feb.	1, 1884	Feb. 1, 1888	4	940 00	2,700	7,840 00	8,770	630 00	.....
85	Archleison	do	July	1, 1884	July 1, 1888	4	1,000 00	2,600	7,800 00	9,112	1,312 00	.....
86	Lawrence	do	Aug.	1, 1884	Aug. 1, 1888	4	300 00	2,500	7,800 00	9,125	1,285 00	.....
87	Leavenworth	do	Oct.	1, 1882	Oct. 1, 1886	4	300 00	2,500	3,678 00	8,130	2,530 00	.....
88	Wichita	do	Apr.	1, 1884	Apr. 1, 1888	4	500 00	2,000	3,678 00	3,765	87 00	.....
89	Owensborough	do	Apr.	1, 1883	Apr. 1, 1887	4	600 00	2,100	3,580 00	4,160	330 00	.....
90	Augusta	do	July	1, 1870	July 1, 1880	10	1,700 00	3,100	18,400 00	18,468	68 00	.....
91	Bridleford	do	May	1, 1882	May 1, 1886	4	1,800 00	1,600	4,345 00	4,770	425 00	.....
92	Chalis	do	Jan.	1, 1882	Jan. 1, 1886	4	750 00	2,100	2,100 00	4,412	15 00	.....
93	Lawrence	do	July	1, 1881	July 1, 1885	4	400 00	2,500	6,350 00	6,400	56 00	.....
94	Annapolis	do	Apr.	1, 1885	Apr. 1, 1889	4	1,500 00	1,900	4,400 00	3,081	.....	1,319
95	Baltimore	do	Apr.	1, 1883	Apr. 1, 1887	4	3,500 00	1,500	11,850 00	158,788	46,638 00	.....
96	Cumberland	do	Apr.	1, 1883	Apr. 1, 1887	4	650 00	2,200	4,852 00	4,834	2 00	.....
97	Fredrick	do	July	1, 1883	July 1, 1887	4	1,000 00	2,200	4,400 00	4,294	.....	106
98	Brookton	do	Oct.	15, 1883	Oct. 15, 1887	4	1,000 00	2,200	5,700 00	9,425	.....	.....
99	Fitchburgh	do	Oct.	15, 1883	Oct. 15, 1887	4	1,400 00	2,400	6,955 00	8,186	.....	.....
100	Greenfield	do	Oct.	1, 1882	Oct. 1, 1886	4	450 00	2,400	4,400 00	5,588	1,168 00	.....
101	Haverhill	do	Apr.	1, 1881	Apr. 1, 1885	4	770 00	2,400	8,008 00	8,063	57 00	.....
102	Holyoke	do	Nov.	1, 1884	Nov. 1, 1888	4	1,000 00	2,700	7,010 00	9,372	2,362 00	.....
103	Lawrence	do	Oct.	1, 1883	Oct. 1, 1887	4	1,100 00	2,400	8,050 00	9,336	1,286 00	.....
104	Lowell	do	May	1, 1883	May 1, 1887	4	3,000 00	3,300	13,125 00	26,567	13,442 00	.....
105	Lynn	do	July	1, 1881	July 1, 1885	4	1,800 00	2,200	3,620 00	4,397	4,218 00	.....
106	Malden	do	Apr.	1, 1882	Apr. 1, 1886	4	400 00	2,200	3,620 00	4,397	4,218 00	.....
107	Newburyport	do	Mar.	13, 1884	Mar. 13, 1888	4	900 00	2,400	5,885 00	6,045	360 00	.....
108	Northampton	do	Apr.	1, 1885	Apr. 1, 1889	4	600 00	2,500	4,770 00	6,209	1,439 00	.....
109	Pittsfield	do	Jan.	1, 1883	Jan. 21, 1887	4	2,000 00	2,700	6,782 00	9,016	2,224 00	.....
110	Salem	do	Jan.	1, 1883	Jan. 21, 1887	4	2,300 00	2,700	8,600 00	8,642	42 00	.....
111	Springfield	do	Oct.	1, 1883	Oct. 1, 1887	4	1,500 00	3,200	14,050 00	23,684	9,648 00	.....
112	Trautman	do	July	1, 1870	July 1, 1886	10	1,500 00	2,600	7,450 00	7,777	327 00	.....
113	Warester	do	July	1, 1883	July 1, 1887	4	3,000 00	3,400	5,090 00	5,707	11,026 00	.....
114	Adrian	do	Apr.	9, 1882	Apr. 9, 1886	4	400 00	2,400	5,090 00	5,707	707 00	.....
115	Ann Arbor	do	Mar.	1, 1885	Mar. 1, 1889	4	1,200 00	2,600	6,950 00	8,085	1,145 00	.....
116	Battle Creek	do	Jan.	1, 1885	Jan. 1, 1889	4	1,000 00	2,600	6,780 00	8,829	2,049 00	.....
117	Bay City	do	June	1, 1882	June 1, 1886	4	1,200 00	2,100	4,415 00	7,575	375 00	.....
118	Caldwater	do	Oct.	1, 1882	Oct. 1, 1886	4	700 00	2,100	4,415 00	7,575	375 00	.....
119	Elmhurst	do	Apr.	1, 1885	Apr. 1, 1889	4	800 00	2,100	5,190 00	6,617	1,427 00	.....
120	Iron	do	Jan.	1, 1885	Jan. 1, 1889	4	800 00	2,100	3,850 00	4,037	1,167 00	.....
121	London	do	Jan.	1, 1882	Jan. 1, 1886	4	750 00	2,100	3,850 00	4,037	1,167 00	.....
122	Watkins	do	Jan.	1, 1882	Jan. 1, 1886	4	1,000 00	2,700	7,375 00	8,778	1,403 00	.....
123	Adrian#00	do	Jan.	1, 1885	Jan. 1, 1889	4	1,750 00	2,700	7,140 00	9,563	2,423 00	.....

† Additional premises without # lease.

* Until Government building is ready.

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

Number.	Office.	State.	Term of lease.		Number of years.	Rent.	Heat and light.	Class.	Postmaster's salary.	Total salary and all allowances.	Box rents and commissions.	Surplus.	Deficiency.	Gross receipts.
			From—	To—										
123	Lansing	Mich.	Oct. 1, 1883	Oct. 1, 1887	4	\$1,100 00	Heat.....	1	\$5,700	\$7,275 00	\$6,048	\$1,773 00	\$82	\$26,319
124	Madison	do	Mar. 15, 1884	Mar. 15, 1888	4	700 00	.....	1	100	4,500 00	4,478	9 038	82	9,638
125	Minneapolis	do	Aug. 15, 1885	Aug. 15, 1889	4	250 00	.....	1	500	4,840 00	7,914	3,074 00	.....	18,275
126	Niles	do	Feb. 1, 1887	Feb. 1, 1887	4	300 00	.....	1	1,800	2,913 00	2,914	94	.....	6,090
127	Onitca	do	Jan. 1, 1884	Jan. 1, 1888	4	300 00	.....	1	1,000	3,080 00	3,361	281 00	.....	7,673
128	Ypsilanti	do	May 1, 1885	May 1, 1889	4	300 00	.....	1	2,000	3,415 00	3,703	378 00	.....	8,643
129	Brantford	Miss.	Mar. 1, 1885	Mar. 1, 1889	4	400 00	.....	1	2,000	4,000 00	3,819	8 100	.....	8,100
130	Duluth	do	June 15, 1883	June 15, 1887	4	1,200 00	.....	1	2,000	4,200 00	4,031	1,971 00	.....	20,880
131	Monkton	do	Jan. 1, 1883	Jan. 1, 1887	4	400 00	.....	1	2,000	4,200 00	4,006	4,215 00	.....	10,960
132	Minneapolis	do	July 1, 1882	July 1, 1886	4	3,000 00	Heat.....	1	3,500	34,100 00	58,685	24,585 00	.....	180,956
133	Red Wing	do	Jan. 1, 1885	Jan. 1, 1889	4	1,000 00	.....	1	2,000	4,495 00	4,800	965 00	.....	10,413
134	Rockwater	do	Nov. 1, 1875	Nov. 1, 1885	10	900 00	.....	1	1,400	3,600 00	4,007	407 00	.....	9,748
135	Stellwater	do	Nov. 24, 1881	Nov. 24, 1885	4	1,500 00	.....	1	2,000	7,700 00	6,270	570 00	.....	14,980
136	Winona	do	Jan. 1, 1883	Jan. 1, 1887	4	1,200 00	.....	1	2,000	6,050 00	7,455	905 00	.....	17,270
137	Vicksburg	Miss.	Sept. 1, 1882	Sept. 1, 1886	4	900 00	.....	1	2,400	5,231 00	5,325	150 00	.....	45,000
138	Hannibal	Mo	Nov. 1, 1882	Nov. 1, 1886	4	700 00	.....	1	3,200	13,096 00	20,592	6,806 00	.....	45,000
139	Saint Joseph	do	Sept. 1, 1882	Sept. 1, 1886	4	400 00	.....	1	3,200	6,035 00	10,095	1,173 00	.....	18,993
140	Sealdia	do	Oct. 1, 1882	Oct. 1, 1886	4	400 00	.....	1	2,200	8,010 00	10,095	2,953 00	.....	18,003
141	Battle City	Mont.	Oct. 24, 1882	Oct. 24, 1886	4	1,200 00	.....	1	2,500	8,451 00	8,451	.....	.....	10,337
142	Helena	do	Jan. 1, 1882	Jan. 1, 1886	4	900 00	Heat.....	1	2,500	3,230 00	4,593	1,363 00	.....	11,034
143	Fremont	Neb.	Jan. 1, 1882	Jan. 1, 1886	4	400 00	.....	1	2,000	3,359 00	3,919	570 00	.....	8,068
144	Nebraska City	do	July 15, 1882	July 15, 1887	5	1 00	.....	1	2,000	8,070 00	8,375	303 00	.....	25,063
145	Concord	N. H.	Oct. 1, 1882	Oct. 1, 1886	4	1,500 00	Heat.....	1	2,700	5,208 00	3,173	.....	.....	11,023
146	Dover	do	May 1, 1882	May 1, 1886	4	800 00	do	1	2,300	5,208 00	10,325	2,020 00	.....	31,342
147	Manchester	do	Apr. 1, 1881	Apr. 1, 1885	4	1,200 00	Heat.....	1	2,500	7,440 00	6,807	.....	.....	16,944
148	Nashua	do	July 1, 1885	July 1, 1889	4	1,200 00	Heat.....	1	2,700	7,365 00	9,376	2,111 00	.....	28,789
149	Camden	N. J.	July 1, 1885	July 1, 1889	4	1,200 00	Heat.....	1	2,700	7,365 00	9,376	2,111 00	.....	28,789
150	Elizabeth	do	Mar. 1, 1884	Mar. 1, 1888	4	1,000 00	Heat.....	1	2,400	5,085 00	5,209	124 00	.....	13,162
151	Hoboken	do	May 1, 1876	May 1, 1880	10	700 00	.....	1	2,400	5,085 00	5,209	124 00	.....	13,162
152	Morris-town	do	Apr. 1, 1883	Apr. 1, 1887	4	600 00	Heat and light.....	1	2,500	6,250 00	5,209	199 00	.....	17,287
153	New Brunswick	do	July 1, 1884	July 1, 1888	4	1,050 00	Heat.....	1	2,500	6,250 00	5,209	199 00	.....	17,287
154	Paterson	do	May 16, 1883	May 1, 1886	3	3,300 00	Heat.....	1	2,700	6,675 00	9,553	1,878 00	.....	28,015
155	Plainfield	do	May 1, 1882	May 1, 1886	4	750 00	.....	1	2,500	5,120 00	7,712	2,592 00	.....	19,379
156	Atlantic	N. Y.	Apr. 1, 1884	Apr. 1, 1888	4	1,500 00	Heat.....	1	2,800	9,788 00	10,859	1,101 00	.....	34,077
157	Batavia	do	Jan. 1, 1885	Jan. 1, 1889	4	1,100 00	Heat.....	1	2,400	5,000 00	5,673	.....	.....	13,250
158	Binghamton	do	Oct. 1, 1878	Oct. 1, 1888	10	1,000 00	Heat and light.....	1	3,000	9,960 00	13,042	3,082 00	.....	40,204
159	Brooklyn	do	July 1, 1885	July 1, 1889	4	4,500 00	.....	1	3,800	73,784 00	112,854	39,040 00	.....	369,041

160	Cornburg	do	Oct. 1, 1883	Oct. 1, 1887	4	800 00	2, 100	4, 255 00	4, 259	4 00	8, 806
161	Cortland	do	Apr. 1, 1883	Apr. 1, 1889	6	700 00	2, 300	4, 104 00	4, 942	834 00	12, 521
162	Elmira	do	Feb. 1, 1885	Feb. 1, 1889	4	2, 000 00	3, 900	10, 069 00	14, 031	3, 371 00	44, 423
163	Geneva	do	Apr. 1, 1882	Apr. 1, 1888	4	400 00	2, 500	4, 500 00	6, 553	2, 053 00	17, 001
164	Gloversville	do	Jan. 1, 1885	Jan. 1, 1889	4	800 00	2, 200	4, 505 00	4, 539	84 00	10, 740
165	Glens Falls	do	Apr. 1, 1882	Apr. 1, 1888	4	450 00	2, 200	3, 890 00	4, 080	250 00	9, 965
166	Ithaca	do	July 1, 1882	July 1, 1882	10	1, 500 00	2, 200	3, 875 00	8, 538	663 00	21, 435
167	Jamestown	do	May 1, 1882	May 1, 1886	4	1, 200 00	2, 600	6, 475 00	8, 375	1, 900 00	20, 125
168	Kingston	do	June 1, 1882	June 1, 1886	4	550 00	2, 100	4, 035 00	4, 305	270 00	10, 662
169	Little Falls	do	Jan. 1, 1884	Jan. 1, 1884	10	650 00	2, 200	4, 624 00	4, 485	189	24, 496
170	Lockport	do	Apr. 1, 1882	Apr. 1, 1882	10	1, 000 00	2, 700	7, 700 00	9, 897	2, 177 00	6, 422
171	L Medina	do	July 1, 1876	July 1, 1886	10	225 00	1, 800	2, 063 00	2, 453	70 00	13, 860
172	Middletown	do	Apr. 1, 1884	Apr. 1, 1888	4	1, 000 00	2, 400	5, 300 00	5, 370	331 00	8, 353
173	Mount Vernon	do	Feb. 1, 1885	Feb. 1, 1889	4	600 00	2, 000	3, 816 00	3, 647	832	23, 735
174	Newburgh	do	Jan. 1, 1884	Jan. 1, 1889	4	1, 500 00	2, 600	9, 820 00	8, 968	172	9, 860
175	Oneonta	do	Aug. 18, 1886	Aug. 18, 1889	4	1, 700 00	2, 300	4, 900 00	4, 728	36 00	10, 816
176	Owego	do	Oct. 1, 1884	Oct. 1, 1888	4	850 00	2, 200	4, 085 00	4, 200	50 00	35, 784
177	Port Jervis	do	July 1, 1884	July 1, 1888	4	1, 350 00	2, 900	10, 450 00	11, 640	1, 219 00	16, 711
178	Poughkeepsie	do	Oct. 1, 1876	Oct. 1, 1886	10	1, 500 00	2, 600	7, 140 00	8, 949	1, 000 00	23, 675
179	Rome	do	Oct. 1, 1876	Oct. 1, 1886	10	1, 500 00	2, 600	7, 140 00	8, 949	1, 041 00	23, 675
180	Saratoga Springs	do	Jan. 1, 1883	Jan. 1, 1887	4	1, 000 00	3, 400	5, 756 00	6, 787	1, 041 00	13, 245
181	Schenectady	do	Apr. 1, 1885	Apr. 1, 1889	4	650 00	2, 000	3, 256 00	3, 184	8 00	8, 987
182	Seneca Falls	do	Mar. 1, 1876	Mar. 1, 1886	10	400 00	3, 400	3, 256 00	3, 830	874 00	120, 611
183	St. Albans	do	May 1, 1882	May 1, 1887	4	3, 800 00	1, 300	22, 265 00	27, 268	14, 943 00	90, 017
184	St. Albans	do	May 1, 1882	May 1, 1887	4	2, 875 00	2, 600	22, 042 00	37, 888	5, 846 00	21, 984
185	St. Albans	do	May 1, 1882	May 1, 1887	4	1, 000 00	2, 600	7, 550 00	7, 281	259 00	14, 552
186	Warren	do	Nov. 10, 1884	Nov. 10, 1888	4	600 00	2, 600	7, 409 00	7, 119	8 00	30, 811
187	Watertown	N. C.	Nov. 10, 1884	Nov. 10, 1888	4	1, 600 00	2, 600	7, 409 00	10, 173	281	20, 811
188	Wilmington	do	Sept. 1, 1884	Sept. 1, 1888	4	1, 600 00	2, 600	7, 409 00	10, 173	281	20, 811
189	Albion	Ohio	July 1, 1882	July 1, 1886	4	500 00	1, 800	3, 800 00	3, 153	60 00	6, 709
190	Alliance	do	July 1, 1882	Mar. 1, 1888	4	500 00	1, 800	3, 800 00	3, 098	298 00	22, 403
191	Astabula	do	Mar. 16, 1885	May 16, 1889	4	1, 000 00	2, 600	5, 275 00	5, 943	1, 489 00	14, 983
192	Clinton	do	Apr. 1, 1882	Apr. 1, 1886	4	800 00	2, 600	5, 275 00	5, 943	1, 489 00	14, 983
193	Chillicothe	do	Nov. 22, 1884	Nov. 22, 1888	4	3, 300 00	2, 300	24, 330 00	35, 873	11, 945 00	114, 627
194	Columbus	do	Mar. 1, 1876	Mar. 1, 1886	10	1 00	1, 600	1, 800 00	2, 095	284 00	4, 390
195	Coshocton	do	Oct. 1, 1883	Oct. 15, 1893	10	2, 950 00	3, 200	16, 194 00	20, 316	5, 106 00	65, 216
196	Dayton	do	May 1, 1883	May 1, 1887	4	725 00	2, 200	3, 425 00	3, 681	615 00	12, 192
197	East Liverpool	do	Oct. 1, 1870	Oct. 1, 1889	10	350 00	2, 400	5, 875 00	5, 843	266 00	6, 285
198	Hamilton	do	Apr. 1, 1882	Apr. 1, 1886	4	300 00	1, 900	3, 469 00	3, 093	37	14, 822
199	Ironton	do	Apr. 1, 1884	Mar. 15, 1888	4	600 00	2, 300	4, 640 00	3, 093	7, 024	12, 055
200	Lima	do	Apr. 1, 1885	Apr. 1, 1889	4	1, 150 00	2, 700	6, 259 00	5, 185	1, 854 00	25, 119
201	Manchester	do	Jan. 1, 1885	Jan. 1, 1889	4	400 00	2, 100	3, 865 00	3, 639	894 00	9, 898
202	Marquette	do	Jan. 1, 1885	Jan. 1, 1889	4	300 00	2, 100	3, 827 00	4, 221	22 00	9, 839
203	Massillon	do	Mar. 15, 1886	Mar. 15, 1886	4	500 00	2, 100	4, 095 00	4, 117	849 00	12, 949
204	Mount Vernon	do	Apr. 1, 1872	Apr. 1, 1887	15	700 00	2, 300	4, 554 00	5, 403	37 00	9, 342
205	Mount Vernon	do	Oct. 1, 1885	Oct. 1, 1889	4	550 00	2, 100	4, 130 00	4, 167	37 00	9, 419
206	Newark	do	June 1, 1882	June 1, 1886	4	300 00	2, 100	3, 370 00	3, 786	416 00	9, 419
207	Norwalk	do	Sept. 1, 1881	Sept. 1, 1885	4	200 00	2, 100	3, 370 00	3, 786	416 00	9, 419
208	Oberlin	do	Oct. 1, 1883	Oct. 1, 1887	4	200 00	2, 100	3, 370 00	3, 786	416 00	9, 419
209	Painesville	do	Oct. 1, 1883	Oct. 1, 1887	4	200 00	2, 100	3, 370 00	3, 786	416 00	9, 419

* See stations also.

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

Number.	Office.	State.	Term of lease.		Number of years.	Rent.	Heat and light.	Class.	Postmaster's salary.	Total salary and allowances.	Box rents and commissions.	Surplus.	Deficiency.	Gross receipts.
			From—	To—										
210	Piqua.....	Ohio.....	Sept. 1, 1885	Sept. 1, 1889	4	\$720 00	.....	1	\$2,100	\$4,110 00	\$4,277	167 00	.....	\$9,337
211	Salon.....	do.....	Aug. 1, 1885	Aug. 1, 1889	4	2 00	.....	1	100	3,178 00	3,706	618 00	.....	9,329
212	Springfield.....	do.....	Mar. 15, 1883	Mar. 15, 1887	4	1,800 00	Heat.....	2	3,400	12,500 00	16,720	4,620 00	.....	52,188
213	Springville.....	do.....	Feb. 1, 1883	Feb. 1, 1887	4	1,200 00	Heat and light.....	2	2,400	4,000 00	6,527	927 00	.....	13,133
214	Utin.....	do.....	Jan. 1, 1882	Jan. 1, 1886	4	400 00	.....	2	2,100	3,925 00	4,143	218 00	.....	9,913
215	Toledo.....	do.....	Oct. 1, 1881	Unth. Govern- ment build- ing ready.	..	2,850 00	Heat.....	1	3,400	26,374 00	33,277	11,763 00	.....	123,350
216	Troy.....	do.....	July 1, 1880	July 1, 1887	4	600 00	Heat and light.....	12	600	3,600 00	3,781	181 00	.....	8,614
217	Venia.....	do.....	Jan. 1, 1883	Jan. 1, 1887	4	350 00	.....	12	200	4,100 00	4,554	454 00	.....	10,881
218	Youngstown.....	do.....	Apr. 1, 1883	Apr. 1, 1887	4	1,200 00	.....	12	500	6,950 00	6,952	3 00	.....	13,350
219	Zanesville.....	do.....	Sept. 1, 1882	Sept. 1, 1886	4	800 00	.....	12	400	6,625 00	7,284	659 00	.....	21,406
220	Alltown.....	Pa.....	Apr. 1, 1885	Apr. 1, 1889	4	1,300 00	Heat and light.....	12	400	6,825 00	6,808	11 00	.....	20,748
221	Altoona.....	do.....	Oct. 1, 1884	Oct. 1, 1888	4	9 00	.....	12	500	6,270 00	5,999	.....	\$291	17,219
222	Bradford.....	do.....	Nov. 16, 1883	Nov. 16, 1887	4	800 00	.....	12	400	6,010 00	4,507	2,891 00	.....	22,316
223	Chambersburg.....	do.....	Jan. 1, 1885	Jan. 1, 1889	4	350 00	.....	12	200	4,100 00	4,607	527 00	.....	10,091
224	Chester.....	do.....	Oct. 1, 1884	Oct. 1, 1888	4	500 00	.....	12	400	4,200 00	4,447	.....	150	13,394
225	Carry.....	do.....	Oct. 1, 1882	Oct. 1, 1886	4	350 00	.....	12	200	2,800 00	4,281	.....	.....	9,732
226	Easton.....	do.....	Apr. 1, 1883	Apr. 1, 1887	4	1,100 00	.....	12	300	6,400 00	6,413	13 00	.....	19,805
227	Eric.....	do.....	May 1, 1876	May 1, 1880	4	1 00	.....	12	300	9,201 00	11,972	2,671 00	.....	36,865
228	Franklin.....	do.....	Apr. 1, 1885	Apr. 1, 1889	4	350 00	Heat.....	12	300	3,750 00	4,068	308 00	.....	9,329
229	Haddon.....	do.....	July 1, 1885	July 1, 1889	4	975 00	.....	12	400	4,985 00	5,449	.....	52	12,841
230	Haddon.....	do.....	July 1, 1882	July 1, 1886	4	400 00	Heat and light.....	12	200	3,820 00	4,377	1,364 00	.....	34,470
231	Jackson.....	do.....	Oct. 1, 1883	Oct. 1, 1887	4	2,000 00	.....	12	800	9,815 00	4,801	76 00	.....	19,049
232	Lancaster.....	do.....	Apr. 1, 1884	Apr. 1, 1888	4	1,000 00	.....	12	200	4,310 00	4,219	.....	121	16,306
233	Lebanon.....	do.....	Mar. 1, 1884	Mar. 1, 1888	4	600 00	.....	12	200	6,001 00	6,094	.....	.....	16,145
234	Lebanon.....	do.....	July 1, 1884	July 1, 1888	4	1,000 00	.....	12	200	5,045 00	4,831	.....	214	11,068
235	New Castle.....	do.....	Oct. 1, 1882	Oct. 1, 1886	4	850 00	Heat and light.....	12	300	5,065 00	5,044	229 00	.....	11,009
236	Northtown.....	do.....	Feb. 1, 1880	Feb. 1, 1884	4	300 00	.....	12	100	3,050 00	3,473	.....	321	11,729
237	Oil City.....	do.....	Apr. 1, 1882	Apr. 1, 1886	4	650 00	Heat.....	12	100	3,050 00	4,514	864 00	.....	9,878
238	Pittsford.....	do.....	Apr. 1, 1885	Apr. 1, 1889	4	700 00	.....	12	400	5,065 00	4,787	.....	358	13,740
239	Potsville.....	do.....	Jan. 1, 1885	Jan. 1, 1889	4	1,400 00	.....	12	900	12,330 00	12,400	70 00	.....	37,650
240	Scranton.....	do.....	Apr. 1, 1885	Apr. 1, 1889	4	700 00	.....	12	400	3,900 00	3,648	.....	312	14,809
241	Titusville.....	do.....	May 1, 1885	May 1, 1889	4	1,000 00	Heat and light.....	12	400	3,900 00	3,648	.....	.....	8,821
242	Towanda.....	do.....	Jan. 1, 1884	Jan. 1, 1888	4	1,000 00	.....	12	400	4,700 00	6,004	1,364 00	.....	14,447
243	Warren.....	do.....	Mar. 15, 1883	Mar. 15, 1889	4	850 00	.....	12	400	5,050 00	5,117	67 00	.....	13,874

REPORT OF THE POSTMASTER-GENERAL.

240	Wilkesbarre	do	1,1823	Apr.	1,1826	4	608 00	2,700	4,525 00	8,606	2,081 00	25,283	
241	Williamsport	do	1,1824	July	1,1828	4	800 00	2,700	6,984 00	9,833	2,440 00	28,454	
242	York	do	1,1823	Apr.	1,1827	4	800 00	2,600	6,400 00	7,821	1,421 00	28,193	
243	Pawtucket	R.I.	1,1823	Apr.	1,1827	4	1,250 00	2,500	6,950 00	7,869	1,450 00	19,861	
244	Chattanooga	Tenn.	1,1824	Jan.	1,1828	4	500 00	2,800	8,720 00	10,289	1,569 00	30,568	
245	Dallas	Tex.	1,1824	Mar.	1,1828	4	300 00	1,300	11,728 00	13,983	2,240 00	42,513	
246	Houston	do	1,1822	Aug.	1,1826	4	900 00	2,800	4,080 00	4,131	81 00	34,861	
247	Palestine	do	1,1825	Aug.	1,1829	4	300 00	2,200	13,288 00	11,946	1,449	10,538	
248	San Antonio	do	1,1827	Dec.	1,1827	10	1,000 00	2,800	11,120 00	11,427	367 00	32,494	
249	Ogden City	Utah.	1,1824	Aug.	1,1828	4	720 00	2,300	5,820 00	4,853	1,067	11,265	
250	Salt Lake City	do	1,1822	July	1,1828	4	1,500 00	2,800	11,750 00	14,594	2,844 00	34,011	
251	Montpelier	Vt.	1,1825	Jan.	1,1829	4	850 00	2,800	4,770 00	4,492	278	11,201	
252	St. Johnsbury	do	1,1823	Jan.	1,1828	4	500 00	2,000	3,625 00	3,667	8,848	8,848	
253	Lynchburgh	Va.	1,1822	July	1,1828	4	700 00	2,700	9,185 00	9,202	17 00	27,062	
254	Staunton	do	1,1824	May	1,1828	4	400 00	2,400	5,260 00	5,233	47	14,329	
255	Appleton	Wis.	1,1822	Jan.	1,1826	4	600 00	2,300	4,660 00	5,929	1,269 00	12,625	
256	Beloit	do	1,1822	Jan.	1,1826	4	800 00	2,100	4,240 00	4,435	1,195 00	9,957	
257	Chippewa Falls	Wis.	1,1825	Mar.	1,1829	4	400 00	2,000	3,875 00	3,848	10 00	8,804	
258	Eau Claire	Wis.	1,1825	Mar.	1,1829	4	800 00	2,500	6,815 00	7,298	483 00	17,651	
259	Fond du Lac	Wis.	1,1876	Jan.	1,1880	10	1,000 00	2,500	6,770 00	6,593	207	14,854	
260	Janeville	Wis.	1,1825	Jan.	1,1829	4	1,000 00	2,400	6,270 00	7,471	1,201 00	16,165	
261	La Crosse	Wis.	1,1827	Jan.	1,1827	6	1,600 00	2,600	7,760 00	8,515	755 00	23,000	
262	Oshkosh	Wis.	1,1821	Jan.	1,1827	6	1,200 00	2,600	7,465 00	7,237	228	20,565	
263	Racine	Wis.	1,1876	Jan.	1,1826	10	1,200 00	2,700	7,319 00	8,089	770 00	24,225	
264	Shoebogun	Wis.	1,1825	July	1,1829	4	1,160 00	2,000	3,530 00	3,534	96	8,103	
265	Watertown	Wis.	1,1825	Mar.	1,1829	4	600 00	2,000	3,300 00	3,284	16	7,325	
266	Watertown	Wis.	1,1825	Jan.	1,1829	4	500 00	1,900	3,300 00	3,284	16	7,325	
267	Cheyenne City	Wyo.	1,1824	Nov.	1,1828	4	4 00	2,400	4,901 00	6,800	2,186 00	15,418	
							263,305 50						
Total							263,305 50						

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

STATIONS.

Office.	Term of lease.		Number of years.	Rent.	Heat and light.	Class.	Postmaster's salary.	Total salary and allowances.	Box rents and commissions.	Surplus.	Deficiency.	Gross receipts.
	From—	To—										
<i>Boston, Mass.</i>												
1 Cambridgeport.....	Jan. 1, 1885	Jan. 1, 1889	4	\$1,000 00								
2 Dorchester.....	Aug. 1, 1885	Aug. 1, 1889	4	800 00								
3 East Boston.....	July 1, 1884	July 1, 1888	4	600 00								
4 East Cambridge.....	Mar. 1, 1884	Mar. 1, 1888	4	400 00								
5 Somerville.....	July 1, 1884	July 1, 1888	4	400 00	Heat.							
6 South Boston.....	Jan. 1, 1885	Jan. 1, 1889	4	1,000 00								
7 Station A.....	Nov. 1, 1885	Nov. 1, 1889	4	1,150 00								
				5,350 00				\$208,071	\$456,118	\$158,047 00		\$1,441,930
<i>Brooklyn, N. Y.*</i>												
8 Brevoort.....	May 1, 1883	May 1, 1887	4	600 00								
9 Greenpoint.....	May 1, 1885	May 1, 1889	4	540 00								
				1,140 00								
<i>Chicago, Ill.</i>												
10 Cottage Grove.....	July 1, 1884	July 1, 1888	4	420 00								
11 Madison Street.....	May 1, 1882	May 1, 1886	4	600 00								
12 Northwest Division.....	May 1, 1885	May 1, 1889	4	900 00								
13 West Division.....	July 1, 1884	July 1, 1888	4	1,000 00								
				3,520 00								
<i>New York, N. Y.</i>												
14 Station A.....	Feb. 1, 1884	Feb. 1, 1886	2	5,500 00								
15 Station B.....	May 1, 1884	May 1, 1886	2	2,000 00								
16 Station C.....	May 1, 1884	May 1, 1888	4	1,300 00								
17 Station D.....	Oct. 1, 1884	Oct. 1, 1888	4	4,500 00								
18 Station E.....	Oct. 1, 1882	Oct. 1, 1886	4	2,500 00								
19 Station F.....	Jan. 1, 1883	Jan. 1, 1886	3	2,400 00								
							6,000	415,981	565,721	149,740 00		1,873,501

20	Station G.....	May 1, 1868	May 1, 1867	4	1,400 00	Heat.....	1	8,000	919,173	1,324,270	405,087 00	.....	4,281,049
21	Station H.....	May 1, 1864	May 1, 1866	4	2,400 00	Heat.....							
22	Station K.....	May 1, 1863	May 1, 1867	4	1,200 00	Heat.....							
23	Station L.....	May 1, 1863	May 1, 1867	4	2,100 00	Heat.....							
24	Station P.....	Aug. 1, 1865	Aug. 1, 1869	4	4,500 00	Heat.....							
25	Station R.....	May 1, 1866	May 1, 1868	4	600 00	Heat.....							
26	Station S.....	Oct. 1, 1864	Oct. 1, 1868	4	300 00	Heat.....							
27	Station T.....	May 1, 1865	May 1, 1869	4	450 00	Heat.....							
		July 1, 1862	July 1, 1867	5	31,150 00								
28	Station F.....	July 1, 1862	July 1, 1866	4	480 00			6,000	287,362	489,267	181,875 00	.....	1,546,212
	<i>Philadelphia, Pa.</i>												
	<i>Saint Louis, Mo.</i>												
29	North Saint Louis.....	Jan. 1, 1862	Jan. 1, 1866	4	372 00								
30	South Saint Louis.....	Dec. 24, 1862	Dec. 24, 1866	4	144 00								
	<i>San Francisco, Cal.</i>												
31	Station B.....	Jan. 1, 1862	Jan. 1, 1866	4	840 00			5,000	167,331	160,030	.....	7,301	500,553
	<i>Total stations.....</i>												

* Statement of salary and allowances for Brooklyn, N. Y., included in record of lease of main office.

ESTIMATES
OF THE
APPROPRIATIONS FOR THE POSTAL SERVICE FOR THE FISCAL
YEAR ENDING JUNE 30, 1887.

OFFICE OF THE POSTMASTER-GENERAL.

Mail depreddations and post-office inspectors, and fees to United States marshals, attorneys, &c.....	\$250,000 00
Advertising.....	20,000 00
Miscellaneous items in the office of the Postmaster-General.....	1,500 00

OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL.

Compensation to postmasters.....	12,000,000 00
Compensation to clerks in post-offices.....	5,150,000 00
Expenses of the free delivery system.....	4,928,531 25
Wrapping-paper.....	30,000 00
Twine.....	80,000 00
Marking and rating stamps and canceling ink and pads.....	30,000 00
Letter-balances, test-weights, and scales.....	10,000 00
Rent, light, and fuel for post-offices.....	510,000 00
Office furniture.....	35,000 00
Stationery.....	55,000 00
Miscellaneous and incidental items.....	80,000 00

OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

Inland mail transportation—railroad routes.....	15,725,432 00
Inland mail transportation—steamboat routes.....	575,000 00
Inland mail transportation—star routes.....	5,850,000 00
Railway post-office car service.....	1,888,577 82
Necessary and special mail facilities on trunk lines.....	251,725 82
Compensation to railway postal clerks.....	4,877,000 00
Compensation to mail messengers.....	900,000 00
Mail locks and keys.....	20,000 00
Mail bags and mail-bag catchers.....	275,000 00
Miscellaneous items.....	1,000 00

OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL.

Postage-stamps.....	116,700 00
Postage-stamp agency.....	8,100 00
Stamped envelopes and newspaper wrappers.....	583,500 00
Stamped-envelope agency.....	16,000 00
Postal cards.....	183,600 00
Postal-card agency.....	7,300 00
Registered-package, post-office, and dead-letter envelopes.....	67,200 00
Ship, steamboat, and way letters.....	2,000 00
Engraving, printing, and binding drafts and warrants.....	2,000 00
Miscellaneous items.....	1,000 00

OFFICE OF THE SUPERINTENDENT OF FOREIGN MAILS.

Transportation of foreign mails.....	\$350,000 00
Balances due foreign countries.....	100,000 00
	54,986,166 89

POSTAL REVENUE.

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

Ordinary postal revenue.....	\$47,142,252 64
Money-order receipts.....	400,000 00
	47,542,252 64

DEFICIENCY IN POSTAL REVENUE.

Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the general Treasury.....	7,443,914 25
	54,986,166 89

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF CLERK,
Washington, D. C., November 20, 1885.

SIR: In compliance with your directions I have compiled the foregoing table of the estimates of appropriations necessary for the service of the Post-Office Department for the fiscal year ending June 30, 1887, as they have been finally settled by you upon a review of the same as submitted by the heads of the different bureaus of the Department.

The explanatory communications prepared in the several bureaus, marked H to N, are also herewith annexed.

Very respectfully,

T. E. NASH,
Chief Clerk.

The POSTMASTER-GENERAL.

APPENDIX H.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., October 10, 1885.

SIR: I have the honor to transmit the accompanying statements and estimates for your information:

Exhibit A, showing the actual disbursements out of appropriation for mail deprecations and post-office inspectors for the fiscal year ending June 30, 1885.

Exhibit B, a segregated table, showing the total number of inspectors employed each month during the said fiscal year; the increase and decrease of the force for each month; the number of inspectors receiving annual salaries of \$2,500 and \$1,600, respectively; the miscellaneous expenses (other than such as are covered by the \$4 each day allowed as per diem to defray actual and necessary expenses while traveling on official business) of each class of inspectors; the total number of in-

spectors allowed and paid per diem for each month, with the aggregate number of days allowed, and paid monthly, and the average days for each, and the number of clerks employed in the offices of inspectors in charge of divisions.

Also, Exhibit C, showing what would have been the actual deficit for the fiscal year 1885 had not the force of inspectors been decreased in number from April 1 to June 30, 1885, in order to come within the appropriation of \$200,000 allowed by Congress for this service.

Exhibit D is an estimate for the present fiscal year, 1886, based on the actual expenditures made during first quarter.

Exhibit E is an estimate for the fiscal year 1887, commencing July 1, 1886, showing the number of inspectors that will be absolutely necessary in order to properly perform the constantly increasing duties of this office, and the amount of money that should be appropriated by Congress for the purpose of paying their salaries, per diem and miscellaneous expenses, and for the payment of attorneys' fees, United States marshals, and claims for rewards for the arrest and conviction of persons found guilty of robbing the United States mails on the public highways.

EXHIBIT A.

Months.	Inspectors' salaries.	Per diem.	Number days per diem allowed.	Expenses.	Clerks' salaries.
1884.					
July.....	\$9,625 06	\$5,556 00	1,389	\$893 14	\$1,228 22
August.....	9,091 19	5,228 00	1,307	897 93	1,228 22
September.....	8,635 01	5,056 00	1,264	1,088 17	1,188 56
October.....	9,189 84	5,456 00	1,364	899 44	1,314 37
November.....	8,851 83	5,080 00	1,270	956 62	1,357 03
December.....	9,662 66	5,576 00	1,394	1,184 88	1,573 61
1885.					
January.....	9,827 65	5,072 00	1,288	1,041 27	1,402 14
February.....	9,354 59	5,276 00	1,319	1,269 60	1,356 28
March.....	10,684 42	5,972 00	1,493	1,524 24	1,298 53
April.....	8,375 32	4,684 00	1,171	1,036 89	1,560 14
May.....	6,853 53	3,464 00	866	907 23	1,412 06
June.....	6,178 09	8,032 00	758	1,493 15	1,360 14
Total.....	106,325 09	59,452 00	14,863	18,142 06	16,079 30

Amount paid for rewards.....	\$2,119 00
Amount paid for attorneys' fees.....	1,211 14
Miscellaneous incidental expenses not included in post-office inspectors' pay accounts.....	754 88

RECAPITULATION.

Total amount paid for salaries of inspectors.....	106,325 09
Total amount paid for per diem of inspectors.....	59,452 00
Miscellaneous expenses of post-office inspectors, included in their pay accounts.....	18,142 06
Total amount paid clerks in offices of division inspectors.....	16,079 30
Amount paid as rewards for arrest and conviction of mail robbers.....	2,119 00
Amount paid for attorneys' fees, to United States marshals, &c.....	1,211 14
Amount paid for various incidental expenses not included in pay accounts of inspectors..	754 88
Grand total of disbursements.....	199,083 47
Balance available for payment of claims for rewards and other incidental expenses held in abeyance.....	916 53
Total amount appropriated.....	200,000 00

EXHIBIT B.

Months.	Total inspectors employed.	Chief inspector at \$3,000.	Miscellaneous ex-penses.	Number at \$2,500.	Miscellaneous ex-penses.	Number at \$1,600.	Miscellaneous ex-penses.	Number inspectors paid per diem.	Number days paid.	Average number days employed per month each inspector.	Number of clerks employed.
1884.											
July	69	1	\$55 40	8	\$187 52	60	\$650 22	57	1,389	24+	14
August	63	1	61 96	8	304 29	54	531 68	53	1,307	24+	14
September	62	1	110 83	8	342 33	53	635 01	52	1,264	24+	14
October	64	1	61 41	9	307 46	54	530 57	52	1,364	26+	16
November	64	1	51 22	9	386 95	54	518 45	53	1,270	24+	17
December	67	1	149 75	9	271 74	57	713 39	56	1,394	24+	18
1885.											
January	70	1	30 75	9	503 72	60	506 80	54	1,268	23+	16
February	72	1	24 35	9	578 81	62	666 44	57	1,319	23+	17
March	74	1	27 21	9	729 10	64	767 93	59	1,493	25+	15
April	58	1	10 50	9	446 53	48	579 36	46	1,171	25+	17
May	45	1	27 50	9	456 43	35	423 30	33	866	26+	16
June	41	1	8 50	9	873 52	31	611 13	29	758	26+	16
Total			619 38		5,388 40		7,134 28				

SUMMARY.

	No.	Amount.
Average number inspectors employed each month for entire fiscal year	62	.....
Average number inspectors so employed, at salaries of \$2,500	8	.....
Average monthly miscellaneous expenses each		\$51 31
Average number inspectors so employed, at salaries of \$1,600	53	.....
Average monthly miscellaneous expenses each		11 21
Average number inspectors paid per diem for said year	50	.....
Average number days employed each, monthly	24	.....

EXHIBIT C.

	No.	Amount.
Average number of inspectors of all grades (including the chief post office inspector) employed each month from July 1, 1884, to April 1, 1885	67	.....
Average monthly miscellaneous expenses of each of above		\$16 09
Average number employed April 1 to June 30, 1885	48	.....
Average monthly miscellaneous expenses of each of them		23 54
Average number per diem inspectors employed April 1 to June 30, 1885	38	.....
Average monthly miscellaneous expenses of each of them		14 44
Average decrease in the inspectors force during last three months fiscal year 1885, in order to come within the appropriation of \$200,000 (said decrease being made from per diem inspectors only)	19	.....
Average salaries paid each of 38 per diem inspectors during the last three months of fiscal year ending June 30, 1885		131 81
Average number inspectors paid per diem for each of said three months	36	.....
Average number days that each of said thirty-six inspectors were employed during said three months	26	.....

Hence if the 19 inspectors above referred to had been retained and paid for their services and expenses, the same as the 38 per diem inspectors who remained on the force from April 1 to June 30, 1885, the following deficit in the appropriation would have been unavoidable, viz :

19 inspectors, average salary of \$131.81 per month each, for months of April, May, and June, 1885	\$7,513 17
19 inspectors, with an average of 26 days per diem each, at \$4 per day, for said three months.....	5,928 00
Average monthly miscellaneous expenses of the same for said three months, at \$14.44 per month each.....	823 08
Deficit.....	14,264 25

EXHIBIT D.—Actual disbursements, first quarter fiscal year 1886.

Months.	Inspectors' salaries.	Per diem.	No. days per diem allowed.	Miscellaneous expenses.	Clerks' salaries.	Total expenses for each month first quarter.
1885.						
July	\$7,742 58	\$4,648	1,162	\$925 66	\$1,394 52	\$14,673 05
August	7,763 59	4,960	1,240	1,267 39	1,396 70	15,851 94
September	7,330 07	4,748	1,187	1,553 48	1,351 60	14,983 15
Totals	22,836 24	14,356	3,589	3,746 53	4,142 82	45,008 14

SUMMARY.

Months.	Total inspectors employed.	Chief inspector, \$3,000.	Miscellaneous expenses.	Number at \$2,500.	Miscellaneous expenses.	Number at \$1,600.	Miscellaneous expenses.	Number at \$1,200.	Miscellaneous expenses.	Number inspectors paid per diem.	Number days paid.	Average each.
1885.												
July	59	1	\$3 90	9	\$388 14	30	\$352 12	19	\$181 50	47	1,162	24+
August	56	1	33 64	7	682 37	29	284 52	19	266 86	47	1,240	26+
September	57			9	644 09	29	409 46	19	499 93	46	1,187	25+
Totals			37 54		1,714 60		1,046 10		948 29			

	No.	Amount.
Average number of inspectors employed for above quarter	57	
Average salaries per diem and expenses for each, monthly		\$238 60
Average number of clerks employed in offices of division inspectors for said quarter	16	
Average monthly salaries each		86 31
Average monthly miscellaneous expenses incurred by inspectors receiving \$2,500 for said quarter		68 58
Average monthly miscellaneous expenses incurred by inspectors at \$1,600 per annum for same period		11 88
Average monthly miscellaneous expenses incurred by inspectors at \$1,200 per annum for same period		16 63

EXPLANATION.

During the month of July, 1885, nineteen of the per diem inspectors were new appointees, appointed for a probationary term of six months from the date on which they actually commenced to perform service, at

an annual salary of \$1,200 only. The nineteen men in question reported for duty on various dates during the month of July, the earliest being on July 1 and the latest on July 15, and the average date for the entire number was July 7; therefore the amount paid in salaries, per diem, and expenses is less for July than for August in view of the above fact. During the month of August there were two vacancies in the position of division inspector, at an annual salary of \$2,500, which made a less amount paid for salaries for said month of \$400, which accounts for the total salaries paid for the month of August not showing a corresponding increase with the amounts paid for per diem and expenses as against July; also during the month of September the office of chief post-office inspector was vacant, which makes a difference of \$244 less for salaries for that month. Therefore the total disbursements for the first quarter during the fiscal year 1886 have been considerably less than they would have been had there been a full force serving full time and incurring the necessary expenses incident to traveling about the country and attending to their official business.

It is *not* a fair basis, therefore, from which to estimate the expenses to be incurred during the balance of the present fiscal to take the actual expenses incurred during the first quarter thereof.

It should also be remembered that the nineteen inspectors above referred to will have served their probationary term and be eligible for reappointment as post-office inspectors, at annual salaries of \$1,600 each, on January 1, 1886. The annual salaries then received by said inspectors will be correspondingly more, to the extent of an average of \$33.33 $\frac{1}{3}$ per month increase each over the salaries now received by them hence the estimates following for the second, third, and fourth quarters of the fiscal year are based on the above facts and not on the actual showing for the first quarter.

Estimate for second quarter.

Salary of 1 chief post-office inspector at \$3,000 per annum.....	\$750 00
Salaries of 9 division inspectors at \$2,500 each per annum.....	5,625 00
Estimated expenses of the nine division inspectors.....	1,851 66
Salaries of 29 subordinate inspectors at \$1,600 each per annum.....	11,600 00
Estimated miscellaneous expense of said inspectors.....	1,033 56
Per diem of 29 subordinate inspectors at \$102 each per month.....	8,874 00
Salaries of 19 subordinate inspectors at \$1,200 each per annum.....	5,700 00
Miscellaneous expenses of said 19 inspectors.....	947 91
Per diem of said 19 inspectors at \$102 each per month.....	5,814 00
Salaries of 16 clerks in offices of division inspectors.....	4,142 88
Total.....	46,339 01

Estimate for third and fourth quarters combined.—(Last half of the fiscal year 1886.)

Salary of 1 chief post-office inspector at \$3,000 per annum.....	\$1,500 00
Salary of 9 division inspectors at \$2,500 each per annum.....	11,250 00
Estimated expenses of said 9 division inspectors.....	3,703 32
Salaries of 48 subordinate inspectors at the uniform compensation of \$1,600 each per annum.....	38,400 00
Estimated miscellaneous expenses of the same.....	3,421 44
Estimated per diem for said 48 inspectors at \$102 each per month.....	29,376 00
Estimated salaries for 18 clerks in offices of division inspectors at an average of \$86.31 each per month.....	9,321 48
Total.....	96,972 24

RECAPITULATION.

Actual disbursements out of appropriation of \$200,000 for first quarter fiscal year 1886.....	\$45,008 14
Estimated disbursements out of same for second quarter.....	46,339 01

Estimated disbursements third and fourth quarters combined	\$96,972 24
Estimated disbursements for the entire year for attorneys' fees, United States marshals', &c	2,000 00
Estimated disbursements for said year for rewards for the arrest and conviction of mail-robbers.....	3,000 00
Estimated balance available for contingent expenses and for increase in the force of inspectors.....	6,680 61
Total amount appropriated by Congress for the fiscal year 1886 for mail depreations and post-office inspectors.....	200,000 00

The total disbursements for the present fiscal year are based on the present number of inspectors employed. There should be a working force of 75 subordinate inspectors in addition to the 9 division inspectors, instead of but an average of 48 subordinate inspectors; and the estimated balance, \$6,680.61 available would admit of an increase in the force of 3 men *only*, instead of an increase of 27, the number *actually needed*.

EXHIBIT E.—*Estimated expenditures for the fiscal year 1887, based on the force of Post-office inspectors, their salaries, per diem, and miscellaneous expenses, and the salaries of clerks in offices of division inspectors.*

Salary of one chief post-office inspector	\$3,000
Salaries of 9 division inspectors, at \$2,500 per annum each	22,500
Expenses of said 9 inspectors	7,406
Salaries of 75 subordinate inspectors, at \$1,600 per annum, each	120,000
Miscellaneous expenses of said 75 inspectors	10,692
Per diem to be paid to the same, at an average rate of \$102 per month, each	91,800
Salaries of 18 clerks in offices of division inspectors, at an average monthly salary of \$86.31, each	16,571
For fees to attorneys, United States marshals, &c.....	2,000
For rewards to claimants for the arrest and conviction of mail robbers.....	3,000
Estimated total	276,969

Statement showing the volume of increase of business for the fiscal years 1882 to 1885, inclusive, the per cent. increase of business, and average number of inspectors employed.

Fiscal years.	Average number inspectors employed.	Number cases referred for investigation.	Number cases reported on.	Number cases failed to be reported on.	Number arrests made.	Appropriations.
1882	554	42,423	42,028	395	496	\$175,000
1883	644	47,736	45,346	2,390	596	200,000
1884	654	50,410	47,134	3,276	758	200,000
1885	614	57,436	50,680	6,756	639	200,000

SUMMARY.

Increase in number of cases referred for investigation, in the fiscal year 1883 over 1882	5,313
Like increase in cases year 1884 over 1883.....	2,674
Like increase in cases year 1885 over 1884.....	7,026
Increase in number of cases referred, as above, year 1885 over 1882	15,013
Per cent. of such increase	37
Average increase of the inspector force in numbers since 1882.....	6
Per cent. increase in inspector force since 1882 only	94

Hence it is plainly shown that since the appropriation was increased from \$175,000 in 1882 to \$200,000 in 1883 (from which latter figure it has not been changed, although an increase has been urgently asked for), the volume of business has increased 37 per cent., whereas the increase in the force of inspectors has been but 94 per cent.

From an examination of the records of this office it is shown that for the first three months of the present fiscal year (1886) the increase of official business, in proportion to the time, is far greater than the increase of the year 1885 over 1884, and that unless a considerable increase in the force of inspectors occurs the mass of business that will be left over from this fiscal year unattended to will be enormous, and the failure to dispose of it will be unavoidable, and the interests and effectiveness of the postal service throughout the country will be impaired to an incalculable extent.

It has been shown by Exhibit D that the average number of inspectors of all grades employed during the first quarter of the present fiscal year was 57, it having been necessary to dispense with the services of 33 inspectors from April 1 to July 1, 1885 (see Exhibit B), in order to come within the appropriation of \$200,000 for the fiscal year 1885 (as shown by Exhibit A); and this force of 57 inspectors was but 2 inspectors more than were employed in 1882, when the volume of business was 37 per cent. less. In addition to this, 19 inspectors of the above 57 are new men, having been hardly three months in the service, and were almost entirely uninformed concerning postal matters when they were appointed; therefore, in effectiveness the force of 57 inspectors is not to be compared to the 55 employed in 1882, but they are expected to perform 37 per cent. more work, in addition to bearing the burden of the constant increase of labor.

It is universally known, and needs no argument to prove it, that the postal service throughout the country has increased enormously since 1882; but it is not generally known, but is a serious fact, however, that the inspectors force has not been augmented in numbers to that extent that a satisfactory attention to their official duties was practicable, and the reason for this fact lies in this: that the appropriation has been too small to allow a sufficient increase in said force to meet the demands made upon this office.

In view of the preceding facts and figures, I have the honor to urgently recommend that the appropriation for mail depredations and post-office inspectors be increased from \$200,000 to \$275,000, for the fiscal year ending June 30, 1887, in the interests of the postal service.

I am, sir, very respectfully,

WM. A. WEST,
Chief Inspector.

Hon. WM. F. VILAS,
Postmaster-General.

APPENDIX.

Tables prepared subsequently to the preceding ones, for the purpose of comparison, showing the total number of inspectors of all grades employed during the fiscal years 1883-1884, and the average number so employed for each of said years (1883-1884).

Fiscal year 1883.

Months.	Total inspectors employed.	Chief inspector at \$3,000.	Miscellaneous expenses.	Number at \$2,500.	Miscellaneous expenses.	Number at \$1,500.	Miscellaneous expenses.	Number at \$1,500.	Miscellaneous expenses.
1882.									
July	64	1	\$146 60	8	\$594 79	32	\$571 44	32	\$4 25
August	65	1	91 12	8	390 90	33	472 19	32	26 43
September	64	1	183 40	8	449 50	32	546 94	32	4 47
October	67	1	75 92	8	488 40	33	562 45	32	4 25
November	67	1	29 04	8	381 58	37	356 45	32	8 88
December	66	1	79 07	8	468 12	37	617 28	32	19 66
1883.									
January	64	1	11 83	8	411 48	46	774 80	1	1 25
February	65	1	125 33	8	527 91	46	478 92	1	3 20
March	66	1	.....	8	802 47	46	422 49	1	2 19
April	66	1	100 78	8	384 96	47	791 49	1	8 55
May	65	1	133 46	8	442 33	45	676 27	1	2 25
June	65	1	116 62	8	683 76	44	610 69	1	27 55
Total			1,096 15		6,026 20		6,881 50		112 93
Grand total miscellaneous expenses, inspectors of all grades, including chief inspector									16,173 07

Months.	Number at \$1,400.	Miscellaneous expenses.	Number at \$1,200.	Miscellaneous expenses.	Number inspectors paid per diem.	Number days paid.	Average number days employed per month each inspector.
1882.							
July	13	\$205 30	8	\$49 42	53	1,317	24
August	13	140 65	8	93 36	52	1,393	26+
September	15	194 50	6	75 40	54	1,339	24+
October	15	207 12	8	30 28	57	1,421	25+
November	14	260 19	5	26 20	57	1,355	24+
December	14	226 57	4	26 00	55	1,417	25+
1883.							
January	5	45 45	3	13 10	53	1,381	26+
February	5	58 96	4	12 08	54	1,310	24+
March	5	71 86	5	11 38	56	1,493	26+
April	6	63 52	3	8 50	55	1,394	25+
May	7	138 20	3	5 75	55	1,511	27+
June	8	75 19	3	19 50	55	1,386	25+
Total		1,687 42		371 87			

SUMMARY.

	No.	Amount.
Average number inspectors, all grades, employed each month, fiscal year 1883	65½	.....
Average number inspectors at \$2,500 per year (1883)	8	.....
Average monthly miscellaneous expenses, each of the same		\$62 77
Average number inspectors so employed, at annual salaries of \$1,600	39½	.....
Average monthly miscellaneous expenses of each of same		14 70

NOTE.—During the above fiscal year no clerks were regularly employed and paid their salaries out of the appropriation for mail depositions and post-office inspectors, but the clerical work in offices of division inspectors, was performed by clerks assigned from the railway mail service and from post-offices for that special purpose.

	No.	Amount.
Average number so employed at annual salaries of \$1,500	1½	.....
Average miscellaneous expenses of the same, each (monthly).....		\$6 27
Average number so employed at annual salaries of \$1,400	9½	.....
Average miscellaneous expenses of the same, each (monthly).....		15 06
Average number so employed at annual salaries of \$1,200	5	.....
Average monthly miscellaneous expenses of the same, each		6 19
Average number inspectors paid per diem for said year	544	.....
Average number days employed, each (monthly).....	25	.....

It will be seen that during the fiscal year 1883 compensation of inspectors was divided into grades of \$2,500, \$1,600, \$1,500, \$1,400, and \$1,200, respectively, and the per diem allowed was not at a uniform rate of \$4, the same as for the fiscal years 1885 and 1886, but was graded so as to allow inspectors receiving annual salaries of \$1,600 a per diem of \$5; those at annual salaries of \$1,500 and \$1,400, respectively, \$4; and those at annual salaries of \$1,200, a per diem of \$3; whereas the average number of inspectors of all grades employed during the fiscal year 1883 was greater than those employed in 1885, and the average monthly miscellaneous expenses of each larger, it was not necessary to reduce the force in order to come within the appropriation, as in the fiscal year 1885, for the reason that it was not necessary to pay for clerks in offices of division inspectors (which expense amounted to \$16,079.30 in 1885), and the average salaries were considerably less in 1883 than in 1885.

Fiscal year 1884.

Months.	Total number of inspectors employed each month.	Chief inspector at \$3,000.	Number at \$2,500.	Number at \$1,600.	Number at \$1,500.	Number at \$1,400.	Number at \$1,200.	Number of clerks employed.
1883.								
July.....	64	1	8	44	1	8	2	.....
August.....	65	1	8	44	1	8	3	.....
September.....	65	1	7	48	1	8	5	.....
October.....	63	1	7	41	1	9	4	.....
November.....	62	1	8	39	1	9	4	13
December.....	60	1	8	37	1	9	4	13
1884.								
January.....	60	1	8	50			1	13
February.....	62	1	9	51			1	13
March.....	78	1	9	65			1	13
April.....	75	1	9	64			1	15
May.....	76	1	9	65			1	15
June.....	75	1	9	64			1	15
Average employed for the year ..	67							

From and after November 1, 1883, an order was made by the late Postmaster-General, Gresham, fixing the compensation of all per diem inspectors at the uniform annual salary of \$1,600; and from October 1, 1885, inspectors were not paid a per diem of any stated amount, as in the first three months of the fiscal year 1884 and as is now done (chapter 342, page 385, and chapter 234, page 156, acts Congress 1883-1885), but they were allowed their actual and necessary expenses while traveling on official business, not to exceed \$5 for each day while so traveling. Consequently no table is made showing the average number of days per diem paid each month and the average number of days for each inspector, as was done in the preceding tables, nor for miscellaneous expenses, for the same reason; also, there were no clerks employed from July 1, 1883, to November 1, 1883, that were paid for out of the appropriation for mail deprecations and post-office inspectors, and the comments on that subject in the preceding remarks and table for the fiscal year 1884 hold good in this case.

APPENDIX I.

POST-OFFICE DEPARTMENT,
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 19, 1885.

SIR: I submit the following estimates of the appropriations deemed necessary for the use of this office for the fiscal year ending June 30, 1887:

For compensation to postmasters	\$12,000,000 00
For clerks in post-offices	5,150,000 00
For rent, fuel, and light	510,000 00
For office furniture	35,000 00
For miscellaneous and incidental items	80,000 00
For free-delivery service	4,928,531 25
For stationery in post-offices	55,000 00
For wrapping twine	80,000 00
For wrapping paper	30,000 00
For letter balances, scales, and test weights	10,000 00
For postmarking and rating stamps, and ink and pads for stamping and canceling purposes	30,000 00
Total	22,908,531 25

COMPENSATION TO POSTMASTERS.

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

	1883-'84.	1884-'85.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimates	\$10,134,091 25	\$12,250,000 00	20.87	
Appropriations	{ 9,250,000 00 1,700,000 00 }	11,000,000 00		2.51
Expenditures	{ 333,830 87 11,283,830 87 }	11,243,848 94		.35
Deficiencies		243,848 94		

The appropriation for the current year for this item is \$12,300,000, an increase of \$1,300,000, or 11.82 per cent., as compared with the appropriation for the past year.

The expenditures for the last fiscal year (\$11,243,848.94) exceeded the appropriation in the sum of \$243,848.94. A deficiency, therefore, exists for the year of \$243,848.94.

The quarterly expenditures for the past fiscal year were as follows:

For third quarter of 1884, ended September 30	\$3,729,847 75
For fourth quarter of 1884, ended December 31	2,799,978 87
For first quarter of 1885, ended March 31	2,797,094 16
For second quarter of 1885, ended June 30	2,916,928 16
Total	11,243,848 94

These expenditures are less than those for the fiscal year ended June 30, 1884, by \$39,981.93, or 0.35 per cent. This reduction is due mainly to the general depression in business and the new or 2-cent rate of postage, which was in full effect for the four quarters above mentioned.

Eliminating from the total expenditures the sum of the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes, we find the aggregate compensation of fourth-class postmasters to be \$7,388,239.94. Dividing this sum by the number of

fourth-class offices for the year (48,899), we have the sum of \$151.09 as the average compensation of a fourth-class postmaster.

Taking into consideration the above facts and the present promising outlook for a season of peace, prosperity, and plenty, and a consequent improvement of the business interests throughout the country, I am of opinion that \$12,000,000 will be required for compensation to postmasters for the fiscal year ending June 30, 1887. Of this amount it is estimated that \$3,800,000 will be required to pay the salaries of postmasters at Presidential offices, or offices of the first, second, and third classes. The number of these offices October 1, 1885, was 2,249, and it is thought that the probable increase in the number of these offices will average sixteen per quarter.

I therefore recommend that an appropriation of \$12,000,000 be made for compensation to postmasters for the fiscal year ending June 30, 1887.

CLERKS IN POST-OFFICES.

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

	1883-'84.	1884-'85.	Increase.
			<i>Per cent.</i>
Estimates.....	4,850,000 00	4,900,000 00	1.03
Appropriations.....	4,775,000 00	{ 4,900,000 00 } 75,000 00 }	4.18
Expenditures.....	4,740,442 15	4,873,853 19	2.81

As above stated, it will be observed that the amount reported as expended for this item during the past fiscal year is placed at \$4,873,853.19, which was the sum for which approved vouchers were furnished, and also the amount actually recorded by the Auditor for this Department. The total sum authorized by this office to be expended, however, amounted to \$4,924,569.65, or \$50,716.46 more than reported by the Auditor.

Considering only the amount authorized and allowed by this office, there remains unexpended of the appropriation for clerk hire for the last fiscal year the sum of \$50,430.35.

The appropriation for the present fiscal year is \$5,150,000, an increase of \$175,000, or 3½ per cent., over the appropriation for the previous fiscal year. The regular appropriation for that year was \$4,900,000. This appropriation proved inadequate for the service, and an additional appropriation of \$75,000 was requested. This request was granted, but the appropriation was not made until March 3, 1885. It was then too late to give proper relief to many of the post-offices, as eight months of the fiscal year had elapsed. Only a part of the deficiency appropriation of \$75,000, therefore, was expended.

Clerks in post-offices should be fairly compensated for their services. Their hours of duty are long, and their work, to be efficiently performed, requires close attention and study. Separating-clerks, or clerks at offices of the third and fourth classes, where mail is distributed for other offices, merit favorable attention. Many of these clerks are not paid enough to induce them to take proper interest in their work.

So far as the appropriation would warrant, the improvement of the separating service was continued during the past year. The allowances for clerical assistance in separating the mails were increased, re-

duced, or discontinued, to correspond with the changes of the service. This policy enabled the Department to improve this branch of the postal service, and, at the same time, make a larger number of allowances without materially increasing the aggregate amount allowed for separating labor. At present the separating offices number 2,305; and the average allowance per office is \$242.33.

At the present time the aggregate of allowances for clerks in post-offices is \$4,961,000. This amount will be increased during the present fiscal year, as the needs of the service require.

In view of the above facts, and the careful attention given to this subject, I am of the opinion that \$5,150,000, or the same amount appropriated for the present fiscal year, will be sufficient to pay for clerk-hire for the fiscal year ending June 30, 1887. I therefore recommend that an appropriation of \$5,150,000 be made for the fiscal year ending June 30, 1887.

RENT, LIGHT, AND FUEL.

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

	1883-'84.	1884-'85.	Increase.
			<i>Per cent.</i>
Estimates	\$450,000 00	\$480,000 00	8.66
Appropriations	{ 440,000 00	{ 480,000 00	8.56
Expenditures	{ 5,000 00	{ 3,125 00	2.08
	442,055 52	455,239 09	

As stated in the preceding estimates for clerks in post-offices, a difference is shown between the amount reported by the Auditor for this Department as having been paid out during the year and the amount actually allowed by the office of the First Assistant Postmaster-General. This is also the case in regard to the items for rent, fuel, and light.

The amount reported by the Auditor as having been expended during the year for these items, for which proper vouchers were filed by postmasters, is \$455,239.09.

The aggregate amount authorized by this office was \$463,939.21, and the same will be audited in due course of business, when postmasters furnish proper vouchers.

The regular appropriation for these items for the present fiscal year is \$490,000. To this sum should be added the appropriation of \$5,000 for rent for the post-office at Washington, D. C.

The sum of these appropriations (\$495,000) exceeds the appropriation made for the past year, including the supplemental appropriation of \$3,125 in the act approved March 3, 1885, "making appropriations for sundry civil expenses of the Government," by \$11,875; an increase of 2.4 per cent.

Under the present laws and regulations, allowances for rent, fuel, and light are made only at offices of the first and second classes, or where the gross receipts accruing at the respective offices entitle the postmasters to annual salaries of \$2,000 and upwards.

By the adjustment of postmasters' salaries made in accordance with the requirements of the act of Congress approved March 3, 1883, to take effect July 1, 1885, 71 post-offices were assigned to the first class and 383 offices were assigned to the second class, making a total of 454

offices, exclusive of stations or branches of the larger post-offices, whereat allowances for rent, fuel, and light under existing law could be granted.

The appropriation for these items for the past fiscal year, for the first time in the history of the Department, was sufficient to adjust the allowances to meet the actual needs of the service.

At the present time the aggregate amount of allowances for rent, fuel, and light is \$465,661.55. This sum includes the aggregate amount of allowances for these items for premises leased to the Government.

The estimate for the fiscal year ending June 30, 1887, has been fixed at \$510,000, an increase of \$15,000, or 2.9 per cent., over that for the present year. I therefore recommend that an appropriation of \$510,000 be made for this purpose for the fiscal year ending June 30, 1887.

OFFICE FURNITURE.

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

	1883-'84.	1884-'85.	Increase.
Estimates.....	\$30,000 00	\$40,000 00	33.3
Appropriations.....	25,000 00	40,000 00	60.0
Expenditures.....	9,823 01	19,406 89	97.5

The amount allowed for furniture for post-offices during the past year was \$23,000.14, leaving a balance of \$16,999.86 unexpended. This balance was reserved for the purchase of safes for post-offices, but for good and sufficient reasons it was deemed inadvisable to make contracts for said safes.

The appropriation for furniture for post-offices for the current year is \$30,000; a decrease of \$10,000 from that of the past year.

Under existing law allowances for furniture are made only for offices of the first and second classes. These now number 454, and many of them are in need of suitable furniture to facilitate the transaction of postal business, and insure a prompt distribution and dispatch of mails.

Items chargeable to this appropriation include safes, stoves, mailing-tables, paper-cases, writing-desks, pouch-racks, chairs, and other articles of furniture necessary for a proper transaction of postal work at the larger post-offices.

I therefore recommend that an appropriation of \$35,000 be made for furniture and safes for post-offices for the fiscal year ending June 30, 1887.

MISCELLANEOUS AND INCIDENTAL ITEMS.

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

	1883-'84.	1884-'85.	Decrease.
Estimates.....	\$90,000 00	\$90,000 00	<i>Per cent.</i>
Appropriations.....	90,000 00	80,000 00	11.11
Expenditures.....	57,906 68	54,483 46	5.33

The amount allowed by this office for miscellaneous and incidental items for the past year was \$64,294.37.

The Auditor reports \$54,483.46, that being the amount for which proper vouchers were furnished.

In due course of business the amount authorized by this office will be allowed on the presentation of proper vouchers to the Auditor.

The appropriation for this purpose for the present year is \$80,000, being the same amount as that appropriated for the past year.

Miscellaneous and incidental items, under existing law, are allowed only at offices of the first and second classes. These offices now number 454.

Items chargeable to this appropriation include all articles necessary for the proper transaction of postal business in the post-offices above mentioned, which are not provided for by other appropriations.

I recommend that an appropriation of \$80,000 be made for miscellaneous and incidental items for the fiscal year ending June 30, 1887.

FREE-DELIVERY SERVICE.

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

	1883-'84.	1884-'85.	Increase.
			<i>Per cent.</i>
Estimates.....	\$3,600,000 00	\$4,000,000 00	11.11
Appropriations.....	3,514,853 40	4,085,000 00	15.66
Expenditures.....	3,504,208 52	3,985,962 55	13.75

Regular appropriation and probable expenditure for current fiscal year. \$4,485,000

Estimates for the fiscal year ending June 30, 1887.

For increased pay of 1,295 carriers for nine months, at annual rate of \$225 each.....	\$218,531 25
For increase in number of carriers—300—at minimum salary of \$600 each.....	180,000 00
For establishing the service in additional cities.....	20,000 00
For increase of incidental expenses.....	15,000 00
For increased amount necessary to pay substitutes for carriers on vacation, as authorized by act of Congress approved June 27, 1884.....	10,000 00
Total.....	4,924,531 25

An increase, as compared with the appropriation for the current year, of 443,531 25

STATIONERY IN POST-OFFICES.

Estimates, appropriations, and expenditures for this item for the past two years were as follows:

	1883-'84.	1884-'85.	Increase.
			<i>Per cent.</i>
Estimates.....	\$65,000 00	\$65,000 00	
Appropriations.....	60,000 00	65,000 00	8.33
Expenditures.....	59,068 23	46,914 06	21.76 dec.

The appropriation for the current year is \$65,000, being the same as the amounts appropriated for this purpose for the past two fiscal years.

The system inaugurated two years ago in regard to the distribution of stationery for first and second class offices has proved to be a great improvement over the former method. Proposals are now invited, and contracts made, for furnishing the Department with all the articles of this character now used in post-offices. The postmasters are supplied with them only on requisition. This system has proved both economical and satisfactory, and a great improvement over the former method by which postmasters were permitted to purchase stationery for the use of their offices, and submitted vouchers for the same to the Auditor.

The expenditures for this purpose for the past fiscal year amounted to \$46,914.06, a decrease of \$13,054.17, or 27.76 per cent., as compared with those for the previous fiscal year. This reduction is partly due to the low prices which prevailed during the past year, which enabled the Department to supply articles of stationery at greatly reduced rates.

In view of the above facts, the estimate for stationery in post-offices for the fiscal year ending June 30, 1887, has been fixed at \$55,000, being a decrease of \$10,000, or 15.38 per cent., as compared with the appropriation for the current year.

WRAPPING TWINE.

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

	1883-'84.	1884-'85.	Increase.	Decrease.
Estimates	\$55,000 00	\$80,000 00	<i>Per cent.</i> 45.45	<i>Per cent.</i>
Appropriations	{ 55,000 00 8,000 00 }	{ 70,000 00 12,000 00 }		0.34
Expenditures	{ 19,277 30* 82,275 71 }	{ 12,000 00 79,149 50 }		3.80

*Deficiency supplied from appropriation for railway transportation.

The estimate for this article for the next fiscal year has been placed at \$80,000, which amount is \$5,000 less than the appropriation for the current year.

The expenditures for this purpose for the past year amounted to \$79,149.50, being 3.8 per cent. less than the expenditures for the previous year.

The estimate (\$80,000) is fixed in the sum of \$5,000 less than the appropriation for the present year on account of the reduction in the prices for this article.

Wrapping twine is required for the proper care of mail matter in transit, and also its speedy and safe distribution, especially by the Railway Mail Service employés.

WRAPPING PAPER.

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

	1883-'84.	1884-'85.	Increase.
Estimates	\$25,000 00	\$30,000 00	<i>Per cent.</i> 20.00
Appropriations	{ 25,000 00 7,780 20 }	{ 30,000 00 5,000 00 }	6.77
Expenditures	{ 32,768 38 32,768 38 }	{ 34,997 60 34,997 60 }	6.80

* Deficiency supplied from appropriation for railway transportation.

The estimate for this item for the fiscal year 1886-1887 has been placed at \$30,000, which is \$5,000 less than the appropriation for the current fiscal year.

The expenditures for the past year amounted to \$34,997.60, exceeding the expenditures for the previous fiscal year by \$2,229.22, or 6.8 per cent.

Wrapping paper is used in post-offices and in railway postal cars. Notwithstanding the growth and extension of the service the estimate of \$30,000, which is \$5,000 less than the appropriation for the current year, is deemed sufficient, owing to the fact that contracts are now made for writing-paper and facing-slip paper separately, thus enabling the Department to purchase paper suitable for the purposes required for less than the aggregate cost by the former system.

LETTER-BALANCES, SCALES, AND TEST-WEIGHTS.

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

	1883-'84.	1884-'85.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimates	\$25,000 00	\$35,000 00	40.00	
Appropriations	20,000 00	25,000 00	25.00	
Expenditures	19,998 35	17,802 20		10.98

The appropriation for this item for the current fiscal year is \$20,000.

The estimate for the next fiscal year has been placed at \$10,000.

The expenditures for the past fiscal year amounted to \$17,802.20, being \$2,196.15, or 10.98 per cent., less than those for the preceding year.

Scales and test-weights are used generally in only the larger post-offices; but a letter-balance is a necessity in each office, and many require several. Post-offices, however, have been very generally supplied with letter-balances and scales, and, therefore, the estimate for the next fiscal year has been placed at \$10,000, which is deemed sufficient.

POSTMARKING, RATING, AND CANCELING STAMPS, AND INK AND PADS FOR CANCELING PURPOSES.

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

	1883-'84.	1884-'85.	Increase.
			<i>Per cent.</i>
Estimates	\$25,000 00	\$25,000 00	
Appropriations	20,000 00	25,000 00	25.00
Expenditures	10,670 32	10,233 04	*4.09

* Decrease.

The appropriation for postmarking, canceling, and rating stamps, and ink and pads for the current year, is \$20,000.

The estimate for the next fiscal year has been fixed at \$30,000.

The expenditures for the fiscal year ended June 30, 1885, amounted to \$10,233.04, a decrease of 4.09 per cent. as compared with the previous year.

The increased estimate for this item is occasioned by the fact that ink and pads are now authorized to be furnished to third and fourth class offices. Previous to July 1, 1885, these articles were not furnished to postmasters at offices of the third and fourth classes.

SUMMARY OF ESTIMATES.

The aggregate of the foregoing estimates is \$22,908,531.25, which is \$148,531.25, or 0.65 per cent., more than the appropriation for the current fiscal year.

	Amount.	Increase.	Per cent. of increase.
Estimates for 1884-'85	\$22,015,000 00		
Estimates for 1885-'86	23,695,000 00	1,680,000 00	7.63
Estimates for 1886-'87	22,908,531 25	*786,468 75	*3.32
Appropriations for 1884-'85	20,848,125 00		
Appropriations for 1885-'86	22,760,000 00	1,911,875 00	9.17
Expenditures for 1883-'84	20,199,023 83		
Expenditures for 1884-'85	20,821,881 52	622,857 69	3.08

* Decrease.

The preceding estimates have been prepared with due regard for the interests and increasing service of this Bureau, and it is hoped that the amounts asked for each item and the explanations following will be considered satisfactory.

Very respectfully,

A. E. STEVENSON,
First Assistant Postmaster-General.

HON. WILLIAM F. VILAS,
Postmaster-General, Washington, D. C.

APPENDIX J.

ESTIMATES OF AMOUNTS TO BE APPROPRIATED FOR THE OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL FOR THE FISCAL YEAR ENDING JUNE 30, 1887.

POST-OFFICE DEPARTMENT,
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 15, 1885.

SIR: In response to your communication of the 14th ultimo, I submit the following estimates of amounts to be appropriated for this office for the fiscal year ending June 30, 1887:

INLAND TRANSPORTATION BY STAR ROUTES.

The appropriation for the current year is	\$5,900,000
The annual rate of expenditure on September 30, 1885, was	5,522,218
The sum estimated as necessary for the current year is	5,576,218

The general advertisement of September 15, 1885, invites proposals for carrying the mails on all the star and steamboat routes in the fourth contract section, comprising the States of Arkansas, Louisiana, Texas, Kansas, Nebraska, Colorado, Oregon, Nevada, and California, the Indian Territory, and the Territories of Dakota, Montana, Wyoming, New Mexico, Arizona, Utah, Idaho, Washington, and Alaska.

The star service in operation in this contract section on June 30, 1885, aggregated 30,130,859 miles' travel per annum, and cost \$2,453,744 per annum.

The average cost per mile traveled was 8.14 cents.

The star service embraced in said general advertisement aggregates 29,604,992 miles' travel per annum, being 525,867 miles less than was in operation on June 30, 1885.

The estimated cost of star service under the general advertisement on the basis of rate for 1885 is:

29,604,992 × .0814	\$2,409,846
The cost of this class of service under the general advertisement of September 15, 1884, was 5.75 per cent. in excess of the previous rates.	
Assuming that the same ratio of increase will exist in replacing service in the fourth section, and the additional cost will be	121,215
	2,531,061

The miscellaneous advertisement of September 15, 1885, invites proposals for the performance of star service aggregating 559,863 miles' travel per annum in other States than those included in the general advertisement.

Estimated cost at the rate of 5.6 cents per mile traveled, being the average rate on June 30, 1885	\$31,352
Add 5.75 per cent.	1,577
Estimated cost of service under an advertisement to be issued in February, 1886	50,000
Cost of service in the first, second, and third contract sections, which embraces all the States not included in the general advertisement of September 15, 1885	3,154,633
Estimated cost of all star service on July 1, 1886	5,768,623
Allow for new service thereafter	81,377
Estimate for the year 1887	5,850,000
Being .85 per cent. less than the estimate for the current year.	

INLAND TRANSPORTATION BY STEAMBOAT ROUTES.

The appropriation for the current year is	\$615,000
The annual rate of expenditure on September 30, 1885, was	511,669
The sum estimated as necessary for the current year is	536,669

The average cost of steamboat service in the fourth-contract section during the year ended June 30, 1885, was 23.18 cents per mile traveled.

The general advertisement of September 15, 1885, embraces steamboat routes aggregating 1,231,317 miles travel per annum; but of this, 47,216 miles will not be let, leaving 1,184,101 miles to be estimated for.

The cost of such service on the basis of 1885 is	\$274,474
Cost of steamboat service in the first, second, and third sections, under contracts extending through the year 1887	264,311
Other service hereafter to be ordered	36,215
Estimate for 1887	575,000
Being 6.5 per cent. less than the estimate for the current year.	

MAIL-MESSENGER SERVICE.

The appropriation for the current year is	\$975,000
The annual rate of expenditure on September 30, 1885, was	845,648
The sum deemed necessary for the current year is	870,648
Cost of service on July 1, 1885	849,764
Reduction to September 30, 1885	4,116
Annual cost September 30, 1885	845,648

The increase in the cost of this class of service will depend largely on the amount of new railroad service ordered.

The amount thought to be necessary for the next fiscal year is \$900,000, being 7.69 per cent. less than the estimate for the current year.

MAIL BAGS, MAIL-BAG CATCHERS, AND MAIL-BAG LOCKS AND KEYS.

The number of mail bags of every description purchased and put into service during the fiscal year ended June 30, 1885, was 175,640, of which 22,840 were lock bags, being those that were principally used for letters and other matter of the first class, and 152,800 canvas tied sacks, also principally used for printed and other mailable matter not of the first class.

Compared with the preceding year, the demands of the service supplied amounts to a decrease of 2,000, or about 8 per cent., of lock bags, and an increase of 43,800, or about 40 per cent., of tied canvas sacks.

The cost of mail-bag catchers was \$3,031.70, or upwards of 64 per cent. less than that of the preceding year.

The expenditures for mail locks and keys during the year ended June 30, 1885, was \$23,962.

Assuming no hindrance to the continued increase of matter for transportation by mail, and foreseeing no other causes of diminished wants, the demands of the mail service, with respect to the items of mail bags, mail-bag catchers, mail locks and keys, I estimate the sums required as follows:

For mail bags and mail-bag catchers, \$275,000, being the same as the appropriation for the current year.

For mail locks and keys, \$20,000, being the same as the appropriation for the current year.

It is estimated that the total amount of the appropriation for these items for the current year will be necessary.

INLAND TRANSPORTATION RAILROAD ROUTES.

The cost of transportation on all routes on which rates were fixed June 30, 1885, as shown by Post-Office Department books, was.....	\$14,758,493
First. Cost June 30, 1884.....	13,273,603
Increase for 1885 over 1884.....	1,484,890
Rate of increase, 11.18+ per cent.	
Second. Cost June 30, 1885.....	14,758,493
Add for 2,945.16 miles unadjusted on June 30, 1885, at \$60 per mile, from July 1.....	176,709
	14,935,202
Less amount earned by and withheld from Pacific roads, as per Auditor's books.....	1,200,000
	13,735,202

Following the practice of preceding years, the cost on June 30, 1885—\$13,735,202, as above ascertained—will be used as the basis upon which to estimate.

The rate of increase for 1886 was estimated in previous report at 7 per cent. Add this increase to cost on June 30, 1885, brings the cost for present fiscal year up to \$14,696,666. Add 7 per cent. increase for fiscal year ending June 30, 1887, making amount required for service exclusive of Pacific roads, \$15,725,432.

It is believed that an amount greater than the above-stated sum, rather than less, will be required. The increase is placed at 7 per cent., the same as last year's percentage, as against 8 per cent. for the fiscal year ending June 30, 1884. The estimated increase in mileage is placed at 6,000 miles, anticipating an increased construction in the next fiscal year, which seems justified from the fact that the business outlook is better, and, according to the latest statistics, more than 600 railroads, with an aggregate proposed length of over 44,000 miles, have been projected in the first nine months of 1885, and on about two hundred of these, aggregating over 9,000 miles, work has been in progress. The readjustment of pay for the regular term beginning July 1, 1886, will fall in the fourth section, embracing a number of great trunk lines running east and west, on which it is believed there will be a large increase in the weight of mails, and for which a corresponding increase in compensation will be required.

In addition to this, the reduction of postage on second-class matter to one cent per pound has caused the dispatch by mail of heavy weights of newspapers that were formerly sent by express, thus increasing the weight and cost whenever a readjustment is made.

The increase on account of readjustment in the eastern section the present year amounted to \$439,158, or 11.12 per cent., and it is expected the increase in the fourth section will amount to fully 12 per cent.

The above reasons seem to justify an estimated increase for the fiscal year ending June 30, 1887, over the estimated cost on June 30, 1886, of \$1,028,766, or 7 per cent., as stated above, and exclusive of the Pacific roads.

RAILWAY POST-OFFICE CARS.

The appropriation for the fiscal year ending June 30, 1886, exclusive of Pacific roads, is \$1,765,026.

The present annual rate of expenditure will nearly exhaust this sum, and a deficiency will be needed if urgent requirements for additional service are met. The estimated increase for 1886 over 1885 of 7.81½ per cent. being insufficient, it is believed that it will require fully the increase of 7 per cent., as estimated by the General Superintendent of Railway Mail Service, for the next fiscal year over the amount appropriated for the present fiscal year. This will be an increase of \$123,551.82, making the amount required for the service, exclusive of the Pacific roads, \$1,888,577.82.

RAILWAY POST-OFFICE CLERKS.

The appropriation for this item for the current fiscal year is \$4,682,300.

For the reasons set forth in the accompanying letter of the 9th instant from the General Superintendent of Railway Mail Service, \$81,300 of the appropriation will not be expended. It is thought that the remainder, \$4,601,000, will be sufficient to cover the expenditure for the current year.

Anticipating the probable demand for additional clerical force on existing lines of railway post office cars and the requirements for the new lines, I estimate the increase will be nearly in the same ratio as the growth of railroad transportation. Therefore I recommend that the appropriation for railway post-office clerks be \$4,877,000.

SPECIAL FACILITIES.

The appropriation for special facilities on trunk lines for the fiscal year ending June 30, 1886, is \$266,764.

The expenditure on account of this fund is as follows :

Route.	Railroad company.	Miles.	Amount paid.
New York and Springfield.	New York, New Haven and Hartford..	136.00	\$17,647 06
The 4.35 a. m. train	New York Central and Hudson River..	142.00	25,000 00
Philadelphia to Bay View	Philadelphia, Wilmington and Balti- more.	91.80	20,000 00
Bay View to Quantico	Baltimore and Potomac	80.00	21,900 00
Quantico to Richmond	Richmond, Fredericksburgh, and Poto- mac.	81.50	17,419 26
Richmond to Petersburg	Richmond and Petersburg	23.30	4,197 50
Petersburgh to Weldon	Petersburgh	64.00	11,680 00
Weldon to Wilmington	Wilmington and Weldon	162.07	29,565 00
Wilmington to Florence	Wilmington, Columbia and Augusta ..	110.00	20,075 00
Florence to Charleston Junction	Northeastern Railroad of South Caro- lina.	95.00	17,337 50
Charleston Junction to Savannah	Charleston and Savannah	108.00	19,710 00
Savannah to Jacksonville	Savannah, Florida and Western	171.50	31,390 00
Baltimore to Hagerstown	Western Maryland	86.00	15,804 50
Total expended			251,725 82

This leaves an unexpended balance of \$15,038.18, the Charlotte, Columbia and Augusta Railroad Company having declined to perform the special service between Columbia, S. C., and Augusta, Ga. It will require an appropriation of \$251,725.82, present rate of expenditure, to maintain this special service during the next fiscal year.

MISCELLANEOUS ITEMS.

I recommend an appropriation of \$1,000, being the amount of current appropriation.

Very respectfully,

A. LEO KNOTT,

Second Assistant Postmaster-General.

Hon. WM. F. VILAS,
Postmaster-General.

APPENDIX K.

POST-OFFICE DEPARTMENT, OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL, Washington, D. C., October 15, 1885.

SIR: Herewith I have the honor to submit the following estimates of appropriations required for the service of this office for the fiscal year ending June 30, 1887, to wit:

1. For manufacture of adhesive postage and special delivery stamps...	\$116,700 00
2. For pay of agent and assistants to distribute stamps and expenses of agency	8,100 00
3. For manufacture of stamped envelopes, newspaper wrappers, and letter sheets	583,500 00
4. For pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, and letter sheets, and expenses of agency...	16,000 00
5. For manufacture of postal cards	188,600 00
6. For pay of agent and assistants to distribute postal cards and expenses of agency	7,300 00
7. For registered package, tag, official, and dead-letter envelopes.....	67,200 00
8. For ship, steamboat, and way letters	2,000 00
9. For engraving, printing, and binding drafts and warrants	2,000 00
10. For miscellaneous items.....	1,000 00

As will be observed, the principal items in the foregoing estimates are for the manufacture of adhesive postage and special-delivery stamps-stamped envelopes and newspaper wrappers, postal cards, registered, package, tag, official, and dead-letter envelopes.

These articles are issued upon the requisitions of postmasters, and are furnished under contract, the contracts for postage-stamps, stamped envelopes, newspaper wrappers, and postal cards being for a period of four years under special enactment (joint resolution, March 24, 1874), and the contract for registered-package, tag, official, and dead-letter envelopes being for one year, under the law relating to stationery supplies (R. S., sec. 3735). New contracts were entered into, after public advertisement, in March and April last, to take effect on the 1st July, 1885, for postage stamps and postal cards, respectively, and the estimates for these two items may, therefore, be based upon existing prices. The present contract for stamped envelopes will expire on the 30th September, 1886, and new contract prices will accordingly prevail during nine months of the fiscal year for which these estimates are made. So, too, the contract for registered package, tag, official and dead-letter envelopes being a yearly one, present prices afford no absolute criterion of cost under a new contract for the next fiscal year.

An element of uncertainty is, of course, to be found in the quantities that will be required. An increase is naturally to be expected, to keep pace with the general growth of the service, but past experience has shown a great irregularity in the issues, one item not increasing in the same proportion as another, and the general ratio of increase varying greatly at different periods. These fluctuations are due to a variety of causes, but principally to the changing conditions of the business industries of the country, by which the demands are, to a large extent, regulated. Thus, in numbers, the aggregate issues of the past fiscal year were nearly 1 per cent. less than those of the year ended June 30, 1884, while those of the latter year were 16.35 per cent. more than the issues for the year immediately preceding. The abnormal increase for the year ended June 30, 1884, was due to the unusual quantities of 2-cent and 4-cent stamps and stamped envelopes required to meet the reduction of letter postage to 2 cents, which went into effect on the 1st October, 1883. The average annual increase in the aggregate of all the items for the seven years ended June 30, 1885, was at the rate of 9.3 per cent. The decrease of the past year, in the face of the stimulus of a lower rate of letter postage, was owing, undoubtedly, to the extreme depression in the business interests of the country. While the issues to the 30th of September exhibited but a slight increase over those of the corresponding quarter of the previous year, the signs since the 1st of October point to a considerable augmentation in the near future to meet the revival of business prosperity. While an increase of only 4 per cent. will be assumed for the present year, it must be remembered, in view of the slight increase for the first quarter, that this is equivalent to more than 5 per cent. for the year as a whole. The estimates for the next year will be on a more liberal scale, assuming an increase of 8 per cent. in adhesive postage-stamps, and of 12 per cent. in postal cards, stamped envelopes, and newspaper wrappers, respectively, on the estimated issues of the current year. The appropriations for the present year are already made, and under the reduced prices in the new contracts they will be much in excess of actual requirements, however great the same may be. The estimates for the present year are therefore important, only as they constitute a base on which to estimate for the next year. Furthermore, should the indications at the time seem to require it, the needs of the next year in the way of postage-

stamps and postal cards may be anticipated to some extent by unusually liberal supplies to the post-offices towards the close of the present year. As the prices will be the same during both years, such an anticipation will lead to no increase of cost. In no event will the expenditures be beyond actual necessities; and as the articles for which mainly the appropriations are asked underlie the foundations of the postal revenue, it will be true economy to provide the means for furnishing all the supplies that may be needed in any contingency.

The several items are considered in detail as follows:

ADHESIVE POSTAGE AND SPECIAL-DELIVERY STAMPS.

As already stated, a new contract for adhesive postage and special-delivery stamps for the four years beginning July 1, 1885, is now undergoing execution. The following are the prices in the new contract, viz:

For ordinary postage-stamps, 6.99 cents per 1,000.

For newspaper and periodical stamps, 18 cents per 1,000.

For postage-due stamps, 8.49 cents per 1,000.

For special-delivery stamps, 18 cents per 1,000.

The award was made on the basis of the numbers of the several kinds issued during the year ended December 31, 1884, amounting, at the prices specified, to \$103,959.61, a reduction of \$30,924.57, or 22.9 per cent., from the cost of like numbers under the old contract. The expenditure for the manufacture of adhesive postage-stamps for the year ended June 30, 1885, under the old contract was \$137,753.47, and at the prices in the present contract the cost of the stamps issued would have amounted to \$103,976.96. The average annual rate of increase in the number of postage-stamps issued for the past seven years was 10.4 per cent., while for the last year alone the increase over the preceding year was less than 1 per cent. The issue for the quarter ended September 30, 1885, just closed, exhibits a very slight decrease as compared with the corresponding quarter of the preceding year. In view of this result for the first quarter of the year, it will probably be entirely safe to allow for an increase of 4 per cent. for the entire year, making the expenditure for the current year, on the figures previously shown (the cost of the issues for last year at present contract prices), \$108,136.04. Allowing for an increase of 8 per cent. in the issues for the next over the present fiscal year would give \$116,786.92 as the amount required for the manufacture of stamps for the ensuing year. I have placed the estimate, in even figures, at \$116,700. This estimate is \$21,053.47 less than the expenditure for the last fiscal year, and \$57,300 less than the appropriation for the current fiscal year.

STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

While for several years past "letter sheets" (a letter sheet and envelope combined) have been included with the appropriation for stamped envelopes and newspaper wrappers, the Department has thus far failed to take advantage of the law authorizing the issue of such sheets, and the expenditure has accordingly been for the two former items only. The increase in the number of stamped envelopes and newspaper wrappers issued during the last over the previous fiscal year was less than 1 per cent., while the average annual increase for the past seven years was 8.7 per cent. The increase for the quarter ended September 30, 1885, was a little more than 3 per cent. over the corresponding quarter of 1884.

As previously stated, the present contract will expire on the 30th September, 1886. Should the present condition of the paper market continue, a great reduction of prices may be expected. The present contract was let more than three years ago, and since that time there has been a considerable falling off in the price of paper-stock. Moreover, I am satisfied from a careful examination of the subject, that such a readjustment of the standards may be made as will tend still further to reduce the cost under the new contract. While I believe that the reduction will reach as much as 30 per cent., the more prudent and safer course for present objects is to allow for a lower rate. The estimate of appropriation will accordingly be based upon a reduction of only 20 per cent. in prices.

The expenditure for stamped envelopes and newspaper wrappers for the year ended June 30, 1885, was \$626,165.56. Assuming an increase of 4 per cent. in the issues would give the cost for the present year at \$651,212.18. Allowing for an increase of 12 per cent. for the next over the present fiscal year, would give the cost for the next year, *at present contract prices*, at \$729,357.64. Reducing this amount by 20 per cent., to correspond with the estimated reduction in prices, would leave the estimated amount required at \$583,486.11, which may be placed in even figures at \$583,500. This estimate is \$42,665.56 less than the expenditure for the last fiscal year, and \$161,500 less than the appropriation for the current fiscal year. It will be noticed that the deduction of 20 per cent. in prices has been made on the estimated issues for the entire year, although the present contract runs for one-quarter of the year; but it is to be observed that the requisitions for that quarter should be largely curtailed, with the view of exhausting the stock in post-offices anterior to the expected reduction of prices to the public. The allowance of an increase of 12 per cent. in the issues for the next year, while somewhat above the average of the past several years, is not unreasonable, considering the enhanced sales that may be expected to follow a reduction of prices.

POSTAL CARDS.

Postal cards were first introduced under the act of June 8, 1872, the issue beginning on the 1st May, 1873, and amounting, for the months of May and June of that year, to 31,094,000 cards. The number of cards issued during the year ended June 30, 1874, was 91,079,000, and for the succeeding year (1875), 107,616,000, an increase of 16,537,000, or 18.15 per cent. The increase for the year ended June 30, 1876, over the preceding year was at the rate of 40 per cent.; for 1877 over 1876, 12.73 per cent.; for 1878 over 1877, 18 per cent.; for 1879 over 1878, 10.55 per cent.; for 1880 over 1879, 22.80 per cent.; for 1881 over 1880, 13.20 per cent.; for 1882 over 1881, 13.90 per cent.; and for 1883 over 1882, 7.97 per cent. The average annual rate of increase for the nine years to June 30, 1883, was 17.47 per cent., and the issues for the year ended on that date amounted to 379,516,750 cards. Since then, however, there has been a steady reduction; the issue for the year ended June 30, 1884, amounting to only 362,876,750, a decrease of 16,640,000, or 4.38 per cent., and for the year ended June 30, 1885, to 339,416,500 cards, a decrease of 23,460,250, or 6.46 per cent. This decrease was due in part to the depression in business, but very much more largely to the reduction on the 1st of October, 1883, in the letter rate of postage to 2 cents, leading to the substitution, to a considerable extent, of sealed

letters and printed matter for written postal cards and unsealed circulars. It is probable, however, that sufficient time has elapsed for the public to become fully informed of the advantages of sealed matter over postal cards, and that the demand for the latter has reached a minimum. If so, the issue of cards must be expected to increase in the future; and, indeed, the present revival of business may lead to a large augmentation for the purposes of trade. It is deemed prudent, therefore, to estimate for an increase of 4 per cent. for the present over the last fiscal year, and for an increase of 12 per cent. for the next over the present year. At these rates the cards issued for the year ending June 30, 1886, would amount to 352,993,160, costing at the present contract price \$168,413.04, and for the year ending June 30, 1887, to 395,352,339 cards, costing \$188,622.60. The estimate is placed in an even amount at \$188,600. This amount is \$3,899.13 more than the expenditure for the last fiscal year, and \$50,400 less than the appropriation for the current year.

REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

The cost of registered-package, tag, official, and dead-letter envelopes for the last fiscal year was \$90,097.26; but this expenditure affords no clew to the needs of the service, inasmuch as on the one hand there was an exceedingly unfavorable contract during the greater portion of the year, and, on the other hand, because of the excessive prices the issues were largely curtailed, with the effect of reducing the stock in post-offices. The circumstances of the late contract will be referred to somewhat fully in my forthcoming annual report, to which a copy of this letter will be appended, and they are detailed still more at length in Ex. Doc. No. 264, House of Representatives, second session Forty-eighth Congress. It will be sufficient here to say that this office was not responsible for the contract.

The present contract was awarded on the basis of the number of envelopes issued for the year ended March 31, 1885, amounting, at the lowest bid offered and accepted, to \$55,667.80, a reduction of \$42,437.25, as compared to the cost of like numbers of envelopes at the prices in the late contract.

This amount, however, does not fully represent the real saving by the new contract, the issues of the year upon which the award was made having, as already explained, been reduced in consequence of excessive prices. The cost of envelopes issued for the quarter ended September 30, 1885, under the new contract, was \$15,858.71, while the cost of like numbers at the prices in the late contract would amount to \$29,148.85. At this rate the expenditure for the present fiscal year would amount to \$63,434.84, and the saving under the present contract to \$53,160.56, or 45.5 per cent., as compared to the late contract. Unless there should be an unfavorable change in the paper market, there is no reason to anticipate an increase of prices, though no appreciable reduction is at all probable under a new contract for the forthcoming year. Allowing for an increase of 6 per cent. upon the estimated cost of envelopes for the present year, to represent a probable increase in the quantities needed, would give \$67,240.93 as the amount of the appropriation required for the next fiscal year. The estimate is placed in even figures at \$67,200. This amount is \$22,897.26 less than the expenditure for the last fiscal year, and \$72,800 less than the appropriation for the current fiscal year.

POSTAGE-STAMP, STAMPED-ENVELOPE, AND POSTAL-CARD AGENCIES.

The estimates for the several agencies for the inspection and distribution of postage-stamps, stamped envelopes, and postal cards are placed at the same amounts (\$8,100, \$16,000, and \$7,300, respectively) as the appropriations for the current fiscal year. Indeed, there has been no increase in the appropriation for the postage-stamp and stamped-envelope agencies since the 1st July, 1878, and none in the postal-card agency since the 1st July, 1879. The expenditure for the postage-stamp agency during the last fiscal year was \$5,745.86; for the stamped-envelope agency, \$15,886.10; and for the postal-card agency, \$7,005.82. The large unexpended balance of \$2,354.14 in the postage-stamp agency was due to the fact that the position of agent in charge was allowed to go unfilled for the greater portion of the year, the duties having been performed in the interim by the principal clerk. The unexpended balance in the stamped-envelope agency was \$113.90, and in the postal-card agency \$294.18.

SHIP, STEAMBOAT, AND WAY LETTERS.

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 estimate for this purpose is placed at the same amount (\$2,000) as the appropriation for the present fiscal year. The expenditure for the last fiscal year was \$1,801.11.

ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

This appropriation is for the purchase of drafts and warrants used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the Department. The drafts and warrants are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department, and the expenditure on this account for the last fiscal year was \$2,081.22. The appropriation for the present fiscal year is \$2,000, and the estimate for the next year is placed at the same amount.

MISCELLANEOUS.

The estimate for miscellaneous expenditures is left at the same amount (\$1,000) as the appropriation for the present fiscal year. The amount expended under this head during the last fiscal year was \$901.48, the items appearing in detail in the report of the Auditor. A large share of the expenditure was in connection with the late contract for official envelopes, and this office was not responsible for incurring it. The amount paid F. B. Conger, postmaster at Washington, was for postage stamps to prepay official correspondence of the Department to foreign countries under Article 8 of the Convention of the Universal Postal Union, the stock of stamps on hand and purchased out of the appropriation for that purpose having been unwittingly destroyed by direction of the person in whose custody they had been placed. The miscellaneous expenditures for the year ended June 30, 1884, were \$201.05; for the year

ended June 30, 1883, \$228; and for the year ended June 30, 1882, \$292.22 the appropriation having been \$1,000 in each case.

RECAPITULATION.

The decrease of the estimates for the next fiscal year from the expenditures for the last fiscal year is shown by the following table:

Comparative statement of expenditures for year ended June 30, 1885, and estimates of appropriations for year ending June 30, 1887.

Object.	Expenditure year ended June 30, 1885.	Estimates of appropriation year ending June 30, 1887.	Decrease.	
			Amount.	Percent.
Adhesive postage and special delivery stamps.....	\$137,753 47	\$116,700 00	\$21,053 47	15.2
Postage-stamp agency.....	5,745 86	8,100 00	*2,354 14	*40.9
Stamped envelopes, newspaper wrappers, and letter sheets.....	626,165 56	583,500 00	42,665 56	6.8
Stamped-envelope agency.....	15,886 10	16,000 00	*113 90	*0.7
Postal cards.....	184,700 87	188,600 00	*3,899 13	*2.1
Postal-card agency.....	7,005 82	7,300 00	*294 18	*4.1
Registered package, tag, official, and dead-letter envelopes.....	90,097 26	67,200 00	22,897 26	25.4
Ship, steamboat, and way letters.....	1,801 11	2,000 00	*198 89	*11.0
Engraving, printing, &c., drafts and warrants.....	2,081 22	2,000 00	81 22	3.9
Miscellaneous.....	901 48	1,000 00	*98 52	*10.9
Total.....	1,072,138 75	992,400 00	79,738 75	7.4

* Increase.

The decrease of the estimates for the next fiscal year from the appropriations for the present fiscal year will appear in the following:

Comparative statement of appropriations for year ended June 30, 1886, and estimates of appropriations for year ending June 30, 1887.

Object.	Appropriation year ended June 30, 1886.	Estimates of appropriation year ending June 30, 1887.	Decrease.	
			Amount.	Percent.
Adhesive postage and special delivery stamps.....	\$174,000 00	\$116,700 00	\$57,300 00	32.9
Postage-stamp agency.....	8,100 00	8,100 00		
Stamped envelopes, newspaper wrappers, and letter sheets.....	745,000 00	583,500 00	161,500 00	21.6
Stamped-envelope agency.....	16,000 00	16,000 00		
Postal cards.....	239,000 00	188,600 00	50,400 00	21.0
Postal-card agency.....	7,300 00	7,300 00		
Registered-package, tag, official, and dead-letter envelopes.....	140,000 00	67,200 00	72,800 00	52.0
Ship, steamboat and way letters.....	2,000 00	2,000 00		
Engraving, printing, &c., drafts and warrants.....	2,000 00	2,000 00		
Miscellaneous.....	1,000 00	1,000 00		
Total.....	1,334,400 00	992,400 00	342,000 00	25.6

It will be observed that the estimates for the year ending June 30, 1887, are \$79,738.75, or 7.4 per cent., less than the actual expenditures for the year ended June 30, 1885, notwithstanding that there is a contemplated increase of 13.8 per cent. in the number of the various articles of postal supplies. The estimates are also \$342,000, or 25.6 per cent., less than the appropriations for the current year, founded upon estimates made a year since. The appropriations are now shown to be much in excess of actual requirements, for two reasons: First, because

of the unexpectedly large reductions in the new contract prices of supplies; and, second, because the issues have failed to show the increase that was anticipated. Under the present estimates the expenditures for the year are approximated at \$1,027,596.10, which would leave an unexpended balance of \$306,803.90, or 22.9 per cent., of the appropriations. The estimated expenditures for the next fiscal year are \$992,400, or 3.4 per cent., less than the present estimate of expenditures for the current fiscal year.

SAVING BY NEW CONTRACTS.

Attention has been called to the reductions effected by the contracts recently entered into for the manufacture of postage-stamps, postal cards, registered package, tag, official, and dead-letter envelopes. The saving for the present fiscal year by the new contracts will appear in the following:

Comparative statement of cost at late and present contract prices of the estimated issues of postage-stamps, postal cards and registered-package, registered-tag, official, and dead-letter envelopes, for year ended June 30, 1886.

Articles.	Estimated issues, year ended June 30, 1886.	Cost.		Saving by new contracts.	
		At prices in contract in force, year ended June, 1885.	At prices in contract now in force.	Amount.	Percent.
Adhesive postage-stamps	1,539,731,429	\$141,501 32	\$108,136 04	\$33,365 28	23.5+
Postal cards	352,993,100	192,134 17	168,413 04	23,721 13	12.3+
Registered-package, tag, official, and dead-letter envelopes	39,529,000	116,595 40	63,434 84	53,160 56	45.5+
Total	1,932,253,589	450,230 89	339,983 92	110,246 97	24.4+

These figures place the saving for the present year at a minimum amount, since the actual issues are likely to be in excess of the estimates, and the real saving will be in proportion to the increased number called for. For postage-stamps, stamped envelopes, and postal cards, the contracts for which are for four years, the amounts saved will be largely augmented to correspond with the increased issues during the later years of the contract term. The new contracts will be dwelt upon at some length in my annual report, the preparation of which will be commenced at once.

The present great saving is the more conspicuous in view of the fact that it follows a steady and large reduction in cost during the past few years, the prices in the late contracts for adhesive postage-stamps and postal cards, and in the present contract for stamped envelopes and newspaper wrappers, having been considered very low when the contracts were made.

To show how great the past reductions had been, the total number of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the year ended June 30, 1877, was 1,060,253,919, at a cost of \$783,283.36, while the total number furnished during the year ended June 30, 1885, was 2,142,678,890, costing \$946,925.39, an increase of 1,082,424,971, or 102 per cent., in the number of articles, and an increase of only \$163,642.02, or 20.8 per cent., in cost.

The total number of postage-stamps, stamped envelopes, newspaper wrappers, postal cards, registered-package, tag, official, and dead-letter

envelopes issued during the year ended June 30, 1877, was 1,075,564,619, at a cost of manufacture of \$334,757.47. The total number of the various articles to be furnished during the year ending June 30, 1887, as contemplated by the foregoing estimates, is 2,476,103,852, at an estimated cost of manufacture of \$956,000, being an increase of 1,400,539,233, or 130.2 per cent., in the number of articles, and an increase of cost of manufacture of only \$121,242.53, or 14.5 per cent. The decrease is therefore a little more than one-half of the cost in the contracts of 1877 for like quantities.

The total appropriations for the service of this office for the year commencing July 1, 1877, amounted to \$1,151,150, or 3.3 per cent. of the amount (\$34,622,577.54) of the appropriations for the entire postal service for that year, while the estimates (\$992,400) for this office for the fiscal year ending June 30, 1887, represent only 1.8 per cent. of the total amount (\$54,986,166.89) estimated as the cost of conducting the postal service for the same period.

I have the honor to be, very respectfully, &c.,

A. D. HAZEN,

Third Assistant Postmaster-General.

Hon. WILLIAM F. VILAS,

Postmaster-General.

APPENDIX L.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 19, 1885.

SIR: In reply to your letter of the 14th instant, 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, 1887, are as follows:

For the transportation of mails, including railway transit across the Isthmus of Panama, calculated at the rate heretofore paid for said service...	\$350,000
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 (<i>l'Union Postale</i>) of that Bureau	100,000
Total	450,000

If it should be decided to pay to vessels of United States register, for the transportation of mails to foreign countries, the whole amount of the postage collected on the mails conveyed (calculated at the Postal Union rates of postage, viz, 5 cents per half ounce, or \$1.60 per pound, of letters and post-cards, and 1 cent per 2 ounces, or 8 cents per pound, of other articles), the above estimate for "the transportation of mails, &c.," would be increased from \$350,000 to \$425,000, and the total from \$425,000 to \$525,000.

The following is an explanation of the estimate submitted by me for the foreign mail service for the fiscal year to end June 30, 1887:

The cost of the ocean service for the past six years was as follows, viz:

1880	\$196,684 08
1881	236,602 11
1882	280,163 99
1883	316,358 15
1884	332,221 21
1885	331,903 33

It will be observed that the cost of the ocean service has steadily increased from 1880 to 1884, as follows, viz:

1881 over 1880.	\$39,918 03
1882 over 1881.	43,561 87
1883 over 1882.	36,194 17
1884 over 1883.	15,863 08

In comparing the cost of the ocean service for the year 1885 with that of 1884 there is, however, a decrease of \$317.88 which may be accounted for (1) by the fact that a large portion of the mail that has heretofore been dispatched to Mexico by sea, is now conveyed overland by rail; (2) from a general depression of business and a decrease in immigration to this country.

If the Cuban service is transferred from this Bureau to a Bureau of the Second Assistant Postmaster-General, the estimate will be further decreased by about \$8,000; but if we have a revival of business and an influx in immigration you may anticipate, judging from the past, that the ocean service will fully reach a cost of \$350,000.

In estimating the cost of the "intermediary service," and the amount due the International Bureau of the Universal Postal Union, and the subscription of this Department for the monthly journal ("L'Union Postale") of that Bureau during the fiscal year to end June 30, 1887, the usual percentage of increase for the past five years has been taken as a basis of calculation, and it is confidently believed that the sum of \$100,000 will be required to defray the cost of said intermediary service on that basis.

If it is the will of Congress that the entire sea and inland postage shall be given to vessels of United States register for the mails transported by them, the estimate of \$350,000 must be increased \$75,000, as you will observe by reference to the table herewith transmitted, which gives the weight of the mails conveyed by vessels of United States register for the fiscal year of 1885, and shows the total sea and inland postage thereon to be \$81,679.67. Deducting the amount of sea postage that was actually paid to said vessels, viz, \$32,294.97, we have a balance of \$49,384.70 that would have been paid if said vessels had been allowed both the sea and inland postage.

Under the same percentage of increase in the weights of mails as is estimated in this statement, it will require \$75,000 in addition to the appropriation of \$350,000, making a grand total of \$525,000 needed by the foreign mail service of this Department for the fiscal year to end June 30, 1887.

I am, very respectfully, your obedient servant,

NICHOLAS M. BELL,
Superintendent Foreign Mails.

Hon. WM. F. VILAS,
Postmaster-General.

APPENDIX M.

POST-OFFICE DEPARTMENT,
OFFICE OF SUPERINTENDENT OF
MONEY-ORDER SYSTEM,
Washington, D. C., October 12, 1885,

SIR: In compliance with the request made in your letter of the 14th ultimo, I have the honor to inform you that the gross revenue to be derived from the money-order business for the fiscal year ending June 30, 1887, (not including such expenses as would under existing law be paid during that year out of appropriations), will, in my opinion, amount to about four hundred thousand dollars.

I am, respectfully, &c.,

C. F. MACDONALD,
Superintendent.

The Hon. POSTMASTER-GENERAL.

APPENDIX N.

POST-OFFICE DEPARTMENT,
TOPOGRAPHER'S OFFICE,
Washington, D. C., October 21, 1885.

SIR: I have the honor to submit estimate of the amount required for the fiscal year ending June 30, 1887, for the miscellaneous expenses of the Topographer's office in the preparation and publication of the post-route maps.

The wording of this item, as usually inserted in the appropriation bill (the legislative, executive, and judicial), has been as follows:

For miscellaneous expenses of the Topographer's office in the preparation and publication of the post-route maps, _____ dollars. And the Postmaster-General may authorize the sale of post-route maps to the public at cost, the proceeds of such sales to be used as a further appropriation for the preparation and publication of post-route maps.

The appropriation allowed for the present fiscal year is \$20,000, and I now respectfully submit that for next fiscal year this be \$18,000—a reduction of \$2,000.

It is true that the contract lately made, under your administration, for the production (correcting and printing) of the bimonthly editions of the post-route maps—which forms much the greater part of the "miscellaneous expenses" of this office—has been effected at a reduction of \$3,250 per annum from the amount of the preceding year under another contractor. The result of another year's proposals for printing, however, is as yet an uncertain quantity, the present contract price being generally regarded as a very moderate one considering the amount of work to be done in proper style, and there being only a very few lithographic printing houses in the country adequate for its production.

As we have, moreover, to keep in view the bringing up, revising, and replacing some of the existing maps, as referred to in my report accompanying, and also to provide for the possible expenditure in furnishing working diagrams for the use of the Railway Mail Service, I would submit that a sufficient margin be left for these purposes.

Also, that the proviso for the sale of maps, at cost, to the public, the proceeds to be used as a further appropriation, be retained in the appropriation bill. This will allow these sales being made without lessening the amount available for the work proper of the office, and will thereby carry out the intention of the committee of Congress in originally inserting the proviso in the bill.

Very respectfully, your obedient servant,

W. L. NICHOLSON,
Topographer, Post-Office Department.

HON. WILLIAM F. VILAS,
Postmaster-General.

R E P O R T

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1885.

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REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 30, 1885.

SIR: I have the honor to submit a report of the labors of this Bureau for the fiscal year ended June 30, 1885.

APPOINTMENT DIVISION.

Statement showing the number of post-offices established and discontinued, the number of postmasters appointed, and the increase or decrease as compared with the previous year.

	June 30, 1884.	June 30, 1885.	Increase.	Decrease.
Number of offices established during the year.....	3,414	2,121		1,293
Number discontinued.....	1,260	886		374
Net increase over previous year.....	2,154	1,235		919
Whole number of post-offices.....	50,017	51,252	1,235	
Number filled by appointment of the President.....	2,323	2,233		90
Number filled by appointment of the Postmaster-General.	47,694	49,019	1,325	

Appointments made during the year.

	June 30, 1884.	June 30, 1885.	Increase.	Decrease.
On resignations and commissions expired.....	7,265	6,204		1,061
On removals and suspensions.....	513	810	297	
On changes of names and sites.....	284	207		77
On deaths of postmasters.....	477	412		65
On establishment of new post-offices.....	3,414	2,121		1,293
	11,953	9,754		2,199
Whole number of cases acted on during the year.....	13,841	11,203		2,638

It will be observed from the above statement that the number of offices established was 1,293 less than last year, and the number discontinued 374 less.

The net increase in the whole number of offices for the year was 1,235.

Arranged by sections, States, and Territories, the increase was as follows:

States and Territories.	Number.	States and Territories.	Number.
<i>New England States.</i>		<i>The ten States and six Territories of the West and Northwest.</i>	
Maine	24	Ohio	16
New Hampshire	9	Indiana	23
Vermont	6	Michigan	19
Massachusetts	6	Illinois	22
Rhode Island	1	Wisconsin	35
Connecticut	2	Iowa	17
Total	48	Minnesota	16
Total for previous year	49	Kansas	40
<i>Middle States and District of Columbia.</i>		Nebraska	49
New York	32	Colorado	1
New Jersey	11	Dakota	71
Delaware	1	New Mexico	17
Pennsylvania	56	Montana	28
Maryland	10	Wyoming	12
District of Columbia	1	Idaho	8
Total	111	Utah	1
Total for previous year	225	Total	375
<i>Southern States and Indian Territory.</i>		Total for previous year	707
Virginia	100	<i>The three States and three Territories of the Pacific Slope.</i>	
West Virginia	41	Oregon	15
North Carolina	56	California	10
South Carolina	18	Nevada	00
Georgia	27	Washington	33
Florida	55	Arizona	6
Alabama	30	Alaska	1
Mississippi	59	Total	65
Louisiana	21	Total for previous year	104
Texas	77		
Arkansas	19		
Missouri	20		
Tennessee	53		
Kentucky	57		
Indian Territory	7		
Total	638		
Total for previous year	1,070		

It will be seen from the above figures that the greatest increase in any of the States and Territories during the year was 100 in Virginia. The largest increase last year was 156 in Texas, which State, during the past year, had an increase of only 77. The increase in Dakota for the year was 71, and in Mississippi 59. The only decrease was in Nevada.

Comparing the number of post-offices in the different States, the order of the six highest on June 30, 1885, was as follows: Pennsylvania, 3,894; New York, 3,157; Ohio, 2,725; Illinois, 2,188; Virginia, 2,084, and Missouri, 1,990.

The number of Presidential offices at the close of the fiscal year was 2,233, a decrease of 90 during the year. The largest number in any State was 213 in New York. Next in order were Illinois, 181; Pennsylvania, 155; Ohio, 132; Iowa, 121; Massachusetts, 118; Michigan, 103; and Kansas, 92. The greatest increase in offices of this class was 5 in Nebraska, and the greatest decrease was 12 in Michigan.

The total number of money-order offices at the close of the fiscal year was 6,992, an increase of 749 over last year. Of the whole number of offices of this class, Illinois had 575; Iowa, 514; New York, 486; Ohio, 456; Pennsylvania, 389; Michigan, 336; Kansas, 317; Indiana, 305;

Missouri, 300; and Wisconsin, 266. The largest increase was 37, in Illinois.

The number of changes in postmasters during the last year was less than the preceding year. There was a decrease of 1,061, as compared with the previous year, in the number of appointments on resignations and commissions expired; of 65, on the deaths of postmasters; of 77, on changes of names and sites; and an increase of 297 on removals and suspensions.

The number of postmasters who died during the year was 412, or 65 less than in the previous year.

The total number of cases involving appointments of postmasters acted on during the year was 11,203, a decrease of 2,638 as compared with the previous year.

The large decrease in the number of cases acted upon during the last year, as compared with the previous year, was due to the fact that very few changes were made in postmasters, and very few post offices were established in the months of November, December, January, February, and March.

Further information relative to the establishment, discontinuance, and changes of names and sites of post-offices, and the appointment of postmasters, will be found in tables marked A and B, appended to this report.

BOND DIVISION.

To this division is assigned the duty of recording, in proper form, the appointments of all postmasters, whether made by the President or the Postmaster-General; the establishment, discontinuance, and changes of names and sites of post-offices, and the preparation and transmittal of the necessary letters of appointment, together with blank bonds and oaths to be executed by all newly-appointed postmasters. Upon the return of these bonds and oaths duly executed they are carefully examined and, if found correct, the bonds are submitted to the Postmaster-General for approval, after which the names of the sureties are recorded, the postmasters' commissions prepared and transmitted, and the bonds and oaths filed in their proper order.

If all these transactions full and complete reports are made daily or weekly to the various branches of the Department proper, and to the Auditor for the Post-Office Department. In addition to the foregoing is the preparation, examination, recording, reporting, and filing of all new bonds required for various causes, and a vast amount of correspondence with postmasters and the general public.

The responsible nature of the work of this division becomes apparent when the fact is taken into consideration that an error made upon the records or reports, the careless preparation or examination of a bond, or failure to act promptly upon the application of a surety to be released from responsibility is liable to result in embarrassment to the Government.

So varied and complicated are the duties in question that their proper performance requires not only a high order of clerical ability, and the strictest care and attention, but the observance of a thorough and complete system. To this end the clerical force of the division has been carefully organized and distributed, and to each clerk has been assigned specific and well defined duties.

Upon the promulgation of the Postmaster-General's official order No. 120, under date of May 21, 1885, requiring every postmaster of the fourth class who had remained in office for five years from the date of

the taking effect of his latest official bond to furnish a new bond, it was satisfactorily ascertained, by careful approximation, that about 65 per cent. of the bonds on file had been furnished since July 1, 1880, leaving 35 per cent., or about seventeen thousand bonds, to be renewed. Steps were at once taken to carry the order into effect, and before the close of the fiscal year large numbers of blank bonds were prepared for mailing. I cannot enter into further details under this head without anticipating my report for the ensuing fiscal year.

The chief of the division calls my attention to the fact that the bonds of postmasters are now filed in frail wooden cases, and are therefore liable to damage or destruction by fire, and suggests that cases constructed of iron should be provided as receptacles for these important papers. In this recommendation I heartily concur.

I submit herewith a statement designed to indicate the amount of labor performed in this division during the past fiscal year, as follows:

Number of cases received upon which appointment papers, bonds, &c., were mailed	11, 203
Number of circular letters sent on appointments, establishments, changes of names and sites, and discontinuances of post-offices	24, 017
Number of entries made on the books of the division	67, 081
Number of circulars sent to appointees delinquent in the execution and return of their bonds	1, 922
Number of appointment bonds examined, indorsed, and submitted to the Postmaster-General for approval	9, 437
Number of appointment bonds returned for correction	2, 040
Number of appointment and new bonds filed	10, 828
Number of circulars accompanying bonds returned for correction	2, 040
Number of new bonds required upon request of surety to be released	538
Number of new bonds required at the instance of the Third Assistant Postmaster-General	143
Number of new bonds sent upon requests from postmasters	517
Number of new bonds required upon recommendations of post-office inspectors	111
Number of new bonds required in consequence of the extension of the money-order business	335
Number of new bonds received, examined, indorsed, and submitted to the Postmaster-General for acceptance	1, 428
Number of commissions prepared and mailed to postmasters	9, 467
Number of circulars accompanying commissions to postmasters	9, 467
Number of surety circulars sent to chief post-office inspector	2, 309
Number of post office inspectors' reports on responsibility of sureties received, examined, and filed	2, 412
Number of notifications sent to sureties of postmasters' failure to pay amount due the United States	457
Number of blank oaths for assistant postmasters, clerks, and employes mailed	29, 220
Number of oaths of assistant postmasters, clerks, and employes received, examined, indorsed, and filed	20, 580
Number of circulars accompanying new money-order bonds	335
Number of circulars sent to postmasters delinquent in executing new bonds	532
Number of manuscript letters written	1, 042
Number of commissioned postmasters reported to the Auditor	9, 437
Number of circular letters sent notifying sureties of the death of postmasters	400
Number of blank designations and oaths mailed to acting postmasters	400
Number of designations and oaths of acting postmasters received, examined, indorsed, record-d, and filed	375
Number of acting postmasters reported to the Auditor	375
Number of commissioned postmasters reported to the Third Assistant Postmaster-General	9, 437
Number of commissioned postmasters reported for publication in the "Postal Bulletin"	9, 437
Number of new bonds reported to the Third Assistant Postmaster-General	394
Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the Second Assistant Postmaster-General	3, 390
Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the Third Assistant Postmaster-General	3, 230
Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the equipment division	3, 230

Number of new offices reported to the division of post-office supplies	2,151
Number of discontinuances reported to the Auditor	886
Number of new bonds reported to the Auditor	1,423
Number of discontinuances reported to the Third Assistant Postmaster-General	886
Number of commissioned postmasters reported to the money-order office....	1,662
Number of new bonds reported to the money-order office.....	656
Number of current records in use.....	35
Number of blank forms in use	75
Number of Presidential cases acted upon.....	695

THE FREE-DELIVERY SYSTEM.

The number of free-delivery offices at the close of the year was 178, an increase of 19, viz: Brockton, Mass.; Decatur, Ill.; Eau Claire, Wis.; Elgin, Ill.; Fitchburg, Mass.; Fort Worth, Tex.; Jamestown, N. Y.; La Crosse, Wis.; Lawrence, Kans.; Lockport, N. Y.; Newburg, N. Y.; Norwich, Conn.; Raleigh, N. C.; Salt Lake City, Utah; San José, Cal.; Saratoga Springs, N. Y.; Sedalia, Mo.; Sioux City, Iowa; and Waterbury, Conn. The number of carriers was 4,358, an increase of 468.

The regular appropriation for this service was \$4,000,000, to which was subsequently added a special appropriation of \$50,000 to pay substitutes for carriers on vacation, and later a special appropriation of \$15,000 to cover an anticipated deficiency, making a total of \$4,065,000.

The entire cost of the service was \$3,985,952.55, leaving an unexpended balance of \$79,047.45. This large surplus was owing to the fact that very few additional carriers were put in service after the 1st of March last.

The increased expenditure over that of the preceding year was owing to the extension of the service to additional cities, to the number of carriers added to the force at the old offices, and to the increased pay of carriers under the act of August 2, 1882.

POSTAGE ON LOCAL MATTER.

The total postage on local matter at the several offices amounted to \$5,280,723.10, an increase over that of the preceding year of \$503,238.23, and over the entire cost of the service of \$1,294,770.55, an increase of 10.53 per cent. in postage on local matter, and 1.68 per cent. over cost of service.

The average cost per piece in handling matter was 2.3 mills, the same as the previous year. The average cost per carrier on the total cost of the service, less the amount paid post-office inspectors, was \$912.90, an increase of \$14.12 over that of last year. This increase was owing to the fact that a large number of carriers reached the maximum salary.

The number of mail letters delivered during the year was 464,996,842, an increase of 15.50 per cent. over the preceding year; mail postal cards delivered was 104,742,598, an increase of 7.51 per cent.; local letters delivered, 143,406,578, an increase of 17.68 per cent.; local postal cards delivered, 78,226,576, an increase of 12.99 per cent.; registered letters delivered, 3,187,965, an increase of 3.03 per cent.; newspapers delivered, 256,054,602, an increase of 10.53 per cent.

The number of letters collected was 469,858,875, an increase over that of the preceding year of 13.44 per cent.; postal cards collected 140,630,704, an increase of 8.13 per cent.; newspapers collected 83,432,673, an increase of 18.38 per cent. The whole number of pieces handled—delivered and collected—was 1,744,537,413, an increase of 13.30 per cent.;

and the average number handled by each carrier was 400,307, an increase of 1.08 per cent.

Additional information concerning the operations of this service will be found in the tabulated statements marked C, D, and E, appended to this report.

The law authorizing the extension of this system to places having 20,000 inhabitants or \$20,000 gross postal receipts per annum, has almost reached the maximum limit, the service having been extended to all cities of this class with few exceptions. Its further extension therefore, with the exceptions alluded to, must await the growth of cities to the requirements of the present law, or additional legislation lowering the qualifications of population and postal revenue entitling places to this service.

The success of this system, its public convenience, its stimulus to correspondence, as well as the large excess of postage from local matter over the cost of the service, in my judgment warrants its extension to smaller places. I have no hesitation, therefore, in renewing the recommendation of this office of the last year for additional legislation authorizing its extension to places of 10,000 inhabitants, provided that such places had a gross postal revenue for the preceding fiscal year of \$10,000.

There are also, in some of the more densely populated sections of the country, towns or places of considerable population in close proximity to one another, without the population or gross revenue taken singly, required by the present law, but which have in the aggregate both requirements. To extend the service to this class of offices, which in my judgment should be done, the law should be so changed as to authorize the consolidation of the populations and postal receipts of such places in considering their claims to this service. This might be easily done by establishing this system at the principal or central office of a group of offices in easy distances from one another, substituting branches of the main office for the several independent offices, and extending the carriers' delivery to the adjacent communities, and requiring the branch offices to report to the main office, and the latter to the Department.

CONSOLIDATION OF OFFICES.

This policy has been found to work well at all the large free-delivery offices, and no reason is perceived why it could not be extended with good results to non-free-delivery offices throughout the more densely populated sections of the country. The number of post-offices (51,252 at the close of the last fiscal year) could in this way be greatly reduced, and the vast work of examining so many accounts would be greatly diminished; besides, it would tend to a more intelligent and harmonious service, as the postmaster at the principal office, presumably of more than average intelligence, would exercise a supervision over the branches of his office.

DIVISION OF POST-OFFICE SUPPLIES.

This division supplies post-offices of the first and second classes with twine, wrapping paper, canceling-ink, letter balances and scales, rating, canceling, and marking stamps, stamping pads, stationery, and blanks.

In compliance with the act approved March 3, 1885, postmasters at offices of the third and fourth classes will be furnished with canceling-ink, stamping pads, marking and rating stamps from July 1, 1885.

The Railway Mail Service is furnished with wrapping and facing-slip paper and twine, and marking and rating stamps.

Stationery is furnished to the General Superintendent of the Railway Mail service.

The growth of the postal service is shown by the following tabulated statement of supplies furnished for the past five fiscal years, viz :

	Fiscal year—				
	1880-'81.	1881-'82.	1882-'83.	1883-'84.	1884-'85.
Blanks for Department, for postmasters, and for railway mail service	86,301,000	48,176,950	50,156,464	51,697,800	51,469,447
Books for records of the Department, for postmasters, and for railway mail service	84,821	82,793	119,529	131,197	87,167
Facing slips	41,942,400	32,736,000	48,960,000	48,583,700	65,141,760
Marking, rating, and canceling stamps	6,092	6,589	16,556	23,071	21,229
Jute twine pounds	393,902	443,102	584,000	566,717	500,000
Hemp twine do	105,021	116,439	149,805	158,298	210,000
Cotton twine do			71,018	126,296	190,000
Letter balances and scales	2,429	2,621	13,541	4,447	3,728
Wrapping paper reams	12,244	13,821	20,839	11,506	17,313
Canceling ink pounds			11,376	(*)	(*)
Inking pads			11,700	(*)	(*)

* No appropriations.

The appropriations for supplies for the fiscal year ended June 30, 1885, amounted to	\$412,277 30
Total expenditures amounted to	358,308 82
Unexpended	53,968 48

Statement showing the appropriations and expenditures for the fiscal years 1883-'84, and 1884-'85.

	Appropriations 1884-'85.	Expended 1884-'85.	Expended 1883-'84.	Balance unexpended 1884-'85.
Wrapping paper	\$35,000 00	\$34,997 60	\$32,783 20	\$2 40
Twine	82,277 30	79,149 50	82,277 30	3,127 80
Letter balances and scales	25,000 00	17,802 20	19,998 35	7,197 80
Postmarking, rating, and canceling stamps	25,000 00	10,233 04	10,670 32	14,766 96
Stationery	65,000 00	46,914 06	59,968 23	18,085 94
Printing, binding, &c	180,000 00	169,212 42	179,996 09	10,787 58
Unexpended 1884-'85		358,308 82		
	412,277 30	412,277 30	385,693 49	53,968 48
Expended above in 1883-'84			385,693 49	
Expended above in 1884-'85		358,308 82		
Diminution in 1884-'85	27,384 67			

STATIONERY FOR FIRST AND SECOND CLASS POST-OFFICES.

It is but two years since the present system was adopted of furnishing supplies directly from the Department to offices of the first and second classes. Previously postmasters at offices of the classes referred to made such purchases of stationery as they deemed necessary, often paying excessive prices. The bills for these purchases were subsequently audited by the Department to the respective postmasters in the settlement of their quarterly accounts. The present system should be

continued because it enables the Department to purchase these supplies from the lowest responsible bidder.

These supplies, when received at the Department, are thoroughly examined, tested, and compared with the respective samples submitted with the bids. Any inferiority in quality, count, measure, or weight is thus quickly discerned, and the remedy applied. Supplies are distributed, on requisition, to postmasters of first and second class offices through the railway mail service.

The expenditures for the fiscal year ended June 30, 1885, were \$46,914.06, leaving an unexpended balance from the appropriation of \$65,000 of \$18,085.94. The expenditure of \$46,914.06 as against \$59,968.23 for the previous fiscal year shows the reduction of \$13,054.17.

Of the expenditures for 1884-'85, \$9,178.74 were allowed postmasters of the first and second classes for amounts expended by them for facing-slips and miscellaneous supplies. This satisfactory result may be attributed in part to the present system; in part to the rates at which supplies were obtained, the market being cheapened by active competition and by the low prices of raw materials.

In consequence of this reduction an appropriation of \$55,000 for stationery for the fiscal year ending June 30, 1887, is deemed sufficient. The growth of the service from year to year necessitates larger supplies. This, however, has been considered in fixing the estimate at \$55,000.

The expenditures for stationery for the past six years have been as follows, viz:

1879-1880	\$48,284 81
1880-1881	49,238 45
1881-1882	56,517 28
1882-1883	55,000 00
1883-1884	57,700 00
1884-1885	46,914 06
Total.....	314,654 60

An average expenditure per year of \$52,275.76.

PRINTING, BINDING, ETC., FOR THE DEPARTMENT.

The following statement shows the appropriations and expenditures for the past five fiscal years:

Years.	Appropriations.	Expended.	Balances.
1880-'81	\$150,000 00	\$118,169 45	\$30,830 55
1881-'82	150,000 00	133,504 72	16,495 28
1882-'83	150,000 00	148,928 76	1 64
1883-'84	180,000 00	174,896 09	3 91
1884-'85	180,000 00	168,214 42	10,787 58
Balance unexpended for five years.....		58,118 96	
	810,000 00	810,000 00	58,118 96

POSTMARKING, RATING, AND CANCELING STAMPS, STAMPING PADS, AND CANCELING INK.

In compliance with the act approved March 3, 1885, offices of the third and fourth classes will be furnished with stamping-pads and canceling-ink. Previously only rating and marking stamps have been furnished them, as no appropriation applicable to the purchase of stamping-pads and canceling-ink had been made.

FACING-SLIPS.

The increase in the demand for facing-slips, which have become a necessity, exceeds in ratio the increase of population or the growth of the mail service.

During the past fiscal year the Railway Mail Service required 65,141,760 facing-slips, consuming 4,241 reams of paper, an increase of about 33 per cent. over the previous fiscal year, when 48,583,700 slips were used.

The Department records do not show the supply to postmasters. Suffice to say, that the office at New York, N. Y., uses 30,000 slips daily, the printing of which is done at that office. Ten thousand reams of paper for facing-slips have been contracted for for the fiscal year ending June 30, 1886. Each ream cuts 15,360 slips, giving a total of 153,360,000. The printing of these slips for offices of the first and second classes has been paid for by the Department, at prices ranging from 15 cents to 50 cents per thousand, according to location, the average being about 20 cents per thousand.

An arrangement has been made whereby these slips are to be printed as desired by postmasters at offices of the first and second classes at 7 cents per thousand, making a reduction in the total expense of \$20,000, provided the 10,000 reams of paper be used for printed slips. The necessary facing-slip paper is furnished to offices of the third and fourth classes, but the Department does not pay for the printing.

Previous to the present fiscal year, the same kind of paper has been used for wrapping paper and for slips. Now separate contracts are made for wrapping paper and for slips. The saving on the 10,000 reams will be about \$7,600, with no change in quality.

DIVISION OF CORRESPONDENCE.

The following is a summary of the work performed in this division:

Number of letters written to postmasters and to private individuals involving decisions under Postal Laws and Regulations	12, 517
Number of telegrams sent in reply to communications requiring the immediate action of the Department	102
Number of newspapers and periodical publications claiming the right of admission as second-class matter that have been examined and admitted or rejected.....	3, 819
Amount of money collected from publishers of second-class matter for violations of law in mailing third-class matter inclosed in other publications at the second-class rate.....	\$1, 090 37

This collection from publishers was made through the office of the Third Assistant Postmaster-General, as the result of decisions made by this office.

To this division is referred all correspondence of postmasters asking instruction relative to the discharge of their official duties, both with the public and with the Department; all inquiries regarding the rates of postage, or classification of mail matter; all disputes regarding the delivery of mail so addressed as to render it uncertain who is entitled to claim its delivery, and all correspondence addressed to the Department pertaining to the construction of postal laws.

The duty of classifying mail matter claimed to be entitled to the pound or second-class rate of postage also belongs to this division; and as every device is resorted to by publishers of advertising sheets and publications designed primarily for advertising purposes to advertise the business of those who issue them, a very careful and close discrimina-

tion must be exercised to protect the Government from handling, at a great loss, publications which are in reality skillfully disguised advertising sheets or circulars.

The correspondence of this office, as compared with the past fiscal year, has increased more than 12 per cent.

When it is considered that every letter written in this division involves an examination to ascertain the exact bearing of the laws or regulations upon the particular question submitted, and the careful preparation of an answer that shall be in entire conformity with all other rulings which may have been sent to any other postmaster or private individual upon the same subject, some idea of the clerical labor performed may be had.

SALARY AND ALLOWANCE DIVISION.

The volume of postal business transacted by this division during the past year exceeds in many respects that for the previous year, though the increase of postal work for that year was unprecedented.

With a view of giving a succinct statement of the important duties assigned to this division the following summary has been prepared, viz :

DUTIES ASSIGNED TO THE SALARY AND ALLOWANCE DIVISION.

The most important duties of this division are the adjustment of the salaries of Presidential postmasters, or postmasters of the first, second, and third classes; the consideration of applications for allowances for clerk-hire, rent, fuel, light, furniture, miscellaneous and incidental expenditures; the examination of the quarterly returns or accounts of postmasters at offices of the first and second classes before they are finally passed by the Auditor of the Treasury for the Post-Office Department; the regulation of the salaries and duties of the employés necessary for the proper transaction of the postal business in the larger post-offices; the supervision and regulation of box-rent rates and deposits for keys for lock-boxes, and the management of the large correspondence incident to the transaction of the important duties as above stated.

The duties of this division have been largely increased by the act of Congress approved March 3, 1883, which requires an *annual adjustment* of the salaries of Presidential postmasters, to take effect at the beginning of each fiscal year, July 1, instead of a *biennial adjustment* as heretofore. The second *annual adjustment* of the salaries of Presidential postmasters was made upon the basis of the gross receipts accruing at the respective offices for the four quarters ended March 31, 1885.

In addition to the regular duties of the division, as hereinbefore stated, the work of reviewing and readjusting the salaries of postmasters at offices of the third, fourth, and fifth classes under the act of Congress approved March 3, 1882, was assigned to it by verbal order of Postmaster General Gresham, April 7, 1884. This work, which is of considerable magnitude and importance, has been carried on under the personal supervision of the chief as rapidly as possible with the limited additional force of detailed clerks at command.

The various operations of the division within the past year have been tabulated as follows :

Tabulated statement of the operations of the salary and allowance division, for the fiscal year ended June 30, 1885.

Items, fiscal year 1884-'85.	Total number.	Aggregate allowance
Number of letters received.....	21,873	
Number of letters written.....	28,332	
Number of circular letters sent out.....	24,944	
Number of allowances for clerk-hire made.....	3,352	
Total amount allowed for clerks in post-offices.....		\$4,924,569 65
Number of allowances for clerk-hire declined.....	1,688	
Number of allowances for rent, fuel, and light made.....	1,690	
Total amount allowed for rent, fuel, and light.....		463,939 21
Number of allowances for rent, fuel, and light declined.....	507	
Number of allowances for miscellaneous items made.....	4,709	
Total amount allowed for miscellaneous items.....		64,294 37
Number of allowances for miscellaneous items declined.....	1,356	
Number of allowances for furniture made.....	578	
Total amount allowed for furniture.....		23,000 14
Number of allowances for furniture declined.....	595	
Number of allowances for stationery declined.....	50	
Number of allowances for advertising made.....	232	
Total amount allowed for advertising.....		10,314 87
Number of allowances for advertising declined.....	139	
Number of cases sent to Chief Post-Office Inspector for information.....	89	
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.....	44	
Number of fourth-class offices assigned to the Presidential class.....	44	
Aggregate amount required to pay the salaries of postmasters at the above Presidential offices (44) for one year.....		47,000 00
Number of special adjustments of postmasters' salaries.....	82	
Aggregate sum required to pay the above increased salaries for one year.....		71,000 00
Number of postmasters' salaries reduced and discontinued.....	134	
Aggregate amount saved by salaries reduced and discontinued as above.....		139,300 00
Total number of salaries of postmasters adjusted during the year.....	2,435	
Aggregate amount of salaries involved in the (2,435) adjustments as above.....		3,701,600 00
Number of first-class post-offices (salary of postmaster \$3,000 to \$6,000 a year).....	71	
Number of second-class post-offices (salary of postmaster \$2,000 to \$2,900 a year).....	383	
Number of third-class post-offices (salary of postmaster \$1,000 to \$1,900 a year).....	1,779	
Total number of Presidential post-offices June 30, 1885.....	2,233	
Total amount required for salaries Presidential postmasters as above (2,233) for one year.....		3,630,600 00
Allowances for clerk-hire reduced and discontinued.....	720	
Amount saved by clerk-hire reduced and discontinued.....		110,530 00
Allowances for rent, fuel, and light reduced and discontinued.....	110	
Amount saved by rent, fuel, and light reduced and discontinued.....		24,457 00
Number of applications for readjustment of postmasters' salaries under act of March 3, 1883, received and placed on file.....	32,440	
Number of applications under act of March 3, 1883, reviewed to date.....	16,521	
Number found below the 10 per cent. requirement of law.....	10,621	
Total number allowed to date.....	5,900	
Aggregate amount allowed for back pay of postmasters to date.....		378,922 06
Number of employes (average).....	7	
Number of employes, review of postmasters' salaries (average).....	8	

The number of letters received for the fiscal year ended June 30, 1885, amounted to 21,873; an increase of 4,036, or 22.6 per cent., as compared with 1884, and 16,975, or 346.6 per cent., more than the number received during the year 1880.

The number of letters written amounted to 28,332, an increase of 6,939, or 32.4 per cent. over 1884.

Twenty-four thousand nine hundred and forty-four circular letters were sent out, an increase of 3,716, or 17.5 per cent., over 1884.

The allowances made for clerk-hire were 3,352; a decrease of 565, or 14.4 per cent., as compared with 1884. This decrease was occasioned by the limited appropriation for clerks in post-offices.

The total number of applications for clerk hire declined was 1,688, an increase of 369, or 27.9 per cent., as compared with the year 1884.

There were made 1,690 allowances for rent, fuel, and light; a decrease of 828, or 32.8 per cent., as compared with 1884.

Applications for allowances for rent, fuel, and light, to the number of 507 were declined, a decrease of 460, or 47.6 per cent., over 1884.

The allowances for miscellaneous items made, numbered 4,709; and 1,356 applications for allowances for miscellaneous items were declined. As compared with the year 1884, this is a decrease of 257, and for the year 1883, a falling off of 1,145. This satisfactory exhibit is largely owing to the operation of the regulation requiring postmasters at the larger post-offices to make application for each quarter in advance, for authority to make expenditures for miscellaneous purposes.

The allowances made for furniture numbered 578; and 595 applications for furniture were declined; a decrease of 184, or 23.6 per cent., as compared with 1884.

There were 50 applications for stationery declined. These requests all related to amounts disallowed for stationery for the fiscal year ended June 30, 1883.

There were 232 allowances for advertising made the aggregate amount allowed being \$10,314.87. One hundred and thirty applications for advertising were declined.

Only 44 post-offices of the fourth class were reported by the Auditor where the annual compensation of the postmaster amounted to \$1,000 for four consecutive quarters, exclusive of money-order commissions. All of the said offices (44) were assigned to higher grades, the aggregate salaries of the postmasters thereat making a total of \$47,000.

The special adjustments of postmasters' salaries numbered 82, involving an aggregate amount of \$71,000 for salaries. There were 134 salaries of postmasters reduced and discontinued, making a saving of \$139,300.

The total number of salaries of Presidential postmasters adjusted during the year amounted to 2,435; and the aggregate amount involved for salaries in all of the adjustments amounted to \$3,701,600.

The allowances for clerk-hire reduced or discontinued during the year numbered 720, making a saving of \$110,530. One hundred and ten allowances for rent, fuel, and light were reduced or discontinued, making a saving of \$24,457.90.

The work of reviewing and readjusting the salaries of postmasters of the third, fourth, and fifth classes, under the act of Congress approved March 3, 1883, was assigned to this division by the Postmaster-General, April 7, 1884; and since that date 32,400 applications for review of salaries under the said act have been received and placed on the files of the Department.

The number of applications reviewed and readjusted was 16,521; and 5,900 were allowed, involving the additional amount for compensation or back-pay of postmasters of \$378,922.96. There were 10,621 applications reviewed and found to be below the 10 per cent. requirement of law.

The following tabulated statement showing the operations of this division for the fiscal years 1880, 1881, 1882, 1883, 1884, and 1885, and the increase of work since 1880, is submitted, viz:

Table showing volume of business transacted in the salary and allowance division, office of the First Assistant Postmaster-General, for the fiscal years ended June 30, 1880, 1881, 1882, 1883, 1884, and 1885, and increase of work since 1880.

Items.	Fiscal year ended June 30—						Increase of work 1885 over 1880.
	1880.	1881.	1882.	1883.	1884.	1885.	
Number of letters received	4,898	4,255	8,806	10,520	17,837	21,873	16,975
Number of letters answered	5,160	4,751	7,398	10,002	21,393	28,332	23,172
Number of circular letters sent out			13,503	14,483	21,228	24,944	24,944
Number of allowances for clerk hire made	1,336	1,694	2,280	2,758	3,917	3,352	2,016
Number of allowances for clerk hire declined	1,929	1,603	1,694	2,604	1,319	1,688	* 241
Number of allowances for rent, fuel, and light made	392	379	499	2,461	2,518	1,690	1,498
Number of allowances for rent, fuel, and light declined	223	144	171	622	967	507	284
Number of allowances for miscellaneous items made	484	703	3,177	4,970	4,551	4,709	4,225
Number of allowances for miscellaneous items declined	96	534	855	2,501	1,613	1,356	1,260
Number of allowances for furniture made	166	117	258	543	647	578	412
Number of allowances for furniture declined	596	337	244	915	779	595	*1
Number of allowances for stationery made	615	635	2,628	3,239	(*)		
Number of allowances for stationery declined	19	19	918	1,128	207	50	31
Number of allowances for advertising made			21	368	218	232	232
Number of allowances for advertising declined			39	120	116	130	130
Number of cases referred to chief post-office inspector	48	34	189	368	283	89	41
Number of special adjustments postmasters' salaries		251	238	349	328		
Number of biennial adjustments postmasters' salaries	1,764		2,012		4,875		
Number of fourth-class post-offices reported by the Auditor where the annual compensation of the postmaster amounts to \$1,000, exclusive of money-order commissions	117	152	192	298	228	44	*73
Number of Presidential offices relegated to the fourth class			9	15	97	134	134
Number of fourth-class offices assigned to the third class	99	113	145	174	248	44	*55
Number of lease cases prepared			33	176	37		
Number of leases in operation			313	298	298		
Number of cases of all kinds made special		117	787	378	194	181	181
Discontinued rent			5	22	217	110	110
Discontinued clerk-hire			17	217	92	720	720
Number of Presidential post-offices	1,764	1,863	2,003	2,176	2,323	2,233	469
Number of claims for readjustment of postmasters' salaries under act of March 3, 1883				6,537	26,892	16,521	16,521
Number of Railway Mail Service allowances made		174					
Number of employes (average)	3	3	4	5	17	515	

* Decrease.

† Transferred to the office of Second Assistant Postmaster-General.

‡ Transferred to Division Post-Office Supplies.

§ Eight employes on review of postmasters' salaries.

ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES.

In compliance with the requirements of the act of Congress, approved March 3, 1883, making provision for *annual* instead of *biennial* adjustments as heretofore, the *second* annual adjustment of the salaries of Presidential postmasters or postmasters at offices of the first, second, and third classes was made upon the basis of the gross receipts which accrued at the respective offices for the four quarters ended March 31, 1885, to take effect July 1, 1885.

This adjustment was made upon the gross receipts for one year, or four quarters, upon the *new* or *reduced rate of postage*. The salaries of postmasters at 2,353 post-offices were reviewed; 71 offices were assigned to the first-class, 383 to the second class, and 1,765 to the third-class, from July 1, 1885. There were 14 new offices (all third-class) added to the Presidential list from July 1, 1885, making the total number of Presidential offices July 1, 1885, 2,233; 134 offices were relegated to the fourth-class from July 1, 1885.

The aggregate amount required to pay the salaries of Presidential postmasters was \$3,630,600; and the grand total of gross receipts which accrued at the same offices for the four quarters ended March 31, 1885, amounted to \$31,792,220.55. The aggregate salaries of the postmasters will absorb 11.42 per cent. of the revenue of the Presidential offices. The grand total of gross receipts which accrued at these offices for the four quarters ended March 31, 1885, is 75.36 per cent. of the revenue of the Department for the same period.

With a view of showing in a concise form a comparative statement of the adjustments of Presidential salaries made in accordance with the requirements of the act of Congress approved March 3, 1883, which took effect October 1, 1883, July 1, 1884, and July 1, 1885, the following tabulated statement has been prepared, viz:

Comparative statement of the adjustments of salaries of Presidential postmasters which took effect October 1, 1883, July 1, 1884, and July 1, 1885, in compliance with the requirements of the act of March 3, 1883.

Date.	Number of Presidential offices.	Aggregate salaries of Presidential postmasters.	Average salary of Presidential postmasters.	Aggregate receipts which accrued at Presidential offices.	Per cent. of aggregate receipts absorbed for postmasters' salaries.	Per cent. of entire revenue of Department which accrued at Presidential offices.
October 1, 1883.....	2, 195	\$3, 707, 500	\$1, 689	\$38, 535, 253 95	11. 06	74. 28
July 1, 1884.....	2, 323	3, 828, 700	1, 648	33, 031, 697 33	11. 59	74. 80
July 1, 1885.....	2, 233	3, 630, 600	1, 625	31, 792, 220 55	11. 42	75. 36

A tabulated statement by States and Territories, showing the number of Presidential post-offices, the aggregate salaries of postmasters, and the aggregate receipts for the four quarters ended March 31, 1885, is also submitted.

ADJUSTMENT PRESIDENTIAL POSTMASTERS' SALARIES. 217

Statement showing the number of Presidential post-offices in the several States and Territories, and the aggregate salaries of the postmasters thereof, as adjusted to take effect July 1, 1885.

States.	Number of Presidential post-offices; adjustment of July 1, 1885.	Aggregate salaries of postmasters.	Aggregate receipts, four quarters ended March 31, 1885.
Alabama	20	\$31,500	\$151,407 64
Alaska			
Arizona	4	7,200	26,045 30
Arkansas	16	24,700	103,458 95
California	59	96,400	900,654 29
Colorado	30	48,300	275,614 54
Connecticut	56	94,000	621,519 41
Dakota	43	61,600	185,001 35
Delaware	7	10,800	63,945 54
District of Columbia	1	5,000	293,973 58
Florida	15	25,400	105,820 33
Georgia	28	46,300	319,124 40
Idaho	5	6,400	15,634 00
Illinois	181	280,900	2,954,633 00
Indiana	86	138,200	695,527 87
Indian Territory	1	1,000	1,021 47
Iowa	121	191,100	837,417 89
Kansas	92	144,000	551,448 62
Kentucky	38	60,500	442,359 96
Louisiana	12	18,600	312,171 07
Maine	34	54,800	320,988 25
Maryland	19	32,100	598,116 35
Massachusetts	118	205,800	2,495,761 07
Michigan	103	167,100	981,165 42
Minnesota	48	76,300	599,395 03
Mississippi	23	32,700	100,585 17
Missouri	73	114,100	1,398,306 27
Montana	11	17,700	71,641 28
Nebraska	54	79,700	346,615 97
Nevada	8	11,400	32,987 07
New Hampshire	30	47,200	189,991 17
New Jersey	63	111,400	666,258 19
New Mexico	7	11,800	39,472 65
New York	213	363,800	6,899,349 40
North Carolina	22	34,600	129,926 53
Ohio	132	227,300	2,003,305 43
Oregon	13	20,200	113,602 49
Pennsylvania	155	262,200	2,977,304 62
Rhode Island	11	22,100	267,244 33
South Carolina	17	25,900	172,027 03
Tennessee	24	39,100	312,719 00
Texas	72	111,500	509,462 39
Utah	4	7,500	50,614 54
Vermont	26	40,900	152,522 40
Virginia	31	53,300	334,283 74
Washington	11	17,400	59,234 16
West Virginia	14	21,900	98,671 83
Wisconsin	78	121,500	1,034,677 51
Wyoming	4	6,800	27,312 05
Totals	2,233	3,630,600	31,792,220 55

Grand total gross receipts \$31,792,220 55
 Grand total postmasters' salaries 3,630,600 00
 Percentage of gross receipts absorbed by salaries 11.42

The grand total of gross receipts of Presidential offices for the four quarters ended March 31, 1885, amounts to 75.36 per cent. of the revenue of the Post-Office Department for the same period.

REVIEW OF SALARIES OF POSTMASTERS OF THE THIRD, FOURTH, AND FIFTH CLASSES UNDER THE ACT OF MARCH 3, 1883.

In compliance with the act of Congress, approved March 3, 1883, as construed by the honorable Attorney-General of the United States, under date of February 13, 1884, and reaffirmed June 14, 1884, the work of reviewing

the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes was assigned by order of the Postmaster-General to the salary and allowance division, April 7, 1884. At the same time a detail was made of seven clerks from other Bureaus of the Department to carry on the work, and six weeks afterward this temporary force was increased to nine clerks.

After the work had been assigned to this division the large number of applications for review of salaries which from time to time had been received at the Department were collected, briefed, and classified by States and Territories. This was done in order to systematize the work and provide for an adjustment of the claims as rapidly as the limited force at command could handle them.

The period covered by the act of March 3, 1883, dates from July 1, 1864, to June 30, 1874; although under the biennial system of adjustments actual benefits which may accrue to postmasters under the act date from July 1, 1866.

From the records of the Department the following tabulated statement has been prepared, showing the aggregate compensation paid to postmasters, the number of offices in operation, the number of Presidential offices, the number of offices of the first and second classes, and the number of offices of the third, fourth, and fifth classes, embraced under the act of March 3, 1883, for each of the fiscal years from 1864 to 1874, inclusive, viz :

Statement showing aggregate compensation of postmasters, total number of post-offices, number of Presidential post-offices, post-offices of the first and second classes, and post-offices of the third, fourth, and fifth classes, coming within the scope of the act of March 3, 1883, for each fiscal year from June 30, 1864, to June 30, 1874.

For fiscal year ended June 30—	Aggregate compensation of postmasters.	Number of post-offices in operation.	Number of Presidential offices.	Number of post-offices of first, and second classes.	Number of post-offices of third, fourth, and fifth classes.
1864	\$3, 174, 325 68	28, 878	705	261	28, 617
1865	3, 383, 381 77	28, 882	712	249	28, 633
1866	3, 454, 677 44	23, 828	709	274	23, 554
1867	4, 033, 728 17	25, 163	837	274	24, 889
1868	4, 255, 310 98	26, 481	849	400	26, 081
1869	4, 546, 958 43	27, 100	980	400	26, 700
1870	4, 673, 466 79	28, 492	1, 093	522	27, 970
1871	5, 028, 381 85	30, 045	1, 172	522	29, 523
1872	5, 121, 605 20	31, 863	1, 200	560	31, 303
1873	5, 725, 468 12	33, 244	1, 363	560	32, 681
1874	5, 818, 472 17	34, 294	1, 408	.....	.....
Totals	49, 215, 836 60	318, 270	11, 028	4, 022	279, 954

This statement shows that the number of first and second class post-offices for the period named formed but a very small portion of the total number of post-offices in operation.

The work of review was hastened as rapidly as possible consistent with accurate work, and the limited force at command, during the past year.

At the present time, the first schedules of claims for thirty-three States and Territories have been completed. The claims are scheduled by States and Territories in alphabetical order.

The claims for the State of Pennsylvania are now in process of re-

view. Sixteen thousand five hundred and twenty-one claims have been reviewed, and 5,900 have been allowed. Ten thousand six hundred and twenty-one were found to be below the 10 per cent. requirement of law, or for periods outside of the limit defined by the act.

The total amount allowed as additional compensation is \$378,922.96.

The progress of the work of review is shown in the following tabulated statement, viz :

Statement showing progress of work of reviewing the adjustments of salaries of postmasters at offices of the third, fourth, and fifth classes, in compliance with requirements of act of March 3, 1883.

Date of schedule.	State.	Number of schedule.	Total number of cases reviewed.	Number allowed to date.	Aggregate amount herebefore allowed postmasters.	Aggregate amount allowed under act of March 3, 1883.
1884.						
May 14 } June 9 }	Alabama.....	1	88	38	\$10,880 00	\$3,586 42
June 11	Indiana.....	1	565	222	64,035 79	17,246 26
June 16	Iowa.....	1	713	175	58,905 42	15,117 81
June 24	Connecticut.....	1	261	69	81,528 79	6,187 54
June 24	Arizona.....	1	3	1	495 00	108 54
June 24	Dakota.....	1	22	1	402 50	51 85
June 25	Florida.....	1	57	10	8,709 04	2,702 86
June 25	Colorado.....	1	56	6	680 83	217 52
July 2	Kansas.....	1	178	69	13,251 53	3,509 34
July 2	Arkansas.....	1	26	13	3,865 11	1,592 94
July 5	Georgia.....	1	76	24	7,853 82	2,280 40
Aug. 30	California.....	1	156	81	13,949 29	3,964 39
Aug. 30	Delaware.....	1	82	6	730 06	622 64
80	Illinois.....	1	1,722	546	164,677 33	39,834 34
80	Kentucky.....	1	215	70	19,482 80	5,864 11
80	Louisiana.....	1	75	15	7,001 56	1,947 86
30	Maine.....	1	497	146	30,190 73	7,895 10
30	Maryland.....	1	212	61	21,135 95	12,539 23
Sept. 8	Massachusetts.....	1	466	111	62,521 77	13,474 80
25	Michigan.....	1	753	224	46,180 42	11,106 27
Oct. 1	Minnesota.....	1	499	139	20,515 13	5,602 78
3	Mississippi.....	1	100	26	10,778 96	2,998 73
Nov. 12	Missouri.....	1	607	195	44,689 07	14,201 94
12	Nevada.....	1	17	7	3,488 66	948 16
18	New Mexico.....	1	17	4	444 19	155 45
13	Oregon.....	1	42	12	4,033 64	1,161 71
15	Nebraska.....	1	173	31	4,747 89	2,279 18
29	New Hampshire.....	1	375	107	22,879 67	5,409 18
Dec. 2	Montana.....	1	15	2	358 00	178 83
15	New Jersey.....	1	542	133	29,225 30	9,510 16
1885.						
Mar. 20	New York.....	1	3,344	1,197	306,894 56	77,059 24
23	North Carolina.....	1	334	110	22,893 96	4,967 40
July 18	Ohio.....	1	4,283	2,099	366,177 71	104,522 03
Totals.....			16,521	5,900	1,403,963 68	378,922 96

BOX-RENTS.

The supervision of box-rent rates during the past year by this office has greatly improved this branch of the service. Extreme rental prices have been adjusted to conform to the local conditions and circumstances of the respective offices, thus securing greater uniformity of prices. This satisfactory exhibit is partly due to the operation of the act of March 3, 1883, by which the box-rents at Presidential offices are included as a part of the gross receipts of the respective offices.

Under the old law (act of July 12, 1876, and section 116, P. L. and B., 1879), the revenue derived from the rent of boxes at Presidential offices was an important factor in making up the salaries of Presidential

postmasters. A large number of postmasters, especially those located in the Territories and sparsely settled States, were tempted to charge exorbitant rental prices. The present law has reduced this temptation to the minimum.

Owing to this fact, and the careful supervision given to this matter, very few complaints have been received relative to box-rent rates.

KEY DEPOSITS.

In accordance with the modified regulations, postmasters made returns relative to key deposits semi-annually, instead of quarterly, as heretofore. This change simplified the work to some extent, but notwithstanding this fact the returns accumulated faster than the limited force assigned to the work could dispose of it.

During the year 3,933 letters relative to key-deposits were mailed, and also a large number of circular letters of instruction and blank forms for use of postmasters in making returns.

The order allowing postmasters at the smaller offices to exercise limited discretion in collecting deposits for keys has improved the service.

In these offices the boxes and fixtures as well as the keys and lock-boxes are, as a rule, owned by the postmasters themselves so that the loss for keys not returned, if any, will be a loss to the postmasters and not to the Department.

As heretofore stated, many postmasters complained that the collection of key-deposits was the most unpleasant duty imposed upon them, and in the smaller towns, where they were acquainted with the lock-box patrons, many postmasters preferred to make up the deposits for keys from their own funds rather than force their neighbors to pay the same. A modification of this rule, therefore, has removed the ground for many complaints and at the same time enabled the postmasters to increase the revenue derived from box-rents, because, under the old rule, many box-renters gave up their boxes rather than pay the additional sum required for key-deposits.

ESTIMATES FOR FISCAL YEAR ENDING JUNE 30, 1887.

SALARIES OF PRESIDENTIAL POSTMASTERS.

As required by the act of Congress approved March 3, 1883, the second annual adjustment of the salaries of Presidential postmasters was made to take effect July 1, 1885, the total number of salaries being 2,233, involving an aggregate sum of \$3,630,600.

The salaries of Presidential postmasters, or postmasters of the first, second, and third classes, are now adjusted and fixed by law upon the basis of the gross receipts accruing at their respective offices. The revenue returned by the office, therefore, determines the salary of the postmaster.

The postal receipts forming the basis of the salaries of Presidential postmasters fluctuate with the favorable or unfavorable condition of the business of the country. At the present time reports show that the country is entering upon an era of prosperity and plenty, and I am of the opinion, therefore, that not less than \$3,800,000 will be required to pay the salaries of Presidential postmasters for the fiscal year ending June 30, 1887.

COMPENSATION TO POSTMASTERS.

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

Items.	1883-1884.	1884-1885.	Per cent.	
			Increase.	Decrease.
Estimates.....	\$10,184,091 25	\$12,250,000 00	20.87	.....
Appropriations.....	9,250,000 00	11,000,000 00	.....	2.51
Expenditures.....	1,700,000 00	11,243,848 94	.....	0.85
Deficiencies.....	333,830 87	243,848 94	.....	.....
	11,283,830 87			

The appropriation for the current year for this item is \$12,300,000, an increase of \$1,300,000, or 11.82 per cent., as compared with the appropriation for the past year.

The expenditures for the last fiscal year (\$11,243,848.94) exceeded the appropriation in the sum of \$243,848.94. A deficiency therefore exists for the year of \$243,848.94.

The quarterly expenditures for the past fiscal year were as follows :

For third quarter of 1884, ended September 30.....	\$2,729,847 75
For fourth quarter of 1884, ended December 31.....	2,799,978 87
For first quarter of 1885, ended March 31.....	2,797,094 16
For second quarter of 1885, ended June 30.....	2,916,928 16
Total.....	11,243,848 94

These expenditures are less than those for the fiscal year ended June 30, 1884, by \$39,981.93, or 0.35 per cent. This reduction is due mainly to the general depression in business and the new or two-cent rate of postage, which was in full effect for the four quarters above mentioned.

Eliminating from the total expenditures the sum of the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes, we find the aggregate compensation of fourth-class postmasters to be \$7,388,239.94. Dividing this sum by the number of fourth-class offices for the year (48,899), we have the sum of \$151.09 as the average compensation of a fourth-class postmaster.

Taking into consideration the above facts and the present promising outlook for a season of peace, prosperity, and plenty, and a consequent improvement of the business interests throughout the country, I am of opinion that \$12,000,000 will be required for compensation to postmasters for the fiscal year ending June 30, 1887.

Of this amount it is estimated that \$3,800,000 will be required to pay the salaries of postmasters at Presidential offices, or offices of the first, second, and third classes. The number of these offices October 1, 1885, was 2,249; and it is thought that the probable increase in the number of these offices will average sixteen per quarter.

I therefore recommend that an appropriation of \$12,000,000 be made for compensation to postmasters for the fiscal year ending June 30, 1887.

CLERKS IN POST-OFFICES.

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

	1883-'84.	1884-'85-	Increase.
			<i>Per cent.</i>
Estimates.....	\$4, 850, 000 00	\$4, 900, 000 00	1.08
Appropriations.....	4, 775, 000 00	4, 900, 000 00	4.18
Expenditures.....	4, 740, 442 15	4, 873, 853 19	2.81

As above stated, it will be observed that the amount reported as expended for this item during the past fiscal year is placed at \$4,873,853.19, which was the sum for which approved vouchers were furnished, and also the amount actually recorded by the Auditor for this Department. The total sum authorized by this office to be expended, however, amounted to \$4,924,569.65, or \$50,716.46 more than that reported by the Auditor.

Considering only the amount authorized and allowed by this office, there remains unexpended of the appropriation for clerk-hire for the last fiscal year the sum of \$50,430.35.

The appropriation for the present fiscal year is \$5,150,000; an increase of \$175,000, or 3½ per cent., over the appropriation for the previous fiscal year. The regular appropriation for that year was \$4,900,000. This appropriation proved inadequate for the service, and an additional appropriation of \$75,000 was requested. This request was granted, but the appropriation was not made until March 3, 1885. It was then too late to give proper relief to many of the post-offices, as eight months of the fiscal year had elapsed. Only a part of the deficiency appropriation of \$75,000, therefore, was expended.

Clerks in post-offices should be fairly compensated for their services. Their hours of duty are long, and their work, to be efficiently performed, requires close attention and study. Separating clerks, or clerks at offices of the third and fourth classes, where mail is distributed for other offices, merit favorable attention. Many of these clerks are not paid enough to induce them to take proper interest in their work.

So far as the appropriation would warrant the improvement of the separating service was continued during the past year. The allowances for clerical assistance in separating the mails were increased, reduced, or discontinued, to correspond with the changes of the service. This policy enabled the Department to improve this branch of the postal service, and, at the same time, make a larger number of allowances without materially increasing the aggregate amount allowed for separating labor. At present the separating offices number 2,305; and the average allowance per office is \$242.33.

At the present time the aggregate of allowances for clerks in post-offices is \$4,961,000. This amount will be increased during the present fiscal year, as the needs of the service require.

In view of the above facts, and the careful attention given to this subject, I am of the opinion that \$5,150,000, or the same amount appropriated for the present fiscal year, will be sufficient to pay for clerk-hire for the fiscal year ending June 30, 1887. I therefore recommend that an appropriation of \$5,150,000 be made for the fiscal year ending June 30, 1887.

RENT, LIGHT, AND FUEL.

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

	1883-'84.	1884-'85.	Increase.
Estimates	\$450,000 00	\$480,000 00	<i>Per cent.</i> 6.66
Appropriations	{ 440,000 00	480,000 00 }	8.56
	{ 5,000 00	13,125 00 }	
Expenditures	442,055 52	455,239 09	2.98

As stated in the preceding estimates for clerks in post-offices a difference is shown between the amount reported by the Auditor for this Department as having been paid out during the year, and the amount actually allowed by the office of the First Assistant Postmaster-General. This is also the case in regard to the items for rent, fuel, and light.

The amount reported by the Auditor as having been expended during the year for these items, for which proper vouchers were filed by postmasters, is \$455,239.09.

The aggregate amount authorized by this office was \$463,939.21, and the same will be audited, in due course of business, when postmasters furnish proper vouchers.

The regular appropriation for these items for the present fiscal year is \$490,000. To this sum should be added the appropriation of \$5,000 for rent for the post-office at Washington, D. C.

The sum of these appropriations (\$495,000) exceeds the appropriation made for the past year, including the supplemental appropriation of \$3,125 in the act approved March 3, 1885, "making appropriations for sundry civil expenses of the Government," by \$11,875; an increase of 2.4 per cent.

Under the present laws and regulations, allowances for rent, fuel, and light are made only at offices of the first and second classes, or where the gross receipts accruing at the respective offices entitle the postmasters to annual salaries of \$2,000 and upwards.

By the adjustment of postmasters' salaries made in accordance with the requirements of the act of Congress approved March 3, 1883, to take effect July 1, 1885, 71 post-offices were assigned to the first class, and 383 offices were assigned to the second class; making a total of 454 offices, exclusive of stations or branches of the larger post-offices, whereat allowances for rent, fuel, and light under existing law could be granted.

The appropriation for these items for the past fiscal year, for the first time in the history of the Department, was sufficient to adjust the allowances to meet the actual needs of the service.

At the present time the aggregate amount of allowances for rent, fuel, and light is \$465,661.55. This sum includes the aggregate amount of allowances for these items for premises leased to the Government.

The estimate for the fiscal year ending June 30, 1887, has been fixed at \$510,000, an increase of \$15,000, or 2.9 per cent., over that for the present year. I therefore recommend that an appropriation of \$510,000 be made for this purpose for the fiscal year ending June 30, 1887.

OFFICE FURNITURE.

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

	1883-'84.	1884-'85.	Increase.
			<i>Per cent.</i>
Estimates	\$30,000 00	\$40,000 00	33.3
Appropriations	25,000 00	40,000 00	60.0
Expenditures	9,828 01	19,406 89	97.5

The amount allowed for furniture for post-offices during the past year was \$23,000.14, leaving a balance of \$16,999.86 unexpended. This balance was reserved for the purchase of safes for post-offices; but for good and sufficient reasons it was deemed inadvisable to make contracts for the said safes.

The appropriation for furniture for post-offices for the current year is \$30,000, a decrease of \$10,000 from that of the past year.

Under existing law allowances for furniture are made only for offices of the first and second classes. These now number 454, and many of them are in need of suitable furniture to facilitate the transaction of postal business, and insure a prompt distribution and dispatch of mails.

Items chargeable to this appropriation include safes, stoves, mailing-tables, paper-cases, writing-desks, pouch-racks, chairs, and other articles of furniture necessary for a proper transaction of postal work at the larger post-offices.

I therefore recommend that an appropriation of \$35,000 be made for furniture and safes for post-offices for the fiscal year ending June 30, 1887.

MISCELLANEOUS AND INCIDENTAL ITEMS.

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

	1883-'84.	1884-'85.	Decrease.
			<i>Per cent.</i>
Estimates	\$90,000 00	\$90,000 00	0.00
Appropriations	90,000 00	80,000 00	11.11
Expenditures	57,906 68	54,483 46	5.91

The amount allowed by this office for miscellaneous and incidental items for the past year was \$64,294.37. The Auditor reports \$54,483.46; that being the amount for which proper vouchers were furnished. In due course of business the amount authorized by this office will be allowed on the presentation of proper vouchers to the Auditor.

The appropriation for this purpose for the present year is \$80,000; being the same amount as that appropriated for the past year.

Miscellaneous and incidental items, under existing law, are allowed only at offices of the first and second classes. These offices now number 454.

Items chargeable to this appropriation include all articles necessary for the proper transaction of postal business in the post-offices above mentioned, which are not provided for by other appropriations.

I recommend that an appropriation of \$80,000 be made for miscellaneous and incidental items for the fiscal year ending June 30, 1887.

ADVERTISING.

Allowances for advertising for offices of the first and second classes, in compliance with Department order dated March 7, 1882, are made out of the appropriation for advertising for the office of the Postmaster-General.

The appropriation for advertising for the present year is \$20,000. The amount allowed for advertising at the larger post-offices for the past year was \$10,314.87.

I estimate that about \$12,000 will be needed for advertising under the order of March 7, 1882, for the fiscal year ending June 30, 1887.

In this connection I beg to renew the recommendation heretofore made, that this appropriation be placed under the control of one officer.

RECAPITULATION.

Estimates for fiscal year ending June 30, 1887.

For compensation of Presidential postmasters	\$3,800,000
For clerks in post-offices	5,150,000
For rent, fuel, and light	510,000
For office furniture	35,000
For miscellaneous items	80,000
For advertising	12,000
Total	9,587,000

LEGISLATION RECOMMENDED.

ALLOWANCES FOR THIRD-CLASS OFFICES.

The recommendation made by this office in 1883 and renewed last year, that the Government should pay the office rent at post-offices of the third-class received the favorable consideration of the committees of the Senate and House, but the bill failed to become a law.

In the act approved March 3, 1885, a proviso was incorporated giving the Postmaster-General discretionary authority to lease premises for use of post-offices of the third class from July 1 last; but provision for the payment of rent was not made. That is, the Postmaster-General was authorized to make disbursements for rent of premises leased for third-class post-offices out of the appropriation for rent, fuel, and light for the current fiscal year. This appropriation, however, was \$10,000 less than the sum estimated for first and second class offices.

Postmasters at offices of the third class are now compelled to pay the expenses of rent, fuel and light, stationery, and miscellaneous items, and in some cases a part of the clerk-hire. It is a hardship to compel these postmasters to pay these expenses from their salaries, or from their private funds. As stated by the Postmaster-General last year (see Report of the Postmaster-General for the fiscal year ended June 30, 1884, page 20), "there is no reason why these expenses should not be paid at third-class post-offices as well as at first and second-class offices."

I renew the recommendation, therefore, that provision be made for the payment of rent for offices of the *third class*. I am of the opinion, also, that the Government should provide for the payment of expenses for fuel and light, stationery, and miscellaneous items for these offices.

A tabulated statement showing the number of these offices of each grade, by States and Territories, is herewith submitted, viz:

Statement showing the number of third-class post-offices October 1, 1885, arranged to exhibit the number in each grade from \$1,000 to \$1,900, in each State and Territory.

States and Territories.	Postmasters' salaries.									Totals.	
	\$1,000.	\$1,100.	\$1,200.	\$1,300.	\$1,400.	\$1,500.	\$1,600.	\$1,700.	\$1,800.		\$1,900.
Alabama.....	3	2	3	1	2	2	1	1	1	.....	16
Alaska.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arizona.....	.....	.....	.....	.....	.....	1	.....	.....	2	.....	3
Arkansas.....	3	1	4	.....	.....	1	1	1	1	1	13
California.....	4	6	6	6	7	6	4	6	3	3	51
Colorado.....	1	5	2	.....	4	2	6	3	2	1	26
Connecticut.....	6	6	3	4	5	7	3	4	1	1	40
Dakota.....	5	7	5	4	6	4	2	1	3	1	38
Delaware.....	1	1	1	.....	2	.....	.....	1	.....	.....	6
District of Columbia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	.....	1	1	.....	.....	3	3	3	2	.....	13
Georgia.....	3	3	2	2	4	3	3	1	.....	1	22
Idaho.....	.....	3	.....	.....	1	.....	.....	1	.....	.....	5
Illinois.....	17	24	23	9	27	17	15	7	6	5	150
Indiana.....	8	6	11	3	11	11	5	6	5	3	69
Indian Territory.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Iowa.....	8	12	10	10	18	17	12	6	6	4	103
Kansas.....	14	8	7	4	11	11	8	10	7	1	81
Kentucky.....	5	4	2	4	2	4	3	3	3	1	31
Louisiana.....	1	3	1	1	3	3	.....	.....	1	.....	10
Maine.....	4	6	1	3	3	2	3	2	1	.....	25
Maryland.....	.....	2	4	3	1	2	2	.....	.....	1	15
Massachusetts.....	5	10	12	4	13	12	15	9	7	7	94
Michigan.....	4	21	.....	8	12	11	9	10	4	1	80
Minnesota.....	4	7	7	2	5	3	3	5	.....	2	38
Mississippi.....	3	4	3	2	3	3	.....	1	.....	.....	19
Missouri.....	6	13	11	4	3	4	8	10	4	2	65
Montana.....	1	.....	.....	4	2	.....	2	.....	1	.....	10
Nebraska.....	8	6	11	3	6	8	3	4	.....	.....	49
Nevada.....	1	2	1	.....	.....	1	.....	.....	2	1	8
New Hampshire.....	4	4	3	2	4	2	3	1	2	.....	25
New Jersey.....	3	3	4	3	4	4	12	7	4	3	47
New Mexico.....	.....	.....	.....	1	1	.....	2	.....	1	.....	5
New York.....	12	19	21	16	20	21	17	10	11	4	160
North Carolina.....	1	3	4	.....	2	3	.....	3	2	1	19
Ohio.....	5	17	14	3	9	14	7	12	6	7	94
Oregon.....	2	1	.....	.....	6	.....	1	.....	1	.....	11
Pennsylvania.....	13	11	16	12	14	13	12	15	9	4	119
Rhode Island.....	.....	.....	1	1	.....	.....	3	1	.....	.....	6
South Carolina.....	2	2	2	1	3	3	.....	1	.....	1	15
Tennessee.....	2	5	4	1	3	2	1	.....	2	1	21
Texas.....	7	8	8	7	8	10	1	9	2	1	61
Utah.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Vermont.....	2	2	2	2	8	.....	3	.....	1	.....	20
Virginia.....	3	.....	2	4	3	5	2	1	2	1	23
Washington.....	.....	1	3	.....	2	1	.....	.....	1	.....	8
West Virginia.....	1	1	4	1	.....	2	1	1	.....	.....	11
Wisconsin.....	7	9	9	6	11	5	4	9	2	2	64
Wyoming.....	.....	.....	.....	1	1	.....	.....	1	.....	.....	3
Totals.....	181	249	228	142	251	220	180	175	108	61	1,795

Any further information which may be required relative to this matter will be cheerfully furnished.

MONEY-ORDER CLERK-HIRE.

The act of Congress approved March 3, 1883, prohibiting clerks employed on money-order work in post-offices from engaging in any other postal duties has caused considerable embarrassment in adjusting the duties of clerks. This was in part remedied by the proviso incorporated in the act approved March 3, 1885. This proviso is not, however, satisfactory, as the adjustment of the dual duties of clerks in post-offices causes much annoyance and confusion. I therefore renew the recommendation heretofore made, that the allowance for clerk-hire as made by this office should cover the entire cost of clerical labor in post-offices.

LIMITATION OF APPLICATIONS FOR REVIEW OF SALARIES OF POST-MASTERS.

In reports heretofore made by this office, relative to the work of reviewing the salaries of postmasters of the third, fourth, and fifth classes, under the act of March 3, 1883, as construed by the honorable Attorney-General of the United States, it was suggested that the attention of Congress be invited to the subject of fixing a limit to the presentation of claims of this character.

In the report of the Postmaster-General for the fiscal year ended June 30, 1884 (page 80), January 1, 1886, was suggested as a reasonable limit for filing claims of this kind. No action was taken by Congress, however; and I therefore renew the recommendation, and suggest that January 1, 1887, be fixed as a limit for the presentation of applications under the said act.

At present claims for readjustment of postmasters' salaries can be filed at any time; and unless some date in the near future is fixed by law as a limit for filing the same, the work of adjusting the said salaries will continue without limitation.

RENT OF STATIONS OF WASHINGTON, D. C., POST-OFFICE.

In the act making appropriations for the service of the Post-Office Department for the current fiscal year, provision for the payment of rent of the East Capitol Station of the Washington office was omitted; therefore, from July 1st last, no rent for the said station has been paid.

In the appropriation act approved July 5, 1884, the rent for the said station for the fiscal year ended June 30, 1885, was fixed and authorized at the rate of \$30 per month. I therefore recommend that Congress be asked to provide for the payment of the rent for the said station for the current fiscal year at the rate of \$30 per month; and that the necessary appropriation at the same rate be granted for the fiscal year ending June 30, 1887.

I desire, also, to respectfully call attention to the need of legislation for Station C of the Washington, D. C., post-office. At present this station is located on F street northwest between Fourteenth and Fifteenth streets. Owing to an increase of business, and the rapid growth of the postal service in the vicinity of this station, it is now one of the most important branches of the Washington office.

Under existing law no rent can be allowed for premises or rooms to accommodate this station. The postmaster, under date of October 14, 1885, recommends that Congress be asked to provide for the payment of the rent for this station at not exceeding \$900 a year.

STATIONERY.

I recommend that the attention of Congress be again called to the amounts disallowed for stationery in the accounts of postmasters at a number of offices of the first and second classes, for the fiscal year ended June 30, 1883.

These amounts were suspended and disallowed on account of the inadequate appropriation for stationery for the year named. The appropriation was \$55,000, being \$5,000 less than the estimate. These postmasters made the expenditures for stationery in good faith and should be reimbursed. A special report on this subject, giving a list of the offices with the amounts suspended and disallowed for lack of appropriation will be made in season to be considered by Congress in the deficiency bill.

In conclusion I cannot too highly commend the chiefs of divisions, and clerks of this Bureau for the faithful and efficient manner in which their duties have been performed.

Very respectfully,

A. E. STEVENSON,
First Assistant Postmaster-General.

Hon. WM. F. VILAS,
Postmaster General.

TABLE A.—Statement, showing the number of Presidential post-offices in each State and Territory June 30, 1884, and June 30, 1885, 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, 1885.

States and Territories.	Number of Presidential post-offices June 30, 1884.	Number of Presidential post-offices June 30, 1885.	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, 1885.	Number of money-order post-office stations June 30, 1885.
Alabama	22	20	2		4		16	1,389	90	
Alaska								7		
Arizona	6	4		2	1		3	139	16	
Arkansas	18	16		2	3		13	1,098	99	
California	56	59	3		4	4	51	940	181	5
Colorado	33	30		3	1	3	26	476	81	
Connecticut	55	56	1		3	13	40	410	77	
Dakota	41	43	2			5	38	864	105	
Delaware	7	7			1		6	117	17	
District of Columbia	1	1			1			6	1	3
Florida	14	15	1			2	13	556	58	
Georgia	29	28		1	2	4	22	1,339	107	
Idaho	4	5	1			5		173	23	
Illinois	180	181		8	3	28	150	2,007	575	8
Indiana	93	86		7	1	16	69	1,786	205	
Indian Territory		1	1				1	145	7	
Iowa	132	121		11	2	16	103	1,515	514	
Kansas	89	92	3		1	14	77	1,554	317	1
Kentucky	39	38		1	1	6	31	1,674	107	
Louisiana	12	12			1	1	10	586	66	1
Maine	37	34		3	2	7	25	984	119	
Maryland	19	19			1	3	15	822	63	
Massachusetts	117	118	1		5	21	92	668	180	16
Michigan	115	103		12	2	21	80	1,521	336	
Minnesota	51	48		3	2	8	38	962	182	
Mississippi	23	23			4		19	899	100	
Missouri	78	73		5	3	5	65	1,917	300	3
Montana	12	11		1		2	9	224	27	
Nebraska	49	54	5		2	6	46	924	179	
Nevada	9	8		1			8	133	24	
New Hampshire	32	30		2		6	24	479	78	
New Jersey	62	63	1		3	13	47	694	91	4
New Mexico	7	7					5	182	25	
New York	221	213		8	10	44	159	2,944	486	18
North Carolina	24	22		2		3	19	1,842	108	
Ohio	136	132		4	6	32	94	2,595	456	4
Oregon	13	13			1	1	11	450	62	
Pennsylvania	166	155		11	3	35	117	3,739	389	10
Rhode Island	11	11			1	4	6	115	21	
South Carolina	19	17		2	1	1	15	794	57	
Tennessee	27	24		3	2	2	20	1,841	118	
Texas	77	72		5	2	9	61	1,612	252	
Utah	5	4		1		2	2	236	23	
Vermont	26	26				6	20	490	94	
Virginia	31	31			2	6	23	2,053	108	
Washington	11	11				3	8	353	29	
West Virginia	17	14		3		2	12	1,145	62	
Wisconsin	84	78		6	1	13	64	1,416	266	2
Wyoming	4	4				1	3	106	11	
Total	2,323	2,233	19	109	70	382	1,781	49,019	6,992	75

TABLE B.—Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ending June 30, 1885; also statement of the number of post-offices in each State and Territory June 30, 1884, and June 30, 1885, with increase or decrease.

States and Territories.	Post-offices.			Postmasters.			Total number of cases.	Whole number of post-offices June 30, 1884.	Whole number of post-offices June 30, 1885.	Increase.	Decrease.
	Established.	Discontinued.	Names and sites changed.	Resigned and commissions expired.	Removed and suspended.	Deceased.					
Alabama	67	37	26	155	8	9	302	1,379	1,469	30	.....
Alaska	1						1	6	7	1	.....
Arizona	14	8		16	3		41	137	143	6	.....
Arkansas	55	30	22	237	7	16	373	1,095	1,114	19	.....
California	33	23	5	94	7	7	169	989	999	10	.....
Colorado	33	32	10	79	4	2	160	505	506	1	.....
Connecticut	4	2	1	27		3	37	464	466	2	.....
Dakota	101	30	39	100	8	2	280	836	907	71	.....
Delaware	1			14	5		20	123	124	1	.....
District of Columbia	1						1	6	7	1	.....
Florida	86	31	15	65	5	6	208	516	571	55	.....
Georgia	72	45	15	176	10	18	336	1,340	1,367	27	.....
Idaho	18	10	3	32	4	1	68	170	178	8	.....
Illinois	37	15	15	246	25	16	354	2,166	2,188	22	.....
Indiana	40	17	8	326	44	14	449	1,849	1,872	23	.....
Indian Territory	19	12	1	21		1	54	139	146	7	.....
Iowa	46	29	12	174	13	8	282	1,619	1,636	17	.....
Kansas	86	46	68	168	11	6	385	1,606	1,646	40	.....
Kentucky	94	37	20	224	17	15	407	1,655	1,712	57	.....
Louisiana	40	19	10	94	10	12	185	577	598	21	.....
Maine	26	2	3	52	8	10	101	994	1,018	24	.....
Maryland	18	8	8	65	9	13	121	831	841	10	.....
Massachusetts	7	1	1	31	3	6	49	780	786	6	.....
Michigan	45	26	16	152	7	11	257	1,605	1,624	19	.....
Minnesota	45	29	22	75	5	5	181	1,094	1,110	16	.....
Mississippi	86	27	9	124	15	15	278	863	922	59	.....
Missouri	55	35	24	341	39	10	504	1,970	1,990	20	.....
Montana	38	10	9	31	5	.....	93	207	235	28	.....
Nebraska	73	24	33	87	3	4	224	929	978	49	.....
Nevada	5	7	1	9	2		24	143	141	.....	2
New Hampshire	11	2		53	2	3	71	500	509	9	.....
New Jersey	13	2	1	55	4	11	86	746	757	11	.....
New Mexico	24	7	7	37	7	1	83	172	189	17	.....
New York	37	5	7	246	57	27	379	3,125	3,157	32	.....
North Carolina	95	39	22	186	34	27	403	1,808	1,864	56	.....
Ohio	32	16	6	353	51	18	478	2,769	2,725	16	.....
Oregon	30	15	3	52	8	.....	108	448	463	15	.....
Pennsylvania	79	23	24	292	42	17	477	3,838	3,894	56	.....
Rhode Island	2	1	2	1	2	1	9	125	126	1	.....
South Carolina	43	27	7	82	13	8	180	795	811	16	.....
Tennessee	88	35	16	240	16	11	406	1,812	1,865	53	.....
Texas	114	37	16	281	10	18	476	1,607	1,684	77	.....
Utah	6	5	2	8	2	1	24	239	240	1	.....
Vermont	6		2	53	8	6	75	510	516	6	.....
Virginia	131	31	29	229	136	27	583	1,984	2,084	100	.....
Washington	38	5	7	36	2	2	90	331	364	33	.....
West Virginia	61	20	10	136	11	12	250	1,118	1,159	41	.....
Wisconsin	51	16	6	109	30	12	224	1,459	1,494	35	.....
Wyoming	14	2		9	1	.....	26	98	110	12	.....
Totals	2,121	886	563	5,673	713	412	10,368	50,017	51,252	1,237	2
Decrease										2	.....
Net increase										1,235	.....

TABLE C.—Aggregate result of free-delivery service for fiscal year ended June 30, 1885.

Statistics of free delivery.	Total.	Increase over last year.	Per cent. of increase.
Number of offices.....	178	19	11.95
Number of carriers.....	4,358	468	12.08
Mail letters delivered.....	464,996,842	62,419,447	15.50
Mail postal cards delivered.....	104,742,598	7,320,873	7.51
Local letters delivered.....	143,406,578	21,552,646	17.08
Local postal cards delivered.....	78,226,676	8,995,872	12.99
Registered letters delivered.....	3,187,965	94,004	3.03
Newspapers delivered.....	256,054,602	24,409,417	10.53
Letters collected.....	469,858,875	55,009,984	13.44
Postal cards collected.....	140,030,704	10,573,390	8.13
Newspapers collected.....	83,432,673	12,957,663	18.38
Whole number of pieces handled.....	1,744,537,413	204,983,296	13.30
Pieces handled per carrier.....	409,307	4,278	1.08
Total cost of service, including pay of post-office inspectors.....	\$3,985,952 55	\$481,746 03	13.74
Average cost per piece, in mills.....	2.3	14 12	1.87
Average cost per carrier.....	912 90	503,238 23	10.53
Amount of postage on local matter.....	5,280,723 10	21,492 20	1.08
Excess of postage on local matter over total cost of service.....	1,294,770 55		

* Based on the aggregate, \$3,978,222.46, paid carriers, including incidental expenses at the several offices, less \$7,730.09 paid post-office inspectors.

TABLE D.—Showing the growth of the free-delivery service from its inauguration, July 1, 1863.

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 20			
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 83	\$681,864 70	\$548,215 15	
1870-71.....	52	1,419	1,353,923 23	758,120 78	595,802 45	
1871-72.....	52	1,443	1,385,965 76	907,351 93	478,613 83	
1872-73.....	52	1,498	1,422,495 48	1,112,251 21	310,244 27	
1873-74.....	87	2,049	1,802,696 41	1,611,481 66	191,214 75	
1874-75.....	87	2,195	1,880,041 99	1,947,599 54		\$67,517 55
1875-76.....	87	2,269	1,981,186 51	2,065,561 73		84,375 22
1876-77.....	87	2,265	1,893,619 85	2,254,597 83		360,977 98
1877-78.....	87	2,275	1,824,166 96	2,452,251 51		628,084 55
1878-79.....	88	2,359	1,947,706 61	2,812,523 86		864,771 14
1879-80.....	104	2,688	2,363,693 14	3,068,797 14		705,104 00
1880-81.....	109	2,861	2,499,911 54	3,273,630 39		773,718 85
1881-82.....	112	3,115	2,623,262 74	3,816,576 09		1,193,313 35
1882-83.....	154	3,680	3,173,336 51	4,195,230 52		1,021,894 01
1883-84.....	159	3,890	3,504,206 52	4,777,484 87		1,274,278 35
1884-85.....	178	4,358	3,985,952 55	5,251,721 10		1,265,768 55

TABLE E.—Statement showing the number of carriers in service June 30, 1885, the amount amount of postage on local matter, dur-

Post-office.	Carriers in service June 30, 1885.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Akron, Ohio	6	739,336	227,710	58,507	36,266	2,623	650,282
Albany, N. Y.	32	3,424,550	590,468	478,462	383,781	13,611	2,030,674
Allgheny, Pa.	19	1,900,320	414,078	328,891	326,126	10,947	1,373,237
Allentown, Pa.	6	471,664	136,634	40,628	13,085	2,277	294,391
Altoona, Pa.	6	376,517	87,458	36,903	14,921	1,174	340,768
Atchison, Kans.	6	624,060	160,972	54,823	40,186	2,965	391,749
Atlanta, Ga.	17	2,912,637	767,406	356,004	406,355	15,432	2,311,589
Auburn, N. Y.	9	932,843	201,901	116,370	47,371	8,778	669,135
Augusta, Ga.	8	1,202,560	408,029	110,002	64,596	8,466	860,071
Augusta, Mo.	5	691,479	114,572	28,106	15,557	16,533	193,161
Austin, Tex.	5	460,033	92,524	22,740	24,946	1,713	369,511
Baltimore, Md.	125	10,167,465	2,367,293	2,506,116	2,155,177	73,239	5,375,369
Bangor, Me.	5	468,597	83,295	44,742	33,234	2,973	283,309
Bay City, Mich.	6	546,175	111,334	73,850	42,674	3,648	435,090
Binghamton, N. Y.	7	669,662	148,130	91,664	48,483	3,088	458,926
Bloomington, Ill.	7	739,856	172,869	63,601	61,029	9,294	630,479
Boston, Mass.	278	22,089,254	5,903,906	12,094,167	5,610,952	111,077	14,209,152
Bridgeport, Conn.	10	696,361	143,293	141,266	54,665	2,964	514,124
Brockton, Mass.	5	78,606	15,519	6,905	5,067	214	101,546
Brooklyn, N. Y.	161	11,889,583	2,871,790	4,848,908	3,032,643	76,385	7,925,729
Buffalo, N. Y.	53	8,968,174	1,524,340	1,880,148	1,470,837	44,221	5,547,934
Burlington, Iowa	6	645,118	227,715	201,510	168,493	7,263	1,365,547
Burlington, Vt.	8	680,914	139,215	80,351	23,968	4,560	429,124
Camden, N. J.	11	812,442	248,049	104,404	126,001	4,783	620,483
Canton, Ohio	5	555,031	153,847	41,862	23,122	2,753	463,837
Cedar Rapids, Iowa	5	395,792	79,040	34,859	17,149	1,692	344,549
Charleston, S. C.	12	1,208,582	279,295	121,788	148,026	15,788	584,408
Chattanooga, Tenn.	7	574,590	121,540	61,220	35,612	9,056	422,498
Chicago, Ill.	321	52,374,007	11,069,686	13,048,100	9,303,486	435,655	19,431,764
Cincinnati, Ohio	114	11,405,449	2,265,958	2,761,023	2,031,297	67,596	5,710,151
Cleveland, Ohio	59	7,755,048	1,779,169	1,551,000	781,082	70,263	4,441,365
Columbus, Ohio	20	2,879,564	621,657	226,146	161,291	12,335	1,745,003
Concord, N. H.	5	642,324	157,225	28,529	10,681	5,080	431,284
Council Bluffs, Iowa	6	690,031	129,056	35,818	41,081	2,199	360,281
Covington, Ky.	8	494,168	116,013	132,627	151,379	8,125	408,142
Dallas, Tex.	7	1,958,676	313,845	75,266	70,020	6,053	865,159
Davenport, Iowa	9	1,315,521	255,096	259,022	172,575	14,639	1,209,157
Dayton, Ohio	15	1,994,308	503,692	26,959	9,094	1,020	1,884,124
Decatur, Ill.	5	228,548	70,932	44,671	272,756	9,074	2,061,463
Denver, Colo.	21	3,220,924	381,545	266,411	170,003	14,089	1,311,869
Des Moines, Iowa	15	2,111,959	493,998	1,565,319	914,857	56,446	3,705,530
Detroit, Mich.	4	8,511,469	1,707,843	64,762	62,302	6,464	634,817
Dubuque, Iowa	8	729,268	174,112	76,378	42,391	2,788	446,147
Easton, Pa.	7	769,691	168,468	95,019	31,762	4,585	738,379
East Saginaw, Mich.	9	769,123	181,198	19,870	5,439	1,251	192,987
Eau Claire, Wis.	5	225,925	41,509	31,658	11,989	577	162,474
Elgin, Ill.	5	242,449	43,069	161,104	105,830	2,447	785,348
Elizabeth, N. J.	8	871,057	208,985	208,985	87,584	8,918	725,227
Elmira, N. Y.	5	1,533,592	415,523	225,798	198,327	2,093	1,598,968
Eric, Pa.	12	2,241,854	300,274	39,323	68,118	10,150	1,016,714
Evansville, Ind.	10	1,180,298	339,899	79,223	56,771	1,884	711,613
Fall River, Mass.	12	992,070	136,248	30,274	9,537	740	147,017
Fitchburg, Mass.	5	168,840	30,274	98,860	69,326	7,525	687,251
Fort Wayne, Ind.	9	909,322	245,272	8,528	9,475	1,770	121,493
Fort Worth, Tex.	5	254,652	40,812	31,538	24,710	6,534	343,043
Galesburg, Ill.	5	536,020	118,235	61,098	35,885	11,547	520,718
Galveston, Tex.	11	1,119,170	146,423	23,326	16,855	461	182,339
Gloucester, Mass.	5	267,393	45,658	427,440	253,187	15,689	1,777,005
Grand Rapids, Mich.	15	2,593,971	511,660	55,930	29,287	2,524	378,779
Hannibal, Mo.	5	405,960	95,549	60,320	55,457	3,044	680,508
Harrisburg, Pa.	10	676,367	168,137	283,660	121,968	4,377	961,063
Hartford, Conn.	19	1,088,110	204,620	42,719	34,499	1,059	456,664
Haverhill, Mass.	6	669,236	146,533	45,106	69,651	3,509	212,029
Hoboken, N. J.	6	537,769	136,729	73,220	14,564	1,546	370,062
Holyoke, Mass.	6	432,008	80,741	135,798	66,960	6,720	650,060
Houston, Tex.	7	1,122,092	245,758	590,453	509,980	30,006	2,391,907
Indianapolis, Ind.	35	4,845,274	961,150	89,018	47,705	8,238	806,858
Jackson, Mich.	7	830,144	228,911				

of mail delivered and collected, the number of pieces handled, the cost of service, and the cost of postage on local matter, the fiscal year ending June 30, 1885.

Letters.	Collected.		Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece (in mills).	Per carrier.		
615, 871	231, 992	158, 618	2, 721, 299	458, 550	\$5, 488 45	2	\$914 74	\$2, 094 14	
2, 875, 604	607, 815	273, 622	10, 178, 587	318, 081	31, 109 91	3	972 18	16, 154 60	
1, 147, 582	324, 159	175, 950	5, 901, 390	310, 599	17, 917 97	3	943 05	10, 129 41	
853, 731	189, 856	57, 276	1, 508, 742	251, 457	5, 258 14	3.5	876 36	1, 279 61	
219, 977	86, 624	15, 167	1, 139, 509	189, 918	5, 192 19	4.6	865 36	1, 384 04	
390, 707	120, 568	65, 137	1, 847, 185	307, 864	5, 071 96	2.7	845 33	1, 498 32	
2, 031, 814	593, 433	229, 425	9, 624, 095	566, 123	13, 568 82	1.4	798 28	14, 835 41	
689, 408	170, 541	79, 797	2, 911, 144	323, 460	7, 541 41	2.6	837 93	3, 419 53	
473, 054	141, 441	51, 405	3, 264, 814	408, 077	6, 586 83	2	821 10	3, 448 68	
255, 029	54, 496	31, 396	1, 642, 596	328, 519	4, 006 88	2.4	801 38	1, 153 13	
17, 638, 035	7, 214, 200	1, 263, 441	48, 760, 335	890, 083	121, 318 77	3.4	890 02	1, 292 50	
558, 848	144, 568	39, 908	1, 658, 974	331, 795	4, 201 78	2.5	840 36	1, 704 84	
669, 067	80, 512	38, 696	1, 628, 046	271, 841	5, 256 39	3.2	876 06	3, 084 29	
382, 256	105, 404	50, 902	1, 958, 515	279, 788	6, 002 82	3.1	859 26	3, 544 59	
478, 918	241, 137	254, 197	2, 851, 320	407, 331	5, 804 85	2	827 55	2, 714 38	
40, 202, 301	9, 809, 975	4, 564, 407	114, 595, 191	412, 213	275, 893 68	2.4	992 39	420, 258 53	
549, 142	131, 445	42, 199	2, 275, 459	227, 546	8, 916 25	3.9	891 62	5, 931 84	
60, 575	15, 308	7, 385	200, 201, 124	58, 225	1, 310 59	4.5	282 12	798 47	
10, 271, 526	3, 865, 611	1, 509, 949	46, 290, 214	287, 517	146, 846 39	3.2	912 08	255, 129 11	Mar. 1, '85.
5, 269, 973	1, 766, 620	586, 818	27, 059, 065	510, 548	48, 486 73	1.8	914 84	62, 187 64	
1, 205, 198	271, 048	233, 320	5, 326, 112	665, 764	6, 944 60	1.3	868 07	6, 000 93	
548, 079	120, 432	118, 121	2, 138, 798	356, 466	4, 645 84	2.2	774 31	2, 413 92	
537, 253	199, 982	72, 794	2, 725, 782	247, 798	8, 754 97	2.2	795 91	3, 609 52	
508, 135	128, 540	201, 540	2, 078, 643	415, 728	4, 425 00	2.1	835 12	1, 580 02	
180, 152	58, 644	12, 494	1, 062, 371	212, 474	3, 622 92	3.4	724 58	2, 315 83	
1, 013, 086	349, 092	115, 107	3, 829, 185	319, 099	10, 487 74	2.7	873 98	5, 120 95	
278, 072	86, 529	27, 066	1, 016, 193	230, 885	5, 353 87	3.3	764 84	3, 617 31	
56, 570, 508	21, 147, 071	10, 484, 559	202, 804, 326	631, 789	297, 959 62	1.5	929 22	452, 103 26	
7, 467, 594	2, 549, 522	1, 935, 766	36, 132, 356	316, 950	110, 307 24	3.1	967 61	107, 084 49	
5, 617, 721	1, 303, 405	662, 563	23, 960, 606	406, 113	54, 183 57	2.3	918 37	59, 637 80	
1, 760, 493	568, 758	216, 476	8, 191, 813	400, 591	16, 840 70	2.1	842 03	8, 666 52	
400, 805	125, 128	65, 120	1, 892, 540	378, 508	4, 360 71	2.3	877 94	1, 618 32	
360, 860	109, 690	33, 935	1, 644, 731	274, 122	5, 146 09	3.1	855 68	1, 878 16	
473, 046	143, 736	127, 056	1, 841, 299	230, 162	6, 007 13	3.3	758 39	1, 397 25	
1, 516, 248	289, 253	105, 718	5, 317, 360	759, 623	5, 914 01	1.1	844 86	4, 968 01	
578, 428	172, 866	58, 606	3, 402, 915	378, 102	7, 639 71	2.2	848 86	2, 586 00	
1, 383, 969	491, 520	563, 307	6, 872, 250	444, 817	13, 376 64	2.2	891 76	7, 535 32	
131, 967	38, 519	17, 191	707, 354	141, 471	2, 058 78	3.8	531 76	904 44	
1, 786, 703	297, 248	177, 897	8, 649, 281	411, 671	18, 206 28	2.1	860 82	23, 660 30	Oct. 1, '84.
1, 122, 074	368, 022	174, 791	6, 033, 216	402, 214	12, 047 14	2	806 14	7, 481 97	
3, 895, 833	1, 130, 940	455, 221	21, 943, 458	466, 882	45, 430 22	2.1	966 79	43, 191 77	
731, 628	232, 434	86, 937	2, 713, 744	339, 218	6, 910 63	2.5	863 83	2, 254 74	
511, 865	180, 790	85, 046	2, 224, 564	317, 795	6, 360 97	2.9	908 71	1, 999 22	
526, 460	175, 258	128, 625	2, 941, 409	203, 490	6, 768 91	2.6	752 10	3, 200 55	
344, 893	55, 508	92, 574	679, 956	195, 991	2, 822 82	2.9	564 56	1, 346 51	Nov. 1, '84.
114, 028	28, 760	7, 323	645, 166	129, 033	2, 616 56	4.1	523 31	1, 549 04	Oct. 1, '84.
548, 826	193, 084	22, 896	2, 917, 577	364, 697	6, 735 49	2.3	841 94	4, 813 40	
661, 526	272, 840	195, 979	4, 063, 568	451, 507	7, 297 76	1.8	810 86	4, 738 77	
1, 067, 817	252, 379	92, 358	5, 980, 868	499, 239	9, 625 87	1.6	802 16	8, 547 52	
1, 072, 638	326, 544	73, 643	4, 147, 354	414, 735	8, 508 12	2.1	859 81	2, 304 00	
396, 837	94, 620	56, 675	2, 519, 941	209, 995	6, 923 26	3.8	801 94	3, 730 07	
132, 304	31, 623	22, 802	2, 572, 220	114, 444	2, 384 62	4.2	476 92	1, 292 09	Nov. 1, '84.
479, 238	184, 345	69, 162	2, 750, 251	305, 583	7, 829 34	2.8	869 93	3, 735 18	
126, 916	25, 852	9, 760	599, 258	119, 852	2, 665 24	4.4	533 05	1, 001 74	
442, 065	253, 659	26, 505	1, 777, 709	355, 542	4, 325 37	2.4	865 07	1, 208 22	
858, 193	203, 718	99, 193	3, 055, 940	277, 813	7, 995 26	2.6	726 84	2, 625 40	Oct. 1, '84.
149, 711	41, 391	111, 066	888, 180	167, 636	4, 202 14	5	840 43	1, 446 29	
2, 252, 572	659, 433	237, 905	8, 642, 862	578, 191	13, 354 60	1.5	890 31	11, 914 35	
303, 377	86, 465	75, 500	1, 407, 251	281, 450	4, 578 28	3.2	915 65	1, 221 73	
432, 316	149, 309	47, 616	2, 263, 134	220, 313	8, 438 20	3.7	843 82	3, 896 30	
613, 249	175, 060	71, 233	3, 542, 401	186, 442	16, 724 55	4.7	880 24	16, 204 34	
481, 656	85, 306	34, 292	1, 932, 584	322, 097	5, 094 50	2.6	849 08	2, 469 19	
238, 562	123, 418	13, 744	1, 300, 867	230, 111	5, 264 33	3.8	877 39	1, 695 54	
342, 966	63, 508	38, 821	1, 426, 466	237, 744	5, 276 86	3.7	879 49	3, 423 43	
664, 911	125, 904	53, 897	3, 072, 110	438, 673	6, 449 78	2.1	921 40	3, 823 92	
2, 967, 379	826 337	291, 846	13, 304, 722	380, 135	35, 508 88	2.7	1, 014 54	17, 150 76	
445, 041	130, 756	47, 315	2, 686, 982	384, 140	5, 037 34	2.2	851 05	2, 630 60	

TABLE E.—Statement showing the number of carriers in service June 30, 1885, the

Post-offices.	Carriers in service June 30, 1885.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Jacksonville, Fla.	6	537,117	99,886	35,805	30,482	12,264	205,961
Jamestown, N. Y.	5	124,146	28,991	11,702	6,095	841	82,624
Jersey City, N. J.	33	2,245,077	466,963	337,241	314,586	7,985	1,082,383
Kalamazoo, Mich.	5	630,131	195,290	35,904	24,455	2,972	424,821
Kansas City, Mo.	29	6,586,689	1,617,894	700,032	435,308	47,210	3,901,981
Keokuk, Iowa.	6	760,598	175,163	82,738	48,114	5,683	370,651
Knoxville, Tenn.	7	567,863	165,568	46,856	24,401	9,896	385,047
La Crosse, Wis.	5	213,412	46,462	20,475	11,797	2,823	202,548
Lafayette, Ind.	6	528,613	145,749	50,607	25,428	3,180	487,534
Lancaster, Pa.	8	870,747	181,108	54,885	55,308	2,858	474,453
Lansing, Mich.	5	362,153	96,893	22,972	14,395	1,216	284,129
Lawrence, Kans.	5	72,695	13,266	3,750	2,271	413	43,576
Lawrence, Mass.	12	1,090,192	122,944	123,149	118,949	2,026	985,857
Leadville, Colo.	4	414,002	24,785	17,587	12,757	186	308,869
Leavenworth, Kans.	7	880,965	162,912	48,076	64,105	3,651	711,636
Lewiston, Me.	6	335,833	75,338	12,812	15,134	1,821	277,319
Lexington, Ky.	6	603,222	157,744	36,482	25,321	2,235	403,897
Lincoln, Nebr.	6	674,759	112,606	81,344	41,643	2,322	364,142
Little Rock, Ark.	7	810,950	195,289	130,325	118,237	6,624	430,710
Lockport, N. Y.	6	112,766	26,156	8,087	5,085	242	102,748
Los Angeles, Cal.	8	463,043	50,553	45,771	26,331	2,813	326,454
Louisville, Ky.	43	6,018,936	1,480,642	821,985	965,748	60,827	3,386,758
Lowell, Mass.	16	1,228,700	213,589	189,631	123,324	3,542	814,450
Lynchburgh, Va.	6	782,980	185,646	31,466	19,851	5,173	243,946
Lynn, Mass.	13	1,288,628	283,418	100,178	117,418	1,404	810,849
Macon, Ga.	7	724,875	348,770	48,931	35,711	8,822	276,912
Madison, Wis.	5	451,313	100,489	29,711	10,430	2,775	425,425
Manchester, N. H.	11	882,220	179,665	52,461	67,467	3,389	780,333
Mansfield, Ohio.	5	479,865	122,339	35,072	20,685	2,121	350,344
Memphis, Tenn.	14	1,922,720	380,772	185,125	146,562	25,470	915,790
Meriden, Conn.	4	316,648	48,910	55,602	31,183	1,189	267,599
Milwaukee, Wis.	44	7,475,200	1,307,081	1,246,082	1,082,577	39,208	3,179,508
Minneapolis, Minn.	36	3,302,154	508,107	672,704	348,824	16,244	2,310,650
Mobile, Ala.	8	635,850	147,490	77,428	68,881	4,533	739,734
Montgomery, Ala.	5	248,595	52,423	21,141	31,370	857	186,208
Nashville, Tenn.	16	2,124,203	453,003	191,047	145,136	30,269	1,399,925
Newark, N. J.	36	3,215,093	732,396	777,157	612,596	18,733	1,825,827
New Bedford, Mass.	11	1,170,022	228,588	124,722	94,968	3,249	932,658
Newburgh, N. Y.	6	247,172	41,993	31,107	8,629	972	206,978
New Haven, Conn.	22	2,727,908	426,372	748,813	371,775	13,975	2,265,453
New Orleans, La.	70	5,241,006	897,175	1,037,750	1,043,295	43,063	3,435,323
Newport, R. I.	7	732,445	114,462	148,837	36,984	1,821	870,714
New York, N. Y.	628	67,486,719	17,485,777	43,550,915	17,115,246	620,418	80,953,153
Norfolk, Va.	9	1,095,854	264,706	97,444	89,754	4,161	516,727
Norwich, Conn.	6	249,824	40,541	52,735	16,872	749	191,447
Oakland, Cal.	13	1,250,165	174,296	204,247	194,962	4,733	942,498
Omaha, Nebr.	16	3,380,979	557,939	544,685	302,363	11,251	3,202,357
Oshkosh, Wis.	7	490,130	104,715	46,242	20,622	1,921	454,226
Oswego, N. Y.	8	611,720	120,148	49,831	31,643	2,520	379,417
Ottumwa, Iowa.	5	395,930	98,521	34,010	10,367	3,415	262,037
Patterson, N. J.	12	816,189	161,464	121,544	93,651	3,770	999,184
Pawtucket, R. I.	7	513,027	92,231	57,833	35,492	892	445,227
Peoria, Ill.	11	1,176,627	285,313	101,926	69,892	6,864	713,064
Petersburg, Va.	6	600,889	263,020	43,791	44,689	5,664	483,249
Philadelphia, Pa.	417	34,386,112	10,444,251	24,152,330	11,471,483	182,622	11,371,758
Pittsburgh, Pa.	50	5,504,661	1,156,932	1,536,431	747,924	28,396	2,931,908
Pittsfield, Mass.	4	298,875	50,031	40,984	25,077	816	213,877
Portland, Me.	16	1,340,795	271,798	153,655	132,446	16,687	919,927
Portland, Ore.	7	482,888	49,877	72,287	31,196	3,002	397,965
Pottsville, Pa.	5	392,272	96,667	31,530	16,246	1,289	579,679
Poughkeepsie, N. Y.	7	683,598	111,949	69,845	46,771	2,775	574,540
Providence, R. I.	38	2,272,897	518,788	685,891	369,322	9,440	1,801,302
Quincy, Ill.	9	1,313,021	275,090	71,244	97,476	9,366	911,970
Racine, Wis.	6	529,308	112,411	82,639	17,315	2,495	415,707
Raleigh, N. C.	4	82,821	18,482	9,210	2,900	852	62,449
Reading, Pa.	13	1,067,100	250,409	123,150	95,409	3,644	711,660
Richmond, Ind.	7	783,268	223,348	85,097	34,764	3,131	596,091
Richmond, Va.	22	1,953,153	556,312	222,681	151,183	21,582	896,530
Rochester, N. Y.	83	4,956,082	828,835	542,549	447,413	17,095	4,279,739
Rockford, Ill.	7	718,199	196,455	74,575	37,162	5,811	783,256

amount of mail delivered and collected, the number of pieces handled, &c.—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.		
								225,806	119,430	62,692	1,329,442	221,574	$4,421 97	3.3	$736 99	$1,992 35
71,947	18,705	8,451	353,002	70,600	1,251 38	3.5	250 28	450 15	Mar.1,'85
1,434,680	476,702	232,781	6,597,398	199,921	31,202 50	4.7	945 53	10,334 89	
291,614	103,414	114,530	1,823,131	364,626	4,153 14	2.3	830 63	1,473 48	
3,182,430	1,114,285	777,182	18,363,011	633,207	25,638 59	1.4	984 09	19,599 76	
413,856	157,251	34,785	2,048,839	341,472	5,233 05	2.5	872 39	2,844 87	
416,597	92,578	28,095	1,737,501	248,214	5,854 44	3.4	836 35	1,494 24	
134,267	52,874	60,598	1,745,256	148,051	2,599 04	3.5	519 81	971 35	Oct. 1, '84.
353,185	117,764	44,235	1,756,295	292,716	5,188 32	3	864 72	1,637 88	
238,494	98,370	23,475	1,989,693	248,712	6,497 18	3.3	812 15	1,865 08	
240,418	71,666	89,205	1,132,047	228,409	3,962 81	3.4	772 56	1,968 07	
49,258	10,210	2,356	1,997,793	39,559	720 75	3.0	144 75	4,129 04	May 1, '85.
977,933	135,788	108,865	3,665,203	305,434	9,723 40	2.6	810 28	4,029 57	
128,556	17,995	24,242	949,048	237,262	3,408 95	3.6	852 24	820 23	
855,465	190,587	94,561	3,011,958	430,280	5,883 23	2	940 46	2,640 57	
213,501	60,573	27,101	1,018,932	169,822	4,925 28	4.9	817 57	804 41	
375,784	125,424	30,566	1,760,675	293,446	5,022 40	2.9	837 07	2,442 98	
369,150	93,325	30,962	1,770,173	295,029	4,793 56	2.7	798 93	3,107 66	
846,270	280,535	57,087	2,878,027	410,861	5,967 86	2.1	852 55	4,916 31	
94,944	22,614	48,714	1,421,876	70,229	1,432 05	3.4	238 67	433 37	Mar.1,'85.
413,415	68,551	37,778	1,434,209	179,276	5,891 43	4.1	736 43	3,114 43	
4,440,400	1,598,384	667,430	19,441,110	452,119	44,713 88	2.3	1,039 56	39,071 80	
795,362	196,231	72,610	8,639,439	227,465	13,183 20	3.6	823 95	8,212 43	
374,060	115,488	25,380	1,783,990	297,332	5,156 86	2.8	859 27	1,384 35	
791,024	234,683	68,619	3,696,221	284,325	11,338 65	3	872 40	4,509 45	
822,365	248,311	39,472	2,549,169	364,167	5,839 68	2.2	834 21	1,017 12	
293,873	81,542	80,355	1,425,713	285,143	4,172 05	2.9	834 41	1,110 19	
379,269	97,465	87,537	2,400,754	219,069	8,881 49	3.6	807 40	2,166 28	
359,889	116,988	73,093	1,560,396	312,079	4,057 28	2.6	811 45	1,169 05	
773,689	191,068	85,222	4,606,418	329,030	11,650 34	2.5	832 16	5,362 67	
71,102	21,787	7,212	821,232	205,308	3,358 61	4	339 65	3,318 39	
4,197,728	1,166,185	309,608	20,003,177	454,618	43,204 49	2.1	891 92	41,147 13	
2,434,166	567,123	429,723	10,589,708	294,159	28,793 41	2.7	799 81	23,476 44	
622,025	201,180	197,169	2,694,240	336,780	6,491 84	2.4	811 48	2,635 69	
353,791	104,514	18,308	967,207	193,441	4,188 84	4.3	837 76	1,437 23	
1,494,864	386,710	279,397	6,498,614	406,163	13,518 93	2	844 93	6,668 04	
2,230,734	844,645	273,496	10,530,681	292,519	34,910 49	3.3	969 73	29,995 11	
869,649	189,336	49,841	3,663,033	333,003	9,162 55	2.5	832 95	3,869 66	
1,616,758	40,190	34,063	827,862	137,994	2,974 43	3.5	495 74	1,744 55	Oct. 1, '84.
1,484,147	323,415	174,362	8,536,220	388,010	19,610 96	2.2	891 68	31,266 34	
6,092,172	1,775,129	1,768,103	21,333,716	304,767	60,239 67	2.8	860 56	42,782 16	
469,077	66,509	27,840	1,957,129	279,590	5,769 73	2.9	824 23	4,122 89	
103,255,217	27,440,111	16,748,217	324,656,328	516,969	590,030 17	1.8	939 53	1,721,505 27	
1,021,615	371,637	110,447	3,572,340	396,924	7,410 53	2	823 39	5,124 22	
218,626	32,604	80,935	834,333	139,055	3,120 49	3.7	520 08	2,289 70	Oct. 1, '84.
777,570	173,527	142,525	3,864,523	297,271	11,670 92	3	897 76	6,204 99	
1,273,296	515,591	145,887	9,934,348	620,897	13,691 35	1.3	855 70	15,316 82	
191,680	34,150	27,414	1,371,109	195,873	5,824 91	4.2	832 13	1,493 15	
357,028	91,251	42,922	1,686,480	210,810	5,947 54	3.5	743 44	1,502 21	
244,226	77,610	28,860	1,149,976	229,995	3,671 03	3.1	734 20	1,148 24	
476,417	162,875	82,313	2,917,407	243,117	10,112 35	3.4	842 69	4,704 51	
225,468	58,406	22,820	1,451,896	207,342	5,921 41	4	845 91	4,131 82	
781,091	233,767	142,505	3,511,049	319,186	9,082 25	2.5	826 85	3,356 86	
390,505	263,733	50,412	2,145,952	357,659	5,058 37	2.3	842 22	1,568 70	
54,380,149	18,849,433	10,449,223	175,687,761	421,314	427,080 07	2.4	1,024 17	718,764 88	
3,859,111	1,173,585	554,690	17,493,638	349,873	48,900 18	2.7	978 00	52,004 39	
140,486	31,338	17,167	806,651	201,663	3,226 47	3.9	806 66	1,858 24	
1,856,040	264,861	215,283	4,674,492	292,156	11,857 61	2.5	741 10	7,088 66	
934,835	136,914	77,373	2,186,387	312,384	6,638 92	3	948 41	3,973 82	
228,071	79,441	149,346	1,572,641	314,528	8,918 49	2.4	783 69	1,115 20	
690,049	158,185	100,880	2,438,542	348,363	6,060 54	2.4	865 79	2,774 68	
2,579,012	501,685	309,486	9,145,823	240,680	39,637 37	4.3	1,043 03	35,139 15	
525,759	194,027	29,962	3,327,935	869,771	8,402 33	2.5	833 59	2,636 13	
217,520	44,219	17,343	1,388,957	231,493	4,727 20	3.4	787 96	1,143 59	
50,218	6,279	6,270	246,089	61,522	2,160 92	8.7	540 23	944 22	Oct. 1, '84.
618,162	241,622	69,427	3,175,783	244,291	11,294 11	3.6	868 77	3,985 10	
500,581	162,187	145,139	2,493,588	356,227	6,024 95	2.4	860 70	2,426 07	
1,385,032	373,152	180,449	5,642,054	256,002	18,150 78	3.2	825 93	7,084 67	
4,628,189	473,865	302,333	16,471,610	490,140	38,659 89	2	1,019 08	19,088 18	
1,236,227	392,708	728,586	4,1669,26	595,260	6,281 98	1.5	804 56	3,070 37	

TABLE E.—Statement showing the number of carriers in service June 30, 1885, the

Post-office.	Carriers in service June 30, 1885.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Sacramento, Cal.....	8	472,713	51,548	32,839	31,724	2,262	386,167
Saint Joseph, Mo.....	12	1,831,078	500,455	228,700	188,767	12,983	1,370,569
Saint Louis, Mo.....	151	10,212,280	3,800,922	4,170,183	2,917,836	176,626	8,414,550
Saint Paul, Minn.....	35	4,163,290	707,140	662,990	348,919	38,106	2,542,986
Salem, Mass.....	8	502,034	109,854	64,630	60,194	1,864	560,430
Salt Lake City, Utah..	7	44,365	8,507	12,390	3,778	1,271	37,045
San Antonio, Tex.....	7	592,282	59,276	22,786	18,366	4,639	349,463
Sandusky, Ohio.....	6	318,365	88,538	23,836	19,604	1,682	331,626
San Francisco, Cal.....	98	9,218,818	1,256,442	4,414,751	2,423,360	84,497	5,357,153
San José, Cal.....	5	200,736	25,634	17,509	15,070	395	142,342
Saratoga Springs, N. Y.	5	262,101	47,433	19,522	8,442	1,102	229,619
Savannah, Ga.....	9	970,514	223,875	106,037	76,640	7,671	461,293
Scranton, Pa.....	16	755,968	147,141	170,699	40,251	4,041	641,086
Sedalia, Mo.....	5	334,699	77,301	27,587	16,423	2,355	236,155
Sioux City, Iowa.....	5	125,074	22,406	18,107	5,917	711	109,619
South Bend, Ind.....	6	618,381	167,127	30,384	38,135	3,279	496,611
Springfield, Ill.....	10	1,169,643	303,426	73,910	50,058	5,963	916,747
Springfield, Mass.....	12	1,133,421	240,350	165,428	82,473	4,593	729,041
Springfield, Ohio.....	10	1,136,271	372,683	194,269	67,005	13,783	855,735
Syracuse, N. Y.....	23	3,667,097	844,825	681,330	399,601	13,377	1,703,026
Taunton, Mass.....	7	353,198	66,222	55,765	18,723	753	477,986
Terre Haute, Ind.....	9	1,027,884	355,859	85,713	65,233	7,743	804,461
Toledo, Ohio.....	22	3,175,715	656,437	262,620	227,154	15,281	1,721,302
Topeka, Kans.....	9	2,092,228	401,742	225,058	168,040	9,914	1,008,323
Trenton, N. J.....	12	749,533	162,078	115,491	67,188	2,810	551,429
Troy, N. Y.....	25	2,778,578	507,511	455,609	291,119	7,500	1,402,585
Utica, N. Y.....	13	1,636,442	317,093	208,575	125,802	7,662	944,945
Washington, D. C.....	71	6,486,612	1,272,657	1,077,692	788,405	35,519	3,308,477
Waterbury, Conn.....	5	167,665	24,884	35,549	8,191	683	130,858
Watertown, N. Y.....	6	617,644	121,467	47,381	16,872	3,204	405,921
Wheeling, W. Va.....	10	949,708	247,654	84,942	64,725	9,881	640,354
Wilkes Barre, Pa.....	9	491,925	105,419	63,416	26,411	1,770	405,347
Williamsport, Pa.....	7	685,806	149,946	79,492	26,074	2,484	472,295
Wilmington, Del.....	13	1,185,080	248,496	292,703	120,968	4,617	761,377
Wilmington, N. C.....	6	406,656	122,628	66,119	45,942	2,292	864,090
Worcester, Mass.....	16	1,330,116	264,350	230,990	298,289	4,544	1,166,154
Yonkers, N. Y.....	6	463,886	68,637	112,893	35,964	1,047	268,751
York, Pa.....	5	330,266	86,620	31,244	14,182	1,706	296,600
Youngstown, Ohio.....	6	493,896	133,187	47,094	24,196	1,955	384,095
Zanesville, Ohio.....	5	544,581	146,744	36,056	24,202	4,266	370,328
Total.....	4,358	461,996,842	104,742,598	143,406,578	78,226,576	3,187,965	256,054,602
Amount paid post-office inspectors.....							
Total.....							

amount of mail delivered and collected, the number of pieces handled, &c.—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.		
365,260	53,505	38,239	1,434,257	179,282	\$6,512 03	4.5	\$814 11	\$2,241 39	
1,201,008	369,113	168,130	5,888,803	490,692	10,832 79	1.8	902 81	7,541 33	
14,549,295	4,880,521	3,216,081	61,407,294	406,671	151,818 96	2.4	1,005 42	216,706 67	
3,105,364	928,745	348,945	12,846,485	367,042	28,793 15	2.2	822 60	25,700 03	
306,443	94,522	30,271	1,731,142	216,393	6,798 79	3.9	849 84	2,019 30	
98,211	9,523	7,069	272,149	38,878	1,817 89	6.6	259 69	1,083 53	Mar. 1, '85.
403,264	53,072	36,937	1,539,485	219,926	6,073 58	3.9	867 65	2,263 20	
143,834	54,445	12,208	993,538	165,590	4,663 58	4.6	777 31	1,860 49	
18,591,821	2,283,181	1,785,082	40,415,705	434,577	79,349 08	1.9	853 21	119,576 14	
168,220	24,996	11,766	606,668	121,334	2,851 23	4.6	570 24	1,297 21	Oct. 1, '84.
186,978	92,552	62,965	910,654	182,131	2,318 81	2.5	463 76	1,091 70	Nov. 1, '84.
826,146	233,428	94,621	3,000,225	333,358	7,650 00	2.5	850 00	7,900 92	
672,582	145,451	50,030	2,632,249	164,578	11,950 80	4.5	746 92	10,087 71	
132,599	41,404	11,883	880,306	176,061	2,660 46	3	532 09	1,428 80	Oct. 1, '84.
87,664	11,063	5,924	386,485	77,293	2,207 86	5.8	453 57	1,456 15	Oct. 15, '84.
404,356	99,316	99,300	1,956,889	326,148	5,361 60	2.7	893 60	1,205 00	
892,608	296,257	306,436	4,021,946	402,105	8,109 42	2	810 94	1,974 23	
592,776	184,763	74,512	3,265,357	272,113	9,122 48	2.7	769 20	6,747 85	
652,944	154,412	246,849	3,543,951	354,395	8,847 23	2.4	884 72	3,338 21	
1,692,153	549,430	200,143	9,726,978	422,912	18,737 60	1.9	814 67	19,211 55	
218,822	59,507	25,760	1,276,736	182,391	5,719 24	4.4	817 03	3,708 56	
750,338	277,468	119,373	3,554,072	394,897	7,965 49	2.2	862 83	2,833 98	
2,365,723	688,184	439,565	9,551,930	434,179	19,131 59	2.2	869 61	8,428 79	
685,076	226,951	69,323	4,886,655	542,962	7,077 96	1.4	786 44	6,483 92	
530,811	162,803	42,496	2,384,639	198,720	9,497 15	3.9	791 42	4,661 89	
1,961,213	512,506	400,031	8,316,652	332,665	21,131 93	2.5	845 27	14,443 25	
1,298,010	259,167	139,184	4,940,420	389,032	11,173 33	2.2	859 48	6,593 72	
4,717,233	1,189,368	868,491	19,744,454	278,091	70,910 52	3.5	998 73	36,777 52	
85,851	15,609	4,940	474,211	91,842	2,626 38	5.5	525 27	2,371 03	Oct. 1, '84.
399,833	85,323	157,666	1,856,314	309,219	5,221 59	2.8	870 26	1,555 49	
893,759	227,124	94,770	3,212,917	321,292	8,440 11	2.6	844 01	3,189 51	
381,267	78,622	30,857	1,585,134	176,126	7,098 00	4.4	788 67	4,434 50	
537,673	134,183	84,485	2,163,348	309,650	5,934 86	2.7	847 83	3,407 46	
654,568	198,739	38,750	3,415,307	262,716	10,440 36	3	803 10	6,774 34	
404,459	115,932	32,695	2,117,013	352,835	4,341 28	2	723 56	3,283 99	
790,829	225,211	72,429	4,292,882	262,680	14,358 35	3.4	897 39	9,581 09	
229,610	41,775	23,042	1,245,715	207,619	4,376 57	3.5	729 42	5,049 36	
164,289	42,941	24,187	1,091,635	200,207	4,131 25	4.1	829 25	1,383 00	
332,751	75,488	42,206	1,529,868	254,978	5,223 42	3.4	970 57	1,697 61	
314,660	111,601	51,137	1,608,575	321,715	4,278 75	2.6	855 75	1,367 45	
469,858,875	140,630,704	83,432,673	1,744,537,413	400,307	3,978,222 46	2.3	912 99	5,280,723 10	
					7,730 09				
					3,985,952 55				

REPORT
OF THE
SECOND ASSISTANT POSTMASTER-GENERAL
FOR
1885.

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

WASHINGTON, D. C., *November 10, 1885.*

SIR: The annual cost of inland mail transportation on the 30th of June, 1885, was—

For 12,371 star routes, aggregating 232,222 miles in length.....	\$5,414,804
For mail messenger service, supplying 5,335 offices.....	879,217
For 116 steamboat routes, aggregating 11,997 miles in length.....	563,002
For 1,621 railroad routes, aggregating 121,032 miles in length. \$14,758,495	
For railway post-office car service.....	1,869,488
	16,627,933
For railway post-office clerks.....	4,280,118
For mail equipments.....	269,957
For necessary and special facilities on trunk lines.....	250,000
	28,285,081

Since the last annual statement there is shown by the above figures an increase for star service of 642 routes, 5,443 miles in length, and \$324,863 in cost.

For mail messenger service, an increase of 40 offices, and of \$15,904 in annual cost.

For steamboat service, a decrease of one route, and of 3,594 miles in length, and of \$33,571 in annual cost.

For railroad service, including railway post-office cars, an increase of 48 routes, of 3,872 miles in length, and of \$1,615,380 in annual cost.

In this statement fines and deductions are not considered; the sums actually disbursed appear in the Auditor's report.

The number of contracts drawn in duplicate during the year ended June 30, 1885, was 5,482.

A comparison of the star and steamboat service for the fiscal year last ended, with an average of the same service for the six years next preceding, shows the following results:

	Star service.				Steamboat service.			
	Average for 1879, 1880, 1881, 1882, 1883, and 1884.	For year ended June 30, 1885.	Increase.	Decrease.	Average for 1879, 1880, 1881, 1882, 1883, and 1884.	For year ended June 30, 1885.	Increase.	Decrease.
	Miles.	Miles.	Per ct.	Per ct.	Miles.	Miles.	Per ct.	Per ct.
Transportation....	76,918,222	83,027,321	8.08	.....	4,622,200	3,540,607	.....	23.46
Annual cost.....	\$4,010,658	\$5,414,804	.....	9.91	\$695,498	\$563,002	.....	19.03
Rate per mile.....	7.96 cents.	6.52 cents	.....	17.08	15.02 cents.	15.90 cents.	.....	5.85

It will be seen by a comparison of the annual cost of mail transportation on railroads during the fiscal year ended June 30, 1885, with the statement of cost of the same class of service for the year ended June 30, 1884, that while there was a small increase during the last fiscal year in the number of railroad routes, and a decrease in the number of miles of new railroad service, there was, nevertheless, an increase in the amount of cost, as is shown by the following table:

For the year ended June 30, 1884:	
Increase in the number of routes	60
Increase in the number of miles in length	6,952
Increase in the annual cost of transportation	\$1,124,803
For the year ended June 30, 1885:	
Increase in the number of routes	48
Increase in the number of miles in length	3,872
Increase in the annual cost of railroad service, including railway post-office cars	\$1,615,380

In explanation of this increase in the cost of transportation during the last fiscal year I beg to submit the following facts:

By reference to the reports of my predecessors for the fiscal years ended June 30, 1882, 1883, and 1884, respectively, it will be seen that there was at the termination of each of these fiscal years a large amount of railroad transportation service remaining unadjusted, as is shown by the following tabulated statement taken from these reports:

Unadjusted railroad service.

Fiscal year.	Miles.
June 30, 1882	8,449
June 30, 1883	7,234
June 30, 1884	9,026

During the fiscal year ended June 30, 1885, special efforts were made by this office to reduce the amount of the unadjusted railroad transportation to as low a figure as possible, so that the books of this office should closely show the cost of this branch of the service and the Department could at any time know approximately at least the relation of that cost to the amount of the appropriation therefor. The result is shown in a subsequent part of this report, from which it appears that the amount of railroad transportation service remaining unadjusted at the close of the fiscal year ended June 30, 1885, was only 2,945 miles.

The decrease in the amount of unadjusted railway service thus effected during the last fiscal year, over the three preceding fiscal years, necessarily caused a corresponding increase in the actual cost of that service for the last fiscal year. The comparative amount of this decrease of unadjusted mileage, and consequent increase in cost of railroad transportation of the last fiscal year over preceding years, is shown in the following statement, the cost being estimated at \$60 per mile:

Fiscal years.	Miles.	Decrease in amount of unadjusted railway service.	Estimated increase in cost of same.
1885 over 1882	5,504		\$330,240
1885 over 1883	4,289		257,340
1885 over 1884	6,081		364,860

The actual average cost per mile of adjusted service during the fiscal year ended June 30, 1885, will probably exceed the estimate of \$60 per mile, as given above, as adjustments were made on quite a number of long lines, including the Northern Pacific, Galveston, Harrisburg and San Antonio, New York, West Shore and Buffalo, &c., where the rate is considerably in excess of the estimate of \$60 per mile. It is also to be noted that during the fiscal year ended June 30, 1885, under contracts made between the Department and the Chicago, Burlington and Quincy and the Chicago, Milwaukee and Saint Paul Railroads, copies of which contracts are annexed to this report, a special reweighing of the mails carried, on these and on parallel and competing roads, was ordered, in compliance with the conditions of the contracts with said roads, and readjustments of pay thereon were made. These readjustments fell in the last fiscal year and thereby increased the annual aggregate cost of railroad transportation \$50,000. It is probable that this last-named sum of \$50,000 only expresses the amount of the actual and natural increase of the mails weighed, and I only refer to it as in part explanatory of the increase in the aggregate cost of railway transportation during the last fiscal year.

Taking these facts into consideration, and making the proper deductions therefor, the increase in cost of railroad transportation for 1885 compares favorably with the increase of previous years, the increase in 1882 over 1881 being \$1,139,816; in 1883 over 1882, \$1,134,616; and the increase in 1884 over 1883 being \$1,124,803.

STAR SERVICE.

Appropriation for the current year.....	\$5,900,000
Annual rate of expenditure on September 30, 1885.....	5,522,218
Sum estimated as necessary for the current year.....	5,576,218

I recommend that the sum of \$5,850,000 be appropriated for this item for the fiscal year ending June 30, 1887, being 0.85 per cent. less than the appropriation for the current year.

By the statement at the beginning of this report it will be seen that during the last fiscal year there has been an increase in the star branch of the service of 642 routes, 5,443 miles in length, and of \$324,863 in the annual cost of transportation. It has already been noted in the report of one of my predecessors that a stage had been reached and passed when any further reduction might be looked for in this branch of the postal service, and the results of the last fiscal year, as shown in the above statement, demonstrate the correctness of this observation. The largest percentage of this increase was made in the Western States and Territories. As the population expands, it necessarily follows that the demands for extension of mail routes and increase in the frequency of trips on those already established multiply.

It has been anticipated by some that the extension of railroads and the increase of the postal service thereon would in time very considerably reduce the quantity and cost of star service. But this anticipation has not been borne out by the results; for while the extension of lines of railroad and the consequent putting of postal service thereon has enabled the Department to curtail or dispense with many star routes, it is found by experience that these new lines of railroads themselves, bringing as they do a large increase of population, mostly composed of a hardy, industrious, and energetic class of people, filling up the vacant lands in our Western and Southern States and the Territories, increase the demand for star service, for which the railroads be-

come the basis of supply. And this mutual growth and expansion of these two branches of mail transportation, by a law which is necessary and obvious, is likely to continue in the future, because it is not to be anticipated that the railroad system, expanding as it constantly is in every direction, can ever become so ramified throughout the whole extent of our widespread domain as to supersede the star service to any considerable extent.

The rate of expenditure on account of star service on June 30, 1884, was \$5,089,941. The rate on July 1, 1884, was \$5,388,174. The rate on June 30, 1885, was \$5,414,804, being an increase over the preceding June of \$324,863, and over July 1, 1884, of \$26,630. This increase was due to the 642 new routes put in operation during the year, the increase of trips and distance on other routes, and the increased cost of service relet from July 1, 1884.

The general advertisement of September 15, 1885, inviting proposals for the performance of service from July 1, 1886, embraces the States of Arkansas, Louisiana, Texas, Kansas, Nebraska, Colorado, Oregon, Nevada, and California, the Indian Territory, and the Territories of Dakota, Montana, Wyoming, New Mexico, Arizona, Utah, Idaho, Washington, and Alaska.

The following table exhibits the changes in the annual cost of star service effected by orders from April 1 to September 30, 1885:

Changes in—	Increase.	Decrease.
April		\$9,945
May		6,244
June		1,065
July		75,564
August		50,153
September		5,725
Total		148,696

And this reduction has been made without any impairment of the efficiency of the service, the routes curtailed or discontinued, in whole or in part, being, in my judgment, unnecessary, or the cost thereof being so excessive in comparison with the revenues of the offices served thereby as not to warrant a continuance of the service dispensed with.

In the act of Congress authorizing the Postmaster-General to establish service on postal routes, it is directed that that officer "shall provide for carrying the mails on all post routes established by law as often as he, having due regard to the productiveness and other circumstances, may think proper." It will be perceived that the power conferred upon the Postmaster-General to establish service is not an absolute and arbitrary one, but that it is subject to the limitations specified in that act, to wit, "productiveness and other circumstances." By a long established and uniform rule in this Department, the "productiveness" of the service on any route is measured by the returns from the post offices whose supply is provided for on the route. This rule furnishes an index to the "productiveness" of the route, and a criterion to the volume of postal business transacted by the people whom the offices are intended to supply.

In making the above reductions this office has been guided by these two considerations, namely:

That it is the duty of the Department to supply adequate and efficient mail facilities to the public wherever and whenever needed, and to obtain these facilities at as reasonable a cost as possible.

For many years these considerations controlled the administration of this branch of the postal service; and if at any time they have been departed from, the result of such departure, leading as it did to wasteful and demoralizing expenditure of the public money, vindicated their justness and propriety, and public sentiment compelled a return to them.

On the other hand, it is not to be forgotten or ignored that the Government, in assuming a monopoly of the performance of the postal service, has incurred obligations to the people which it must fairly and faithfully discharge, and that in such performance it may almost be said every man, woman, and child in the country is interested.

In the application of these rules, regard, too, must be had to the different conditions and varying circumstances of different parts of the country. The questions of the cost and the necessity of postal service in any particular case will be necessarily affected by a consideration of these conditions and circumstances.

Keeping in view these facts, the two rules above stated must ever remain the true guides to an honest and an efficient administration of this branch of the Department, and they can be always safely followed without depriving any portion of the people of just, adequate, and satisfactory mail facilities.

While upon the subject of star service I beg leave to invite attention to section 3961, Revised Statutes, in regard to increase of expedition in carrying the mails on established routes, which reads as follows:

"No extra allowance shall be made for any increase of expedition in carrying the mail unless thereby the employment of additional stock and carriers is made necessary, and in such case the additional compensation shall bear no greater proportion to the additional stock and carriers necessarily employed than the compensation in the original contract bears to the stock and carriers necessarily employed in its execution."

By the act of April 7, 1880, this section was modified to the effect that "the Postmaster-General should not have the power to expedite service under any contract, either now existing or hereafter to be given, to a rate of pay exceeding 50 per cent. upon the contract as originally let."

By order No. 59, dated November 17, 1884, the Postmaster-General directed that "whenever it shall become necessary to increase the speed upon which mail is carried on any post route, the service shall be re-advertised for the reduced running time required: *Provided*, That the contractor, with the consent of his sureties, shall have the option of continuing service upon the expedited running time, without additional compensation therefor."

This order announces what I think is the proper principle, and what should be the law upon the subject of ordering an increase of expedition. It is, however, but a simple postal regulation, which may at any time be modified or revoked. In consideration of events, which it is not necessary to do more than to allude to, I recommend that the order or regulation referred to, or the principle on which it proceeds, be clothed with the force and formality of an act of Congress. By a statute to that effect all inducements upon the part of the contractor or subcontractor to petition or urge petitions for expedition would be effectually removed.

By the acts of May 17, 1878, and May 4, 1882, and the new forms of subcontracts adopted by this Department in 1883, the matter of subletting of contracts for mail service has, in my judgment, been placed

on a basis satisfactory to the Department, and protective of the public service. These acts have very considerably reduced the evils alleged to result from the system of permitting subcontracts for mail service.

This, I think, will be seen by reference to the following statement of failing contractors and bidders for the fiscal year ended June 30, 1885:

Failing contractors.....	30
Failing bidders.....	9
Total	39
Temporary bulletin service—failing bidders.....	16
Number of routes on which failures occurred.....	77

During the same period the increase by orders reawarding contracts was:

For star service.....	\$12,292 52
For steamboat service.....	3,080 00
Total	15,362 52

STEAMBOAT SERVICE.

Appropriation for the current year.....	\$615,000 00
Annual rate of expenditure on September 30, 1885.....	511,669 00

It is believed that all of this appropriation will not be expended, as orders effecting a reduction in the cost of steamboat service have been made since April 1, 1885, to the extent of \$74,256, as will be seen by the following statement showing reductions in the cost of inland transportation by steamboat routes from April 1 to September 30, 1885:

Changes in—	Increase.	Decrease.
April.....		
May.....		\$31,847
June.....		40,514
July.....		1,975
August.....		
September.....	80	
Total increase	\$80	
Total decrease		74,336
Total net decrease		74,256

In view of these reductions and others likely to be made during the remainder of the current fiscal year, I recommend that the sum of \$575,000 be appropriated for this branch of the mail transportation for the year ending June 30, 1887, being 6.5 per cent. less than the appropriation for the current year. The sum stated will, in my judgment, cover all existing or new steamboat service likely to be ordered by the Department during the next fiscal year.

As shown by the foregoing table, a very considerable reduction in the cost of steamboat service has been made by orders of this office since April 1, 1885. These reductions were not made without earnest protest on the part of large and influential classes of citizens interested in the service thus curtailed and discontinued. To these protests full and respectful consideration was given. But after the maturest examination, I deemed that these curtailments and discontinuances of service could be made at a saving of cost to the Government and without any

deprivation of proper and fully adequate mail facilities to the people located on the routes so curtailed or diminished.

Star service was to a large extent and at greatly reduced rates established in lieu of the curtailed and discontinued routes. On many of these routes the performance of steamboat service had been made the subject of frequent complaint upon the part of the people served, and was not satisfactory to the Department. It is believed that the substituted star service will be more satisfactory in its operation and results than the former service thus supplanted. Should, however, this expectation be not sustained by the test of actual experiment, on account of the nature of the country, or for any cause, it is at any time within the power of the Department to restore the former service, if such restoration be found necessary to a proper and adequate supply of mail facilities.

In this connection it may be added that appeals were addressed to this Department on behalf of the curtailed and discontinued steamboat mail routes, on the ground that the compensation received by the steamboats engaged in the performance of mail service was necessary to the maintenance of these lines of communication, which lines were important as furnishing commercial facilities to the localities on these routes. In this view I could not concur. The moneys provided by Congress for the transportation of the mails of the United States cannot and should not be diverted from that object and applied to any other, directly or indirectly, without the express authority of Congress. Nor could I consider the question of aiding the establishment or maintenance of commercial facilities by the expenditure of any part of the postal fund, excepting in so far as an efficient and a thorough postal service is of itself a very necessary and indispensable instrument of commerce.

INLAND AND FOREIGN STEAMBOAT MAIL SERVICE.

In the bill making appropriations for the Post-Office Department, passed during the last session of Congress, the Postmaster-General is authorized to contract "for inland and foreign steamboat mail service when it can be combined in one route, where the foreign office or offices are not more than two hundred miles distant from the domestic office, on the same terms and conditions as inland steamboat service, and pay for the same out of the appropriation for inland steamboat service." Under an advertisement issued on the 6th of October, 1885, proposals were invited for carrying the mails of the United States, and such foreign mails as may be ordered, in safe and suitable steamships, from Tampa, by Key West, Fla., to Havana, Cuba, twice a week and back, from January 1, 1886, to June 30, 1888, on a schedule of twenty-five hours for the outward trip and not exceeding twenty-seven hours for the return trip. Should satisfactory proposals be received and the service be awarded a very fast mail will be established via railroad from Boston to Tampa, thence by steamship to Havana, touching at Key West, carrying the mail between these points in 84 hours and 30 minutes, and between New York and Havana in 74 hours and 30 minutes, showing a reduction of running time between New York and Havana, in comparison with the former service by ocean steamships between New York and Havana, of one day and a half. The cost of this addition to the steamboat service of the Department has already been provided for in the estimates submitted.

MAIL-MESSENGER SERVICE.

Appropriation for the current year	\$975,000
Annual rate of expenditure on September 30, 1885	846,648
Sum deemed necessary for the current year	870,648

On the 30th of June, 1885, the mail-messenger service amounted to \$879,217. This is an increase, therefore, of \$15,904 over the cost on June 30, 1884.

I submit the following table of reductions made in this branch of the service by orders of this office from April 1 to September 30, 1885:

Changes in—	Increase.	Decrease.
April	\$4,281	
May		\$1,841
June		29,428
July	3,463	
August		3,053
September		3,528
Total increase	7,744	
Total decrease		37,846
Total net decrease		30,102

This is a very important and growing branch of the postal service, and is likely to increase in proportion to the extension of the postal railroad service. But from the reductions above stated, made since April 1 last, and for other reasons, it is thought that the amount necessary for the fiscal year ending June 30, 1887, will be \$900,000, being a decrease of \$75,000, or 7.69 per cent. less than the appropriation for the current year.

MAIL EQUIPMENTS.

The number of mail bags of every description purchased and put in service during the last fiscal year was 175,640, of which 22,840 were principally used for letters and other matter of the first-class. The balance, 152,800, was for canvas tied sacks.

There has been a decrease in the demands of this branch of the service of 2,000, or 8 per cent., of lock bags, and an increase of 43,800, or 40 per cent., of tied canvas sacks.

It is anticipated that there will be an increased demand for the use of the last-named sacks on account of the reduction of postage on second-class matter.

The contracts for supplying tied canvas sacks for the term of four years from July 1, 1885, were made at a saving over the contract for the previous four years of \$16,000 per annum.

The cost of mail-bag catchers last year was \$3,031.70, which is a large decrease, amounting to 64 per cent. less than the preceding year. This decrease in the cost is owing to the expiration of the patent upon mail-bag catchers.

The expenditure for mail locks and keys during the fiscal year ended June 30, 1885, was \$23,962. Though anticipating an increase in the demands of the mail service, with respect to the items of mail bags and mail-bag catchers, the sum estimated for the next fiscal year is \$275,000, the same as appropriated for the current fiscal year.

For mail locks and keys the sum of \$20,000 is estimated as necessary for the year 1887, being the same as the appropriation for the current year.

FINES AND DEDUCTIONS.

The gross amount of fines and deductions from postal contractors and others during the year ended June 30, 1885, is \$215,853.96.

The amount of remissions on deductions on account of satisfactory explanation was \$19,855.64.

The amount of remissions on fines was \$1,224.46, making total remissions of fines and deductions of \$21,080.10, leaving the net amount of fines and deductions on account of railroad, star, steamboat, and mail messenger service for the fiscal year ended June 30, 1885, \$194, 773.86. To this are to be added fines imposed and deductions made from the pay of railway mail service employes, for failures, \$3,344.55, and from mail messengers, \$2,081.84, making total net deductions for the fiscal year ended June 30, 1885, \$200,200.25. (See Table F.)

RAILROAD TRANSPORTATION.

The subject of compensation of railroads for the transportation of the mails has for many years attracted the attention of Congress, as is evidenced by the debates in that body and the commissions which have from time to time been appointed for the purpose of investigating and reporting upon that subject. This is the most interesting and important branch of the postal service. Its rapid growth, vast extent, and superior character have elicited the just commendation of all who are familiar with it. Its increasing aggregate cost, however, has been the subject of frequent comment and some criticism.

The method of basing the compensation upon the weight of the mails carried has met with serious objection as furnishing an unsafe and unreliable criterion of the value of the service rendered, and plans have from time to time been suggested, which, it was thought by those who proposed them, would dispense with this method of adjusting the compensation of railroad transportation, and which while giving to the railroads a fair and reasonable remuneration for the important service which they render to the country in the transportation of the mails, would considerably reduce the cost of such service to the Government. None of these plans have as yet received the approbation of Congress, but each in its turn has challenged as much opposition and criticism as the one which it was intended to supplant. The question is one which demands a thorough investigation and a solution satisfactory alike to the public, the Department, and the railroads engaged in the performance of this service.

The following table shows the average rate of cost per mile per annum, based on the length of the routes, for railroad transportation:

Years.	Length.	Pay for transportation.	Rate per mile.
	<i>Miles.</i>		
1880	85,321	\$9,237,945	\$108 27
1881	91,569	10,249,261	111 92
1882	100,563	11,297,533	112 84
1883	110,208	12,288,799	111 58
1884	117,160	13,273,606	113 29
1885	121,032	14,758,495	121 96

Statistics show that railroad service, from its establishment, has doubled every decade. It follows as a matter of course that the aggregate cost must necessarily increase as the service expands, and in a

greater ratio, because, in point of fact, the weight of the mails increase as well as the service expands. What is eminently to be desired is that some method of compensation be found and adopted which, while it will not reduce the character and efficiency of the service, will reduce the ratio of increase in cost.

On the other hand, it is not to be forgotten that about 95 per cent. of all the mails of the United States, at some period in their transit and for a greater or less distance, are carried on railroads, and the railroads now constitute what may be called the basis of supply for all the star and steamboat service of the United States. It may be truly said that upon a satisfactory solution of this question the economical administration of this branch of the postal service largely depends, since the railroads furnish, admittedly, the most expeditious dispatch and the best distribution of the mail.

I will add that under your orders, I am now engaged in an investigation of this very interesting and important question, the result of which will form the subject of a special report.

It would be difficult to state with any degree of accuracy the actual annual tonnage of mails transported by railroads in the United States. The present system of weighing gives but an inconclusive test of that tonnage, as some of the mail matter may be carried in the course of its transit on several of the roads throughout the country. I may mention in this connection, and as furnishing something of an index to the enormous weight of mail transported over the railroads of the country yearly, that the average daily mail between New York and Philadelphia, as ascertained by the late regular weighing in the first section, is over 68 tons.

An additional reason for a change in the present method of compensation of railroad transportation is found in the great cost which the mere work of weighing the mails entails on the Department, exceeding, as it did during the last fiscal year, the sum of \$100,000.

STATEMENT.

First.

Cost of transportation on all routes on which rates were fixed June 30, 1885, by Post-Office Department books	\$14,758,495
Cost June 30, 1884	13,273,606
Increase for 1885 over 1884	\$1,484,889
Rate of increase, 11.18 per cent.	
New routes unadjusted June 30, 1885, 2,945.16 miles, estimated at \$60 per mile, half year	88,354
Total	<u>\$1,573,243</u>

Second.

Cost June 30, 1885	\$14,758,495
Add for 2,945.16 miles, at \$60 per mile, from July 1, 1885	176,709
	\$14,935,204
Less amount earned by and withheld from Pacific roads indebted to the United States	1,200,000
Total	<u>\$13,735,204</u>

Third.

Cost June 30, 1885, Auditor's statement	\$13,558,313
Estimated liabilities on account of the year 1885, September 30, 1885....	130,000
Total	\$13,688,313
Cost June 30, 1885.....	12,200,000
Increase for 1885 over 1884	\$1,488,313

To which must be added the cost of new service ordered prior to June 30, 1885, on which pay was not fixed September 30, 1885, 1,574.47 miles, and to this mileage is attributable the difference between the estimated and the audited cost.

The increase in the length of routes for the year ending June 30, 1885, was 3,872 miles, showing, as compared with last year, a decrease of 3,080 miles. The indications are, from reasons hereinafter stated, that the new service for 1887 will be about 6,000 miles.

REQUIREMENTS FOR THE CURRENT YEAR.

The foregoing statement, showing that the \$14,010,000 appropriated for this item for the current fiscal year, must be supplemented by a deficiency appropriation sufficient to cover new routes and expansion of service on old routes, which, it is thought, will bring the cost of service to \$14,696,668 for the current year.

ESTIMATE FOR 1887.

Following the practice of preceding years, the cost on June 30, 1885, \$13,735,204, as above ascertained, will be used as the basis upon which to estimate.

The rate of increase for 1886 was estimated in previous report at 7 per cent. Adding this increase to cost on June 30, 1885, brings the cost for the present fiscal year up to \$14,696,668. Add 7 per cent. increase for fiscal year ending June 30, 1887, and it makes the amount required for service during that year, exclusive of Pacific roads, \$15,725,435.

It is believed that an amount greater than the above stated sum, rather than less, will be required. The increase is placed at 7 per cent., the same as the present year's percentage, as against 8 per cent. for the fiscal year ended June 30, 1884. An increase in railroad construction is anticipated during the next fiscal year. This estimated increase is placed at 6,000 miles, and is based upon the more prosperous business outlook, and upon the fact that, according to late statistics on railroad construction, during the first nine months of 1885, a large number of railways have been projected, on 200 of which, aggregating 9,000 miles in length, the work of construction has already been begun. The readjustment of pay for the regular term, beginning July 1, 1886, will fall in the fourth section, embracing a number of great trunk lines, running East and West, on which it is believed there will be a large increase in the weight of mails, and for which a corresponding increase in compensation will be required.

In addition to this, the reduction of postage on second-class matter to one cent per pound has caused the dispatch by mail of heavy weights of newspapers that were formerly sent by express, thus increasing the weight and cost whenever a readjustment is made.

The increase on account of readjustment in the eastern section the present year amounted to \$439,158, or 11.12 per cent., and it is ex-

pected that the increase in the fourth section will amount to fully 12 per cent.

The above reasons seem to justify an estimated increase for the fiscal year ending June 30, 1887, over the estimated cost on June 30, 1886, of \$1,028,767, or 7 per cent., as stated above, and exclusive of the Pacific roads.

RAILWAY POSTAL CARS.

A fully equipped railway postal car traveling over a route, with clerks to receive and distribute the mails without delay, is the best illustration of the advancement made in late years in postal progress. Prior to the introduction of this railway postal system the mails were simply carried in bulk on railroads as freight, and were subject in most cases to frequent and vexatious delay at various distributing post-offices, where they were made up in new packages and remailed to their destination through the distributing offices. The distribution is promptly, efficiently, and economically made while the mail is in transit, not only to all points over the line traveled, but the mail is made-up for points far beyond. The railway postal service is one of the happiest inventions of the age. It saves an immense amount of time, labor, and consequently money, and its present organization is satisfactory and efficient.

In 1864 the cost of maintaining 22 distributive offices amounted to \$800,000. With the large increase in the weight of the mails since that time, and the greatly increased rents paid for offices in large cities, it is believed that the cost of maintaining local distributing offices would now reach the annual sum of \$8,000,000, far exceeding the present cost of railway post-offices and railway post-office clerks.

Numerous applications for the extension of railway postal service have been made to this office during the present year, and on important and leading lines of railway, but on account of the condition of the appropriation for this branch of the service the Department was compelled to decline many of them. No extensions have been ordered beyond what was deemed necessary and, indeed, indispensable.

Cost, by the Post-Office Department books, June 30, 1885	\$1, 869, 468
Cost June 30, 1884	1, 738, 997
Increase for 1885 over 1884, 7.5 per cent.	130, 491
Appropriation for the fiscal year ending June 30, 1886, exclusive of the Pacific roads.....	\$1, 765, 026

The present annual rate of expenditure will nearly exhaust this sum, and a deficiency will be needed if urgent requirements for additional service are met. The estimated increase for 1886 over 1885 of 7.81½ per cent. being insufficient, it is believed that it will require fully the increase of 7 per cent., as estimated by the General Superintendent of Railway Mail Service, for the next fiscal year over the amount appropriated for the current year. This will be an increase of \$123,551.82; making the amount required for the service for the fiscal year ending June 30, 1887, exclusive of the Pacific roads, \$1,888,577.82.

RAILWAY POST-OFFICE CLERKS.

The appropriation for this item for the current year is \$4,682,300, but the expenditure thereunder will not exceed \$4,601,000.

Anticipating the probable demand for additional clerical force on existing lines of railway post-office cars and the requirements for new

lines, I estimate the increase will be nearly in the same ratio as the growth of railroad transportation. Therefore I recommend that the appropriation for railway post-office clerks for the fiscal year ending June 30, 1887, be \$4,877,000.

The suggestion made in the report of the General Superintendent of Railway Mail Service, that Congress empower the Postmaster-General to use the fund created by deductions on account of failures of postal clerks, which fund is now covered into the Treasury of the United States, in paying to the widows and minor children of postal clerks killed in the line of duty, a sum equal to one year's salary of such clerk, after the amount of actual fines shall have been ascertained and duly certified by the Auditor of the Treasury for the Post-Office Department, meets with my cordial approbation, as one dictated alike by a sentiment of humanity and by a wise and enlightened consideration of the interests of this branch of the postal service.

SPECIAL FACILITIES.

The appropriation for special facilities on trunk lines for the fiscal year ending June 30, 1886, is \$266,764.

The expenditure on account of this fund is as follows:

No. of route.	Terminals.	Railroad company.	Miles.	Amount paid.
5005	New York—Springfield.....	New York, New Haven and Hartford.	136. 00	\$17, 647 00
6011	The 4.36 a. m. train.....	New York Central and Hudson River.	142. 00	25, 000 00
10001	Philadelphia—Bay View	Philadelphia, Wilmington and Baltimore.	91. 80	20, 000 00
10013	Bay View—Quantico.....	Baltimore and Potomac.....	80. 00	21, 900 00
11001	Quantico—Richmond	Richmond, Fredericksburgh and Potomac.	81. 50	17, 419 26
11008	Richmond—Petersburgh	Richmond and Petersburg.....	23. 39	4, 197 50
11009	Petersburg—Weldon	Petersburgh	64. 00	11, 680 00
12002	Weldon—Wilmington	Wilmington and Weldon	162. 07	29, 565 00
14002	Wilmington—Florence	Wilmington, Columbia and Augusta.	110. 00	20, 075 00
	Florence—Charleston Junction ..	Northeastern of South Carolina.	95. 00	17, 337 50
14004	Charleston Junction—Savannah ..	Charleston and Savannah	108. 00	19, 710 00
15009	Savannah—Jacksonville	Savannah, Florida and Western.	171. 50	31, 390 00
16006	Baltimore—Hagerstown	Western Maryland	86. 60	15, 800 50
	Total expended.....			251, 725 82

This leaves an unexpended balance of \$15,038.18, the Charlotte, Columbia and Augusta Railroad Company having declined to perform the special service between Columbia, S. C., and Augusta, Ga. It will require an appropriation of \$251,725.82, present rate of expenditure, to maintain this special service during the next fiscal year.

I earnestly approve of the recommendation of the General Superintendent of Railway Mail Service for the maintenance of these special facilities, and for the reasons so fully set forth by him.

Very respectfully,

A. LEO KNOTT,
Second Assistant Postmaster-General.

Hon. WILLIAM F. VILAS,
Postmaster-General.

ADDENDUM.

- Copy of contract with the Chicago, Burlington and Quincy Railroad.
 Copy of contract with the Chicago, Milwaukee and Saint Paul Railway.
 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 H shows weight of mails, speed and accommodations for mails and R. P. O. clerks, and readjustment of pay on railroad routes, with an index.
 Table I shows the rate of pay for R. P. O. cars, with increase and decrease since last annual report.
 Table K states expenditures for necessary and special facilities on trunk lines.
 Table L is a statement of railroad service established since last annual report.
 Table M shows the growth of railway mail service from 1836 to 1885.
 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.

 CONTRACT WITH CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY.

Whereas an agreement was entered into on the 10th day of March, 1884, between the Postmaster-General of the United States and the Chicago, Burlington and Quincy Railroad Company, under the provisions of which a special "fast mail train," starting from Chicago, Ill., at 3 a. m., has been maintained by said company six times per week over the line from Chicago to Union Pacific Transfer since March 11, 1884; and whereas the provisions of said agreement have been carried out with great benefit to the public; and

Whereas said contract or agreement will expire March 10, 1885, the following contract is entered into for the purpose of securing to the public these advantages this 7th day of January, 1885, between the Post-Office Department of the United States of America (acting in this behalf by the Postmaster-General) and the Chicago, Burlington and Quincy Railroad Company, by Charles E. Perkins, its president, and Thomas J. Potter and Charles E. Perkins, sureties, witnesseth:

That the said Chicago, Burlington, and Quincy Railroad Company agrees to maintain the service stipulated and provided for in the agreement of March 10, 1884, and particularly the "special fast mail train," leaving Chicago at 3 a. m., six times per week, on Route 23007, from Chicago, Ill., to Burlington, Iowa, for the compensation now fixed under the acts of March 3, 1873, July 12, 1876, and June 17, 1878, viz, one hundred and ninety-three thousand and seventy-one dollars and sixty cents (\$193,071.60) per annum.

And on Route 27005, from Burlington to Union Pacific Transfer, Iowa, for the compensation now fixed under the laws above cited, viz, one hundred and seventy-nine thousand two hundred and sixty-eight dollars (\$179,268) per annum, from March 11, 1885, to March 10, 1888, for which period this contract shall be in full force and effect.

And in order to facilitate the transaction of the postal business on the line from Chicago to Union Pacific Transfer, the said railroad company agrees to add within a reasonable time two railway post-office cars, each 60 feet in length, to the equipment now in use on the line, for which said railroad company shall receive no additional pay, the cars herein provided for being intended to increase the efficiency of the lines of railway post-office now in use.

And it is further stipulated and agreed that the Chicago, Burlington and Quincy Railroad Company shall carry on its lines all through-mails to and from points west of the Missouri River, and to and from Council Bluffs, Iowa, and the said mails shall be so sent by the Post Office-Department.

And it is further stipulated and agreed that the Post-Office Department, if requested by the Chicago, Burlington and Quincy Railroad Company to do so, shall weigh the mails and readjust the pay or revise the pay upon any other basis of compensation which may then exist, on the two routes above described, to take effect from and after any date subsequent to January 1, 1886, that may be designated by said railroad company.

It is further stipulated and agreed that the said railroad company shall, from March 11, 1885, to March 10, 1886, cause the "special fast mail train" to continue to leave Chicago, Ill., at 3 a. m. six times per week, as at present, and arrive at Union Pacific Transfer, Iowa, at 7 p. m., instead of as at present.

The Post-Office Department agrees to pay the legal rate of compensation (\$40 per mile per annum) from October 29, 1884, for the line of 50-foot postal cars now running between Quincy, Ill., and Kansas City, Mo., over the Hannibal and Saint Joseph Railroad, owned by the Chicago, Burlington and Quincy Railroad Company.

And in consequence of changes in the distribution of mails, shall reweigh the mails and readjust the pay from January 15, 1885, on Route 33012, Atchison to Columbus; 34016, Beatrice to Red Cloud; 34020, Wymore to Table Rock.

The said railroad company also agrees to run an apartment car between McCook and Denver, and run the line of railway post-office cars formerly in use between those points between Pacific Junction and McCook.

It is also stipulated and agreed that the said railroad company shall not be required to shorten its time of running from that above given between Chicago and Union Pacific Transfer.

If the Union Pacific Railroad Company change its schedules to leave the transfer earlier than 7 p. m., so as to break the above-mentioned connection, then the Post-Office Department will, with the co-operation of the Chicago, Burlington and Quincy Railroad Company, use the lines of the latter by way of Denver and Pueblo to Ogden for its through mails.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department to be hereto affixed, and has attested the same by his signature; and the said railroad company by its president and sureties, have hereunto set their hands and seals the day and year set opposite their names respectively.

Signed, sealed, and delivered by the Postmaster-General in the presence of—

W. P. DUMBLE.

January 7, 1885.

FRANK HATTON,
Postmaster-General.

Executed in triplicate.

And by other parties hereto in the presence of—

J. C. PRASLEY,
T. S. HOWLAND,
Witnesses.

Signed this 14th day of January, 1885.

CHICAGO, BURLINGTON AND QUINCY RAILROAD CO.,
By CHARLES E. PERKINS,
President.

Signed this 14th day of January, 1885.

CHARLES E. PERKINS,
Surety.

Signed this 14th day of January, 1885.

THOMAS J. POTTER.

CHICAGO POST-OFFICE, January 14, 1885.

I hereby certify that Charles E. Perkins and Thomas J. Potter are good and sufficient securities for the amount of the foregoing contract.

F. W. PALMER, P. M.

Attest:
[SEAL.]

H. W. WEISS,
Assistant Secretary.

CONTRACT WITH CHICAGO, MILWAUKEE AND SAINT PAUL RAILWAY COMPANY.

Whereas an agreement was entered into between the Post-Office Department of the United States and the Chicago, Milwaukee and Saint Paul Railway Company, on the 13th of March, 1884, under the provisions of which the said railway company agreed to run a special mail-train daily, except Sunday, for one year from March 13, 1884, leaving Chicago, Ill., at 3 a. m., running thence via Milwaukee and La Crosse, arriving at Saint Paul at 3.30 p. m., and at Minneapolis, Minn., at 4 p. m., and to furnish a prescribed equipment of railway post-office cars for the line, and the Post-Office Department agreed to send all through and local mails for points in Wisconsin, Minnesota, Northern Iowa, Dakota, Manitoba, Montana, Wyoming, Idaho, Washington Territory, Oregon, British Columbia, and Alaska, by said company's trains that could thereby be delivered as quickly as by any other line, and to send all through and local mails from said States and Territories for Chicago and points beyond that could thereby be delivered at Chicago as quickly as by any other line; the Post-Office Department also agreed to reweigh the mails on the routes composing the through line and readjust the pay upon the returns from March 13, 1884; all of which has been carried into effect; and

Whereas the provisions requiring the running of the train by the prescribed schedule will expire March 12, 1885, for the purpose of securing the continuance of the said train the following article of contract, made the 10th of February, 1885, between the United States of America, (acting in this behalf by the Postmaster-General,) and the Chicago, Milwaukee and Saint Paul Railway Company, by Alexander Mitchell, its president, and Alexander Mitchell and Roswell Miller, sureties, witnesseth:

That whereas the said railway company agrees to run the special fast-mail train, leaving Chicago, Ill., at 3 a. m., and running thence via Milwaukee and La Crosse, arriving at Saint Paul at 3.30 p. m., and at Minneapolis, Minn., at 4 p. m., on the same day, to be run six times per week, and to maintain the present service, and to carry all the mails in accordance with and subject to the laws and regulations of the Post-Office Department made in pursuance of law, existing at this date February 10, 1885, and applicable to the transportation of mails by railroad companies, for the compensation now fixed on the three routes, under acts of March 3, 1873, July 12, 1876, and June 17, 1878, for the period from March 13, 1885, to March 12, 1888, as follows, viz: On route 23035, between Chicago, Ill., and Milwaukee, Wis., for the sum of sixty-five thousand six hundred and twenty-eight dollars and sixty-five cents (\$65,628.65) per year; and on route 25002, between Milwaukee and La Crosse, Wis., for the sum of one hundred and twenty-nine thousand six hundred and seventy-six dollars and fifteen cents (\$129,676.15) per year; and on route 26013, between Minneapolis, Minn., and La Crosse, Wis., for the sum of eighty-one thousand three hundred and fifty-eight dollars and ninety-nine cents (\$81,358.99) per year. Now, therefore, the said Chicago, Milwaukee and Saint Paul Railway Company, as contractor, and Alexander Mitchell and Roswell Miller as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves, that the said company shall fully comply with the obligations herein assumed, and, further, that the company shall maintain the service at its present state of efficiency on the three routes above described for the entire period from March 13, 1885, to March 12, 1888. It is further mutually agreed that the Post-Office Department shall send from Chicago, Ill., during the continuance of this contract by the Chicago, Milwaukee and Saint Paul Railway Company's line, all through and local mails for points in Wisconsin, Minnesota, Northern Iowa, Dakota, Manitoba, Montana, Wyoming, Idaho, Washington Territory, Oregon, British Columbia, and Alaska, that can be delivered as quickly by said line as by any other; and send by this line all through and local mails from points in the above-named States and Territories for Chicago and points beyond that can be delivered by it as quickly at Chicago as they would be by any other line. And, in further consideration of the running of the train from Chicago, Ill., to Minneapolis, Minn., by schedule heretofore prescribed by the Postmaster-General, it is hereby stipulated and agreed that the Post-Office Department, if requested by the Chicago, Milwaukee and Saint Paul Railroad Company to do so, shall weigh the mails and readjust the pay, or revise the pay upon any other basis of compensation which may then exist on the three routes above described, to take effect from and after any date subsequent to January 1, 1886, that may be designated by the said railway company. The United States covenants with the said company to pay, as aforesaid, quarterly, in the months of November, February, May, and August, or in the preceding months, at the option of the Department.

It is hereby further mutually stipulated and agreed that this contract shall continue in full force and effect for the period of three years, commencing March 13, 1885, and ending March 12, 1888.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department to be hereto affixed, and has attested the same by his signature, and the said railway company, by its president and sureties, have hereunto set their hands and seals the day and year set opposite their names, respectively.

Signed, sealed, and delivered by the Postmaster-General, in the presence of—
J. B. MINICK.

[SEAL.]

FRANK HATTON,
Postmaster-General.

And by the other parties hereto, in the presence of—
SEYMOUR H. CROLINS.
AUG. FAURE.

Signed this 14th day of February, 1885.

THE CHICAGO, MILWAUKEE AND SAINT PAUL RAILWAY COMPANY,
By ALX. MITCHELL,
President.

Attest:

P. M. MYERS,
Secretary.

Signed this 14th day of February, 1885.

ALX. MITCHELL. [SEAL.]
ROSWELL MILLER. [SEAL.]
Sureties.

POST-OFFICE, MILWAUKEE, WIS.,
February 14, 1885.

I hereby certify that Alexander Mitchell and Roswell Miller are good and sufficient sureties for the amount of the foregoing contract.

H. C. PAYNE,
Postmaster.

6755 P M G—17

TABLE A.—*Inland mail service June 30, 1885.—Cost, appropriations, estimates, rates of increase and decrease.*

Items.	Cost for 1884.	Cost for 1885.	Percentage of increase or decrease in cost for 1885 as to cost for 1884.		Appropriation for 1886.	Percentage of increase or decrease in appropriation for 1886 as to cost for 1885.		Estimate for 1887.	Percentage of increase or decrease in estimate for 1887 as to appropriation for 1886.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, star routes	\$5,080,941	\$3,414,804	6.38		\$5,900,000	8.06		\$5,850,000 00		0.85
Inland transportation, steamboat routes	596,573	563,002		5.63	615,000	9.24		575,000 00		6.50
Inland transportation, railroad routes	13,273,606	14,758,495	11.19		14,010,000		5.07	15,725,432 00		12.24
Railway post-office car services	1,798,007	1,869,488	7.50		1,765,036		5.50	1,868,577 82		7.00
Necessary and special facilities on trunk lines	184,821	250,000	35.27		286,764	6.71		251,725 82		5.64
Railway post-office clerks	3,979,362	4,280,118	7.56		4,682,300	9.40		4,877,000 00		4.16
Mail messengers	663,313	879,217	1.84		975,000	10.89		900,000 00		7.69
Mail locks and keys	18,340	23,962	30.61		20,000		16.53	20,000 00		
Mail bags and mail-bag catchers	217,258	245,995	13.23		275,000	11.79		275,000 00		
Miscellaneous items in the office of the Second Assistant Postmaster-General	379	984	159.63		1,000	1.63		1,000 00		
Total					28,510,090			30,363,735 64		6.50

NOTE.—In this table fines and deductions are not considered; the amounts actually disbursed appear in the Auditor's report.

B.—Table of inland mail service in operation June 30, 1885.

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

States and Territories.	Length of routes.	Star.			Steamboat.			Railroad.				Annual transportation (star service).	Annual transportation by steam-boat.	Annual transportation by railroad.	Total annual transportation.	Total annual cost.		
		Miles.			Miles.			Dollars.		Dollars.							Miles.	Miles.
		Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Annual pay for transportation.	Annual pay for mail.	Miles.	Miles.							
Maine	5,266	3,650	91,488	413	2,877	128,879	19,650	148,529	1,932,691	64,116	1,613,869	3,610,676	242,874	1,190,998	1,927,277	110,919	2,119,197	
New Hampshire	2,091	35,323	93	2,525	73,071	716,380	5,161	716,380	716,380	19,898	1,190,998	1,927,277	110,919	1,084,123	1,975,843	148,748	2,124,591	
Vermont	2,383	1,528	42,680	855	96,675	107,068	10,383	107,068	911,820	65,080	1,084,123	1,975,843	148,748	5,161,117	6,252,500	479,018	6,731,518	
Massachusetts	3,350	1,231	82,490	79	11,494	334,472	50,562	385,034	1,018,312	40,880	1,469,192	2,488,504	173,324	1,305,868	2,664,372	194,658	2,859,030	
Rhode Island	452	1,938	10,679	75	11,393	22,306	3,105	25,411	143,766	49,880	193,646	243,646	47,483	2,621,616	3,206,324	247,339	3,453,663	
Connecticut	1,938	834	32,149	206	10,179	187,995	27,192	215,187	578,708	103,185	681,893	1,260,601	247,339	12,526,912	10,891,488	2,086,045	12,977,535	
New York	16,073	8,831	298,241	32	1,149	1,434,331	343,294	1,777,625	4,251,391	1,031,855	5,809,240	10,042,636	1,087,200	3,026,780	3,583,450	298,144	3,881,894	
New Jersey	2,559	897	31,830	31	1,082	228,259	38,035	266,314	556,270	4,297,270	8,643,762	12,961,052	1,087,200	8,643,762	12,961,052	1,087,200	13,048,252	
Pennsylvania	15,023	9,175	240,447	231	6,625	730,143	98,070	828,213	4,297,270	114,660	942,873	1,157,533	31,102	2,984,298	4,405,463	402,946	4,810,251	
Delaware	559	231	6,625	831	13,173	24,537	58,834	322,893	1,160,324	290,841	1,453,235	1,743,576	31,102	2,984,298	4,405,463	402,946	4,810,251	
Maryland	4,175	2,031	66,980	831	13,173	24,537	58,834	322,893	1,160,324	290,841	1,453,235	1,743,576	31,102	2,984,298	4,405,463	402,946	4,810,251	
Virginia	12,451	8,096	129,122	405	44,172	356,084	70,903	426,977	3,243,762	316,211	3,560,000	4,876,763	471,714	3,298,622	6,845,595	596,471	7,442,067	
West Virginia	6,308	5,979	63,757	88	7,800	63,797	8,369	72,157	1,030,905	143,000	1,173,905	1,316,805	174,714	838,057	1,002,762	147,714	1,150,476	
North Carolina	11,846	9,729	122,908	425	12,663	156,230	12,946	169,176	2,830,110	143,000	2,973,110	3,116,110	304,786	1,459,327	4,575,437	218,487	4,793,924	
South Carolina	5,363	3,905	73,290	51	1,562	140,721	22,903	163,625	1,030,852	19,894	1,050,746	1,248,640	218,487	1,608,746	2,867,387	218,487	3,086,874	
Georgia	10,997	6,633	94,511	12	1,600	339,919	53,710	393,639	1,874,058	7,488	1,881,546	2,755,546	486,170	3,945,001	5,866,547	486,170	6,351,717	
Florida	5,084	3,068	59,188	859	73,894	75,886	75,886	75,886	812,752	352,912	1,165,664	1,518,576	169,870	1,335,534	1,684,410	169,870	1,854,284	
Alabama	11,075	8,414	138,243	435	7,500	227,869	30,411	258,280	2,488,119	72,202	2,560,321	2,818,523	208,868	2,400,775	5,021,006	394,023	5,415,029	
Mississippi	8,297	5,621	91,550	469	5,900	188,862	16,534	205,396	1,560,618	64,636	1,625,254	1,690,000	308,868	1,924,190	4,330,474	302,876	4,633,350	
Tennessee	9,928	8,402	123,203	287	6,143	134,084	13,896	148,080	2,034,159	72,176	2,106,335	2,278,491	271,224	1,563,678	4,330,474	302,876	4,633,350	
Kentucky	10,845	7,807	128,234	657	36,599	325,053	25,803	350,856	2,057,077	318,912	2,375,989	2,694,901	515,091	3,552,038	6,508,927	515,091	7,023,929	
Ohio	15,437	6,164	162,262	254	18,111	1,436,894	343,686	1,780,580	2,866,111	197,028	3,063,139	3,260,167	1,443,609	4,506,767	7,766,936	1,443,609	9,210,575	
Indiana	9,125	4,442	92,604	4	8,064	615,370	91,415	706,785	1,741,571	134,571	1,876,146	2,010,717	1,443,609	6,638,872	8,380,443	799,688	9,179,131	
Illinois	12,109	4,429	132,052	268	10,737	973,780	161,001	1,134,781	4,118,219	108,402	4,226,621	4,335,240	1,443,609	10,486,070	12,300,299	1,443,609	13,749,908	
Michigan	9,839	4,577	118,532	268	10,737	494,680	23,302	518,282	1,735,019	1,097,145	2,832,164	3,569,304	690,225	5,338,138	7,055,283	690,225	7,745,508	
Wisconsin	9,582	5,194	101,063	4	8,583	464,601	53,601	518,282	1,735,019	1,097,145	2,832,164	3,569,304	690,225	5,338,138	7,055,283	690,225	7,745,508	
Minnesota	10,688	4,715	85,753	5	9,733	675,083	21,366	696,449	1,474,922	1,474,922	2,949,844	3,424,766	856,562	5,653,815	6,509,377	856,562	7,366,439	
Iowa	12,591	5,214	103,650	7	7,307	677,823	75,079	752,902	1,474,922	1,474,922	2,949,844	3,424,766	856,562	5,653,815	6,509,377	856,562	7,366,439	
Missouri	16,594	10,115	187,765	263	14,514	822,575	118,755	941,330	3,405,891	82,050	3,487,941	3,569,304	1,443,609	8,010,966	11,507,913	1,443,609	12,951,522	
Arkansas	9,747	7,429	120,034	4	56,642	56,642	56,642	56,642	2,906,495	2,906,495	5,812,990	6,716,485	253,600	8,615,322	9,869,000	253,600	10,118,922	
Louisiana	5,996	3,873	74,547	874	84,742	74,676	74,676	74,676	1,068,821	263,761	1,332,582	1,602,343	233,985	1,067,113	2,369,698	233,985	2,603,683	

Texas	19,417	13,969	293,818	27	600	6,121	525,984	4,664,380	8,424	5,411,528	10,114,322	820,377
Indian Territory	2,785	2,723	49,497			4,572	42,295	742,614		46,759	765,403	53,014
Kansas	15,187	10,012	170,584			3,180	561,242	2,009,807		5,072,714	8,047,634	687,958
Nebraska	9,837	6,067	110,213			1,953	78,087	2,010,896		3,094,042	5,108,649	773,738
Dakota Territory	8,271	6,914	135,278			80	5,943	1,183,002		84,987	2,855,968	233,306
Montana Territory	3,417	3,337	113,535			542	58,280	765,867		84,331	1,237,538	118,678
Wyoming Territory	2,681	2,719	64,896			2,507	260,956	4,984		337,946	1,29,838	143,176
Colorado	6,252	3,745	168,605			1,079	265,890	1,313,680		2,412,685	3,724,315	434,495
New Mexico Territory	3,286	2,207	79,306			64,031	64,031	769,482		798,417	1,567,879	143,397
Arizona Territory	3,334	2,779	122,624			555	64,449	1,028,430		396,105	1,424,535	191,073
Utah Territory	3,702	2,489	106,428			1,213	116,346	1,057,099		883,246	1,944,928	222,774
Idaho Territory	2,576	2,506	132,852			70	2,822	1,174,366		43,674	1,218,060	135,674
Washington Territory	5,264	2,377	82,524	1,971	72,588	916	94,528	716,485	218,960	636,492	1,574,237	249,638
Oregon	6,020	4,857	140,240	290	13,087	673	86,739	1,381,383	148,616	617,885	2,147,884	240,066
Nevada	3,050	2,513	109,813			537	35,297	844,209		397,251	1,241,460	145,100
California	12,647	8,810	331,365	624	22,835	3,413	483,251	3,562,712	241,020	3,049,852	6,855,584	895,481
Alaska	345	345	1,600					8,280			8,280	1,600
Total	365,251	232,222	5,414,804	11,997	563,002	121,032	14,758,495	83,027,321	3,540,607	151,910,845	238,478,773	22,605,789
Railway postal clerks												4,280,118
Mail messengers												879,217
Aggregate												27,765,124

NOTE.—In this statement fines and deductions are not considered; the amounts actually disbursed appear in the Auditor's report.

C.—Railroad service as in operation on the 30th of June, 1885.

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.	
MAINE.										
1	Boundary Line (n. o.) and Presque Isle.	New Brunswick Rwy.	30.04	6	1,284.21	1,284.21	1,284.21	42.75		
2	Newport and Dexter	Maine Central R. R.	14.90	12	687.93	687.93	687.93	46.17		
3	Farmington and Brunswick	do	67.89	14.55	4,991.95	4,991.95	4,991.95	73.53		
4	Belfast and Burnham Village	do	33.95	12	2,061.10	2,061.10	2,061.10	60.71		
5	Portland and Skowhegan	do	102.56	8.22	7,629.43	9,231.41	74.39	15.02		
6	Portland and Bangor	do	137.72	27	37,444.69	13,772.00	51,216.69	271.89	100.00	
7	Portland and Canada Line (n. o.)	Grand Trunk Rwy.	165.55	10.88	16,419.24	16,419.24	16,419.24	99.18		
8	Portland and Rochester	Portland and Rochester R. R.	55	9.65	6,583.50	6,583.50	6,583.50	119.70		
9	Milo Junction, and Katahdin Iron Works.	Bangor and Katahdin Iron Works Rwy.	18.94	9.73	809.68	809.68	809.68	42.75		
10	Portland and South Lundenburgh	Portland and Ogdensburgh R. R.	114.05	16.15	9,166.19	9,166.19	9,166.19	80.37		
11	Brunswick and Beth.	Maine Central R. R.	0.14	27	937.76	937.76	937.76	102.00		
12	Bangor and Vanceborough	do	114.02	12	10,107.47	4,275.75	23,383.22	167.58	37.50	
13	Bangor and Bucksport	do	19.41	12	1,311.13	1,311.13	1,311.13	67.55		
14	Oldtown and Greenville	Bangor and Piscataquis R. R.	64.03	6	6,209.10	6,209.10	6,209.10	82.94		
15	Woodwich and Rockland	Knox and Lincoln R. R.	14.01	12	4,386.65	4,386.65	4,386.65	80.78		
16	Houlton and New Brunswick Line (n. o.).	New Brunswick Rwy.	3.92	6.5	174.72	174.72	174.72	44.46		
17	Calais and Princeton	Saint Croix and Penobscot R. R.	21.27	6	909.29	909.29	909.29	42.75		
18	Oakland and North Anson	Somerset R. R.	25.77	6	1,432.29	1,432.29	1,432.29	55.58		
19	Mechanics Falls and Gilbertville	Rundford Falls and Buckfield R. R.	27.34	6	1,450.26	1,450.26	1,450.26	49.59		
20	Farmington and Phillips	Sandy River R. R.	18.25	12	780.18	780.18	780.18	43.75		
21	Lewiston and South Auburn	Grand Trunk Railway	5.85	12	250.08	250.08	250.08	42.75		
22	Bridgton Junction (n. o.) and Bridgton	Bridgton and Saco River R. R.	16.59	12	723.48	723.48	723.48	43.61		
23	Monson Junction (n. o.) and Monson.	Monson R. R.	6.16	12	203.34	203.34	203.34	42.75		
24	Bangor and Bar Harbor	Maine Central R. R.	50.23	16	3,665.19	3,665.19	3,665.19	70.95		Pay not fixed
25	Strong Station (n. o.) and Kingfield.	Franklin and Megallowee R. R.	13.19	6						
			1,202.78		128,878.86	19,649.73	148,528.59			

NEW HAMPSHIRE.													
1001	Concord and Nashua	36.23	8,288 74	1,451 20	8,740 94	200 83	40 00						
1002	Concord and Portsmouth	59 66	4,692 85		4,692 85	78 66							
1003	Hampchester and North Weare	19 95	853 86		853 86	42 75							
1004	Hooksett and Pittsfield	20 35	981 85		981 85	48 74							
1005	Concord and Wells R. R. Corp.	94 01	12,619 90	880 87	13,500 77	134 24	9 37						
1006	Groveton and Wells River	53 71	5,648 68		5,648 68	105 17							
1007	Wing Road and Fabyan House	13 54	949 28		949 28	70 11							
1008	Concord and White River Junction	69 64	11,789 12	2,828 77	14,618 12	169 29	40 62						
1009	Concord and Claremont Junction	58 80	2,982 68		2,982 68	52 18							
1010	Contoocook and Peterborough	32 76	1,400 49		1,400 49	42 75							
1011	Nashua and Keene	26 36	3,181 67		3,181 67	72 68							
1012	Nashua and Rochester	20 61	5,135 45		5,135 45	42 75							
1013	Dover and Alton Bay	48 83	1,555 14		1,555 14	54 72							
1014	Dover Junction (n. o.) and North Conway	71 09	5,896 20		5,896 20	82 94							
1015	Wolfborough Junction and Wolfborough	12 11	517 70		517 70	42 75							
1016	Portsmouth and Dover	11 82	483 83		483 83	42 75							
1017	Whitefield Junction (n. o.) and Meadows	8 52	364 23		364 23	42 75							
1018	Whitefield and Jefferson R. R.												
1019	Vacant												
1020	Franklin and Bristol	12 11	560 45		560 45	42 75							
1021	Rollingsford (n. o.) and Great Falls	2 50	117 57		117 57	47 03							
1022	Plymouth and North Woodstock	21 06	900 31		900 31	42 76							
		729 63	67,910 33	5,160 84	73,071 17								
VERMONT.													
2001	Burlington and Route's Point	57 10	8,543 87	1,570 15	10,114 02	149 63	50 00						For 24.5 miles.
2002	Windsor and Essex Junction	110 13	17,797 00	4,976 62	22,773 62	161 60	10 62						For 82.5 miles.
2003	Bellevue Falls and Burlington	120 39	17,602 22	713 06	18,315 88	146 21	12 50						For 90 miles.
2004	Bellows Falls and Windsor	26 32	4,250 67	320 00	4,550 67	160 74	12 50						For 14.13 miles.
2005	Battleborough and Bellows Falls	24 02	3,902 04	300 25	4,202 29	162 45	12 50						For 67.2 miles.
2006	Saint Albans and Canada Line (n. o.)	17 00	1,046 51		1,046 51	61 56							
2007	Saint Albans and Richford	28 91	2,002 30		2,002 30	69 26							
2008	Leicester Junction and Addison Junction	15 63	667 75		667 75	42 75							
2009	Richford and Newport	32 00	2,243 52		2,243 52	70 11							
210	White River Junction and Derby Line	115 02	15,046 01	1,928 23	16,973 14	130 82	12 50						For 105.3 miles.
							9 87						For 65.1 miles.

C.—Railroad service as in operation on the 30th of June, 1885—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.		Remarks.	
					Dollars.	Cents.			Dollars.	Cents.		
VERMONT—Continued.												
2011	South Lonsborough and Swanton	St. Johnsbury and Lake Champlain R. R.	118	7.01	8,272 98	70 11	8,272 98	8,272 98	70 11	100 00		
2012	Wells River and Montpelier	Montpelier and Wells River R. R.	38.80	12	2,521 22	64 98	2,521 22	64 98	42 75			
2013	White River Junction and Woodstock	Woodstock R. R.	14.44	12	617 31	617 31	617 31	42 75				
2014	Burlington and Cambridge Junction (n. o.)	Burlington and La Moille R. R.	34.47	9	1,473 59	42 75	1,473 59	42 75				
2015	Rutland and Bennington	Bennington and Rutland R. R.	57.00	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	2,349 02	64 98	2,349 02	64 98				
2017	Montpelier and Barre	do	7.00	18	209 25	42 75	299 25	42 75			For 1 85 miles.	
2018	North Bennington and State Line (n. o.)	Bennington and Rutland R. R.	1.39	24	277 34	19 64	296 98	139 37	10 62			
			854 96		96,674 68	10,393 10	107,067 78					
MASSACHUSETTS.												
3001	Boston, Mass., and Portland, Me.	Eastern R. R.	100.08	31.54	41,502 75	10,908 00	52,410 75	380 48	100 00			
3002	Boston and East Saugus	do	10.77	12	460 41	42 75	460 41	42 75				
3003	Salem and Rockport	do	19.69	24.26	1,245 78	63 27	1,245 78	63 27				
3004	Salem and Marblehead	do	3.92	18	167 58	42 75	167 58	42 75				
3005	Salem and Lawrence	do	21.29	16.55	910 14	42 75	910 14	42 75				
3006	Franklin, Mass., and Valley Falls, R. I.	New York and New England R. R.	14.40	9.68	615 60	615 60	615 60	42 75				
3007	East Salisbury and Amesbury	Eastern R. R.	4.01	18	174 87	43 61	174 87	43 61				
3008	Wenham and Essex	do	5.41	12	231 27	231 27	231 27	42 75				
3009	Lynn and Marblehead	do	6.07	12.24	259 49	42 75	259 49	42 75				
3010	Wakefield and Peabody	do	8.02	6	342 85	342 85	342 85	42 75				
3011	Boston, Mass., and Portland, Me.	Boston and Maine R. R.	116.33	23.65	18,887 80	3,730 31	22,618 11	162 45	{ 41 25		For 9.5 miles.	
3012	Boston and Medford	do	5.31	21	227 00	42 75	227 00	42 75	{ 31 25		For 106.83 miles.	
3013	Georgetown and Haverhill	do	7.76	12	298 60	298 60	298 60	38 48				
3014	Wakefield Junction (n. o.) and Newburyport	do	30.80	18.61	1,316 70	303 00	1,624 70	42 75	10 00			

3015	Newton Junction, N. H., and Merrimac, Mass.	do	4.85	12	207 38		207 38	42 75	
3016	Boston, Mass., and Nashua, N. H.	{ Boston and Lowell R. R. Corporation.	25.52	41.87	7,610 24	1,989 50	9,599 74	194 94	{ 50 00
3017	Lowell and Lawrence	do	14.27		609 18		609 18	42 75	
3018	Worcester and Woburn	do	14.25	21	85 33		85 33	42 75	
3019	Somerville Station (n. o.) and Bedford	do	12.87	19.80	537 36		537 36	42 75	
3020	Ayer and Lowell	do	16.74	12	1,560 16		1,560 16	93 20	
3021	Greenfield and Greenfield	Fitchburg R. R.	105.71	36.24	21,782 06	1,982 06	23,764 66	206 06	18 75
3022	Greenfield 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	9.18	18	392 44		392 44	42 75	
3024	Ayer and Greenville	do	23.83	12	1,466 97		1,466 97	61 56	
3025	Boston, Mass., and Albany, N. Y.	Boston and Albany R. R.	202.06	45.11	107,803 05	25,229 07	133,031 12	578 52	{ 185 00 87 50
3026	Grafton Depot (n. o.) and Milbury	do	4.46	9	171 62		171 62	38 48	
3027	Auburn and Station (n. o.) and Newton Lower Falls	do	2.09	15	89 34		89 34	42 75	
3028	South Framingham and Milford	do	12.31	24	528 25		528 25	42 75	
3029	Fittsfield and North Adams	do	21.18	23.83	1,177 18	211 80	1,388 98	55 58	10 00
3030	Palmer and Winchendon	do	49.67	12.64	2,505 85		2,505 85	50 45	
3031	North Ferrisfield and Eastbrook field	do	4.37	27	186 81		186 81	42 75	
3032	Natick and Saxonyville	do	3.87	12	165 44		165 44	42 75	
3033	Boston and Bellingham	New York and New England R. R.	31.14	23.48	1,542 25		1,542 25	49 59	
3034	Boston and Willimantic	do	85.90	28.60	17,679 94		17,679 94	208 08	
3035	Boston, Mass., and Providence, R. I.	Boston and Providence R. R.	44.00	52.45	9,181 73	3,388 00	12,569 73	209 48	77 00
3036	Boston and Dedham	do	10.25	23.37	473 24		473 24	46 17	
3037	Ganton Depot (n. o.) and Stoughton	do	4.16	21	177 84		177 84	42 75	
3038	Boston and South Braintree	do	11.36	10.85	2,156 24	142 00	2,298 24	189 81	12 50
3039	South Braintree Junction (n. o.) and Newport	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		347 55	42 75	
3041	Middleborough and Provincetown	do	80.30	12	10,625 25	899 25	11,524 50	123 12	12 50
3042	Vacant	do							
3043	Attleborough and Middleborough	do	21.98	10.93	939 64		939 64	42 75	
3044	South Braintree and Fall River	do	34.43	26.03	2,355 01		2,355 01	68 40	
3045	Buzzards Bay and Wood's Holl	do	17.83	12	782 72		782 72	44 46	
3046	South Braintree and Plymouth	do	28.62	20.19	1,729 76		1,729 76	64 98	
3047	Loring and Pratt's Junction	do	4.83	18	239 51		239 51	49 59	
3048	Yarnouth Junction (n. o.) and Hyannis	do	8.36	12	143 64		143 64	42 75	
3049	South Framingham and Lowell	do	30.34	12	3,009 12		3,009 12	99 18	
3050	Fair Haven and West Wareham	do	15.59	12	719 79		719 79	46 17	
3051	New Bedford and Fitchburg	do	92.77	21.03	7,455 92		7,455 92	80 37	
3052	East Thompson and Southbridge	New York and New England R. R.	18.06	12	772 06		772 06	42 75	
3053	Greenfield and Turner's Falls	Fitchburg R. R.	4.37	24	186 81		186 81	42 75	
3054	New Bedford and Fall River	Fall River R. R.	15	18	641 25		641 25	42 75	

For 96.63 miles.
For 103.43 miles.

For 23.09 miles.
For 72 miles.

C.—Railroad service as in operation on the 30th of June, 1885—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.										
3055	Fitchburg and Bellows Falls.	Cheshire R. R.	64.54	18	9,105 30	9,105 30	9,105 30	141 08		
3056	South Vernon Junction (n. o.) and Keene.	Connecticut River R. R.	24.32	12	1,393 29	1,393 29	1,393 29	57 29		
3057	Worcester and Winchenden.	Boston, Barre and Gardner R. R.	37.92	13.32	2,982 78		2,982 78	78 60		
3058	Winchenden and Peterborough.	Cheshire R. R.	16.62	9.79	767 34		767 34	46 17		
3059	Millford and Bellingham.	Millford and Woonsocket R. R.	4.10	12	175 27		175 27	42 75		
3060	Millford and Ashland.	Hopkinton R. R.	11.93	12	510 00		510 00	42 75		
3061	Palmer and Miller's Falls.	Central Vermont R. R.	34.98	9.08	2,362 89		2,362 89	67 55		
3062	Miller's Falls and Brattleborough.	do.	21.39	23.65	2,944 54	128 50	3,073 04	137 06		
3063	Laxence and Manchester.	Manchester and Lawrence R. R.	27.06	18	3,678 80		3,678 80	135 95		
3064	Braintree Junction (n. o.) and Kingston Station (n. o.).	Old Colony R. R.	32.30	18.39	1,789 67		1,789 67	55 58		
3065	Atlantic and West Quincy.	do.	3.66	12	156 46		156 46	42 75		
3066	Worcester and Nashua.	Worcester, Nashua and Rochester R. R.	48.83	16.94	6,170 27		6,170 27	131 67		
3067	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R.	52.94	42.7	9,731 98	681 75	10,383 71	183 63	12 50	
3068	Springfield and Athol.	Boston and Albany R. R.	47.89	6	2,334 15		2,334 15	48 74		
3069	Holyoke and Westfield.	New Haven and Northampton Company.	16.53	12	450 15		450 15	42 75		
3070	Ashburnham Depot and Ashburnham.	Ashburnham R. R.	2.89	24	123 54		123 54	42 75		
3071	Van Dusen and State Line.	Housatonic R. R.	11.02	11.46	687 86		687 86	62 42		
3072	Boston and Waltham.	Fitchburg R. R.	10.90	11.33	465 97		465 97	42 75		
3073	Vacant.									
3074	Vacant.									
3075	Bellingham and Franklin.	Millford, Franklin and Providence R. R.	5.37	6	220 56		220 56	42 75		
3076	North Abington and Hanover.	Hanover Branch R. R.	8.23	13.12	351 83		351 83	42 75		
3077	Old Colony House Station (n. o.) and Hull.	Nantasket Beach R. R.	7.75	6						Pay not fixed.
					334,471 51	60,562 06	395,033 57			

C.—Railroad service as its operation on the 30th of June, 1885—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.
					Dollars.	Dollars.					
CONNECTICUT—Continued.											
5019	Litchfield and Hawleyville	Shepaug R. R.	Miles. 32.75	6	1,456 06	44 46	1,456 06	44 46			
5020	Turnerville and Colchester	Boston and New York Air-Line R. R.	4.80	15	186 65	42 75	186 65	42 75			
5021	Farmington and New Hartford	New Haven and Northampton Company.	14.30	16.17	733 59	51 30	733 59	51 30			
5022	Danbury and Brookfield Junction (n. o.)	Housatonic R. R.	6.25	18	267 18	42 75	267 18	42 75			
5023	Branchville and Ridgefield	Danbury and Norwalk R. R.	4.59	6	186 22	42 75	186 22	42 75			
5024	Rethel and Hawleyville	do	6.54	6	307 57	47 03	307 57	47 03			
5025	Windsor Locks and Suffield	New York, New Haven and Hartford R. R.	4.79	21	294 77	42 75	294 77	42 75			
			1,103.66		187,998.33	27,191.53	215,189.86				
NEW YORK.											
6001	New York and Dunkirk	{ New York, Lake Erie and Western R. R.	439.85	25.98	103,339 00	31,662 00	135,001 00	224 87	80 00	For 322 miles. For 127.45 miles.	
6002	Tallman and Piermont	do	14.15	7.24	604 91	42 75	604 91	42 75			
6003	Buffalo and Suspension Bridge	do	25.72	28.24	1,935 17	75 24	1,935 17	75 24			
6004	Newburgh and Greycourt (n. o.)	do	19.06	20.95	1,271 11	66 60	1,271 11	66 60			
6005	Rochester and Avon	do	18.09	22	1,648 67	86 36	1,648 67	86 36			
6006	Avon and Danville	do	30.19	15.03	2,169 24	71 92	2,169 24	71 92			
6007	Attica and Corning	do	110.67	16.35	10,057 21	50 63	10,057 21	50 63			
6008	Buffalo and Hornellville	do	92.84	25.06	14,606 54	189 18	14,606 54	189 18			
6009	Gothen and Montgomery	do	10.63	12	682 89	64 13	682 89	64 13			
6010	Gothen and Pine Island	do	12.09	12	516 84	42 45	516 84	42 45			
6011	New York and Buffalo	{ New York Central and Hudson River R. R.	442.00	46.52	450,848 84	157,440 00	608,288 84	1,020 02	370 00	For 283.5 miles. For 162.56 miles.	
6012	Troy and Schenectady	do	22	24.5	4,081 88	185 54	4,081 88	185 54			
6013	Syracuse and Rochester	do	104	24.48	16,361 48	4,160 00	20,521 28	167 32	40 00		
6014	Canandaigua and Tonawanda	do	86.6	6	3,676 50	42 75	3,676 50	42 75			
6015	Buffalo and Lockport	do	22	18	1,072 28	48 74	1,072 28	48 74			
6016	Buffalo and Lewiston	do	29	33.51	2,653 21	91 49	2,653 21	91 49			
6017	New York (155th street) and Brewster's Station.	New York City and Northern R. R.	54.70	6	2,759 61	50 45	2,759 61	50 45			
6018	Rochester and Niagara Falls	New York Central and Hudson River R. R.	76	25	11,806 52	148 77	11,806 52	148 77			

Code	Location	91.16	9.62	5,378.44	5,378.44	59.60
6019	Dunkirk, Allegheny Valley and Pittsburgh R.R.	91.16	9.62	5,378.44	5,378.44	59.60
6020	Albany Junction (n. o.) and Troy	5.81	24	680.58	680.58	117.14
6021	Reeseator and Charlotte	9	17.5	384.75	384.75	42.76
6022	New York and Chatham	130.50	12.08	12,719.81	12,719.81	97.47
6023	Golden's Bridge and Malhosp	7.50	12	320.62	320.62	42.75
6024	Eagle Bridge and Rutland	62.87	5.97	4,300.30	4,300.30	68.40
6025	Schenectady and Ballston	15.20	12	649.80	649.80	42.75
6026	Albany and Mooers	188.78	20.37	28,731.95	28,731.95	152.19
6027	Cobleskill and Cherry Valley	22.86	12	977.26	977.26	42.75
6028	Albany and Binghamton	143.23	19.87	14,685.30	14,685.30	102.60
6029	Plattsburgh and Au Sable Forks	23.52	6	1,045.48	1,045.48	42.75
6030	Quaker Street and Schenectady	15.47	12	661.34	661.34	42.75
6031	Oneida Junction (n. o.) and Jefferson	21.70	6	964.78	964.78	44.46
6032	Fort Edward and Lake George	15.96	22	1,022.87	1,022.87	64.13
6033	West Chazy and Rome's Point	14.78	12.5	2,047.17	2,047.17	138.51
6034	Oswego and Richland	29.03	12	2,333.14	2,333.14	80.87
6035	Watertown and Cape Vincent	25.82	12	1,214.31	1,214.31	47.03
6036	Rome and Ogdensburg	141.96	17.07	17,361.11	17,361.11	122.27
6037	Syracuse and Pulaski	38.48	18	2,697.83	2,697.83	70.11
6038	Oswego and Suspension Bridge	151	6	11,212.20	11,212.20	78.66
6039	Watertown and Sackett's Harbor	12.51	12	534.80	534.80	42.75
6040	Chenango Forks and Norwich	30.32	12	2,281.27	2,281.27	75.24
6041	Utica and Norwich	53.90	12.74	4,431.50	4,431.50	82.08
6042	Oswego and Ithaca	84.13	12	2,217.76	2,217.76	64.98
6043	Cassville Junction (n. o.) and Richfield Springs	22.04	12	1,111.91	1,111.91	50.45
6044	Minnesota and Account Valley	10.53	12	450.16	450.16	42.75
6045	Long Island and City and Greenport	97.17	12	9,388.58	9,388.58	98.62
6046	Hicksville and Fort Jefferson	33.50	12	2,176.83	2,176.83	64.98
6047	Vacant					
6048	Oswego and Cornwall Station (n. o.)	274.22	7.76	15,354.91	15,354.91	61.56
6049	Wellsville and Eldred	33.14	6	1,416.73	1,416.73	42.75
6050	Walton and Delhi	17.82	6	777.13	777.13	43.61
6051	Clinton and Rome	13.19	12	563.87	563.87	42.75
6052	Buffalo and Cleveland	183.20				1,068.75
	Cleveland and Elyria	28.50				306.62
	Elyria and Millbury	79.30				656.64
	Millbury and Toledo	8				1,021.73
	Toledo and Elk Hart	143.20				521.65
	Elk Hart and Chicago	401.30				836.19
	Lake Shore and Michigan Southern Rwy.	33.56	442,424.73	149,071.85	591,496.58	

Pay not fixed on 8.46 milva.

Pay not fixed on 24.79 milva.

C.—Railroad service as in operation on the 30th of June, 1885—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.		Remarks.
			Miles.	Dollars.		Dollars.	Dollars.	Dollars.	Dollars.				
6053	New York—Continued. Rouse's Point and Ogdensburg.	Ogdensburg and Lake Champlain R. R.	118.28	10,810.34	9	10,810.34	10,810.34	90.63		10,810.34	90.63		
6054	Chatham and Beesington.	London Springs R. R.	57.80	3,212.52	9	3,212.52	3,212.52	55.58		3,212.52	55.58		
6055	Schoharie and Middleburgh.	Middleburgh and Schoharie R. R.	5.50	235.12	12	235.12	235.12	42.75		235.12	42.75		
6056	Schoharie Junction (n. o.) and Schoharie.	Schoharie Valley R. R.	4.38	213.48	12	213.48	213.48	48.74		213.48	48.74		
6057	Utica and Randallville.	Delaware and Hudson Canal Company.	31.59	1,836.64	12	1,836.64	1,836.64	58.14		1,836.64	58.14		
6058	Buffalo and Emporium.	Buffalo, New York and Philadelphia R. R.	122.25	9,407.14	10.98	9,407.14	9,407.14	76.95		9,407.14	76.95		
6059	Olean and Nunda Junction (n. o.)	Lackawanna and Pittsburgh R. R.	70.14	2,998.48	9	2,998.48	2,998.48	42.75		2,998.48	42.75		
6060	Steneteles Junction (n. o.) and Skauvateles.	Skauvateles R. R.	5.16	250.59	21	250.59	250.59	43.75		250.59	43.75		
6061	Buffalo and Cory.	Buffalo, New York and Philadelphia R. R.	83.91	7,386.96	20	7,386.96	7,386.96	78.66		7,386.96	78.66		
6062	Greycourt (n. o.) and McAfee Valley.	Warwick Valley R. R.	21.72	928.53	12	928.53	928.53	42.75		928.53	42.75		
6063	Canandisigua and Elmira.	Northern Central Rwy.	69.79	7,757.15	18	7,757.15	7,757.15	111.15		7,757.15	111.15		
6064	Syracuse and Owego.	Delaware, Lackawanna and Western R. R.	35.60	8,378.79	18.5	8,378.79	8,378.79	91.91		8,378.79	91.91		
6065	Syracuse and Binghamton.	Syracuse, Binghamton and New York R. R.	80.31	6,660.91	18	6,660.91	6,660.91	82.84		6,660.91	82.84		
6066	Rouse's Point and Canada Line (n. o.)	Champlain and Saint Lawrence R. R.	1.20	112.86	6	112.86	112.86	94.05		112.86	94.05		
6067	Troy and North Adams.	Troy and Boston R. R.	48.07	9,794.28	30.18	9,794.28	9,794.28	901.31		9,794.28	901.31		
6068	Stapleton and Tottenville.	Staten Island R. R.	13	555.75	12	555.75	555.75	42.75		555.75	42.75		
6069	Hudson and Chatham.	Boston and Albany R. R.	17.94	766.83	18	766.83	766.83	42.75		766.83	42.75		
6070	Silver Springs and Perry.	Silver Lake Rwy.	6.83	291.96	12	291.96	291.96	42.75		291.96	42.75		
6071	Syracuse and Earlville.	Syracuse, Ontario and New York Rwy.	44.11	2,187.41	11.49	2,187.41	2,187.41	49.59		2,187.41	49.59		
6072	Lyons and Sayre.	Geneva, Ithaca and Sayre R. R.	92.62	6,968.72	6	6,968.72	6,968.72	75.24		6,968.72	75.24		
6073	Rondont and Hobart.	Ulster and Delaware R. R.	73.04 } 3.71 }	5,609.21	12	5,609.21	5,609.21	71.82 } 86.56 }		5,609.21	71.82 } 86.56 }		

6074	Vall's Gate Junction (u. o.) and Newburgh Junction (u. o.), Elmira and Cortland.....	New York, Lake Erie and Western R. R.	12.00	22.10	646.38	646.38	51.30
6075	Utica, Ithaca and Elmira R. R.	Utica, Ithaca and Elmira R. R.	70.96	15	5,400.05	5,400.05	76.10
6076	Freeville and Auburn.....	Southern Central R. R.	39.70	6	1,697.17	1,697.17	42.75
6077	Saratoga Springs and Schuylersville.....	Boston, Hoosac Tunnel and Western Rwy.	13.55	6	579.26	579.26	42.75
6078	Port Jervis and Monticello.....	Port Jervis and Monticello R. R.	24.70	6	1,077.16	1,077.16	43.61
6079	Poughkeepsie and State Line (u. o.).....	Poughkeepsie, Hartford and Boston R. R.	44.93	6	1,920.75	1,920.75	42.75
6080	Cannastota and Cortland.....	Cannastota, Chamotata and De Ruyter R. R.	49.08	7.62	3,231.42	3,231.42	65.84
6081	Fonda and Northville.....	Fonda, Johnstown and Gloversville R. R.	26.92	14.23	1,933.39	1,933.39	71.82
6082	Johnsonville and Greenwich.....	Greenwich and Johnsonville R. R.	14.99	15.37	640.82	640.82	42.75
6083	Montgomery and Kingston.....	Walkhill Valley R. R.	33.57	6.38	1,779.54	1,779.54	53.01
6084	Sayre and North Fair Haven.....	Southern Central R. R.	17.20	12.82	6,241.10	6,241.10	52.16
6085	Dutchess Junction and Millerton.....	Newburgh, Dutchess and Connecticut R. R.	57.97	6	3,221.97	3,221.97	74.39
6086	Cooperstown and Cooperstown Junction (u. o.).....	Cooperstown and Susquehanna Valley R. R.	16.25	12	847.60	847.60	55.58
6087	Utica and Watertown.....	Utica and Black River R. R.	91.97	16.86	11,932.42	11,932.42	52.16
6088	Carthage and Ogdensburg.....	do.	66.77	12	5,663.76	5,663.76	93.20
6089	Cayuga and Ithaca.....	Geneva, Ithaca and Sayre R. R.	39.15	6	1,874.50	1,874.50	47.68
6090	Sodus Point and Stanley.....	Northern Central Rwy.	34	6	1,453.50	1,453.50	42.75
6091	Buffalo and Jamestown.....	New York, Lake Erie and Western R. R.	69.36	13	4,507.01	4,507.01	64.98
6092	Middletown and Pine Bush.....	Middletown and Crawford R. R.	14.18	6	606.19	606.19	42.75
6093	Long Island City and Sag Harbor.....	Long Island R. R.	99.67	12	7,840.04	7,840.04	78.66
6094	Long Island City and Whitestone.....	do.	12.00	12	738.72	738.72	61.56
6095	Saratoga Springs and North Creek.....	Adirondack R. R.	57.96	6	4,212.53	4,212.53	72.08
6096	Bath and Hammondspoint.....	Bath and Hammondspoint R. R.	9.40	21	401.85	401.85	42.75
6097	Rhinecliff and Boston Corners.....	Hartford and Connecticut Western R. R.	35.70	7.2	1,770.38	1,770.38	49.59
6098	Whitehall and Castleton.....	Delaware and Hudson Canal Company.	14.34	15	956.33	956.33	66.69
6099	Crown Point and Hammondville.....	Crown Point Iron Company's R. R.	11.98	6	460.99	460.99	38.48
6100	Valley Stream and Far Rockaway.....	Long Island R. R.	5.34	12	228.28	228.28	42.75
6101	Sidney Plains and New Berlin.....	New York, Ontario and Western Rwy.	25.44	6	1,067.56	1,067.56	42.75
6102	Rochester and Salamanca.....	Rochester and Pittsburgh R. R.	109.14	12	5,319.48	5,319.48	48.74
6103	Corring and Geneva.....	Fall Brook Coal Company.....	58.25	6	4,432.82	4,432.82	76.10
6104	Springville and Sardinia Junction (u. o.).....	Springville and Sardinia Rwy.	11.56	12	495.47	495.47	42.75

C.—Railroad service as in operation on the 30th of June, 1885—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.		Total annual pay.	Cost per mile for transportation.		Remarks.
					Dollars.	Dollars.		Dollars.	Dollars.	
NEW YORK—Continued.										
6105	Plattsburgh and Rogersfield	Chateauy R. R.	Miles. 34.67	12	1,482 14	42 75	1,524 88	42 75	Cost per mile for office cars.	
6106	Albany and Troy	New York Central and Hudson River R. R.	7.37	75	1,518 66	206 06	1,724 72	206 06		
6107	Mechanicville and Eagle Bridge	Boston, Hoosac Tunnel and Western Rwy.	20.47	12	1,537 76	76 10	1,613 86	76 10		
6108	Attica and Cuba	Tonawanda Valley and Cuba R. R.	59.92	6	2,561 57	42 75	2,604 32	42 75		
6109	New Rochelle and Harlem River (n. o.)	New York, New Haven and Hartford R. R.	11.87	14.40	1,765 90	148 77	1,914 67	148 77		
6110	De Kalb Junction and Norwood	Rome, Watertown and Ogdensburgh R. R.	24 61	18	1,346 65	54 72	1,401 37	54 72		
6111	Minucola and Hempstead	Long Island R. R.	2.50	18	106 87	42 75	149 62	42 75		
6112	Stewart Junction (n. o.) and Babylon.	do	20.50	6	876 37	42 75	919 12	42 75		
6113	Summitville and Ellenville	New York, Ontario and Western Rwy.	8.55	6	372 86	43 61	416 47	43 61		
6114	Clove Branch Junction and Clove Valley.	Newburgh, Dutchess and Columbia R. R.	8.10	6	346 27	42 75	389 02	42 75		
6115	Theresa Junction (n. o.) and Clayton.	Utica and Black River R. R.	16.23	12	693 83	42 75	736 58	42 75		
6116	North Hoosac Junction (n. o.) and State Line (n. o.)	Utica 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	229 56	42 75	272 31	42 75		
6118	Phoenixia and Hunter	Stony Clove and Catskill Mountain R. R.	14.73	6	730 46	49 59	780 05	49 59		
6119	orkimer and Po nd	Heniker, Newport and Po nd and Narrow Gauge Rwy.	17	12	726 75	42 75	769 50	42 75		
6120	Whitestone Junction (n. o.) and Thomaston	Long Island R. R.	6.96	12	309 44	44 46	353 90	44 46		
6121	Mechanicville and Schuylerville Junction (n. o.)	Boston, Hoosac Tunnel and Western Rwy.	12 98	6	554 89	42 75	597 64	42 75		
6122	Addison and Pike Mills	Addison and Northern Pennsylvania Rwy.	46.57	9.93	2,539 35	61 56	2,600 91	61 56		Pay not fixed on 5.32 miles.
6123	Rochester and Hinsdale	Buffalo, New York and Philadelphia R. R.	99.92	6	4,613 30	46 17	4,659 47	46 17		

6124	Brooklyn and Jamaica	9.18	875 00	.....	875 00	40 85
6125	Hopewell Junction and Wicopco Junction (n. o.)	11.19	167 85	.....	167 85	15 00
6126	Buffalo (Eric Street) and Black Rock (n. o.) (N. Y. C. & H. R. R. R. Station)	4.50	196 22	.....	196 22	42 75
6127	Bradford Junction (n. o.) and Pux-entia way	120.73	6,297 27	.....	6,297 27	52 16
6128	Hay's Corners and Willard	5.42	231 70	.....	231 70	43 75
6129	New York (42d Street) and Albany	142.27	14,596 90	.....	14,596 90	102 60
6130	Buffalo (Exchange Street) and Ashford Junction (n. o.)	49.28	2,344 61	.....	2,344 61	49 59
6131	Tannersville Junction (n. o.) and Kaaterskill	8.99	399 69	.....	399 69	44 46
		7,035.04	1,494,331 29	343,288 87	1,777,624 86		
NEW JERSEY.							
7001	New York and Easton	74	10,123 20	.....	10,123 20	136 80
7002	Somerville and Flemington	16.06	686 56	.....	686 56	42 75
7003	Elizabethport (n. o.) and Bayhead Junction (n. o.)	50	5,943 50	.....	5,943 50	118 85
7004	New York and Philadelphia	80.54	123,715 62	36,054 50	161,770 12	1,381 68	
7005	Camden and Monmouth Junction	53.32	8,738 26	.....	8,738 26	70 11
7006	Camden and Hightstown	50.28	3,353 17	.....	3,353 17	66 69
7007	Burlington and Medford	14.97	639 96	.....	639 96	42 75
7008	Trenton and Manunka Chunk (n. o.)	67.85	5,453 10	.....	5,453 10	30 37
7009	Lambertville and Flemington	12.52	535 23	.....	535 23	42 75
7010	East Millstone and New Brunswick	8.41	359 52	.....	359 52	43 75
7011	Rocky Hill and Monmouth Junction	0.70	288 90	.....	288 90	42 75
7012	Kingora and Jullintown	9.85	421 09	.....	421 09	42 75
7013	Hoboken and Easton	84.24	10,371 62	.....	10,371 62	123 12
7014	Dover and Chester	13.94	595 93	.....	595 93	43 75
7015	Philadelphia and Atlantic R. R.	59.51	4,579 29	.....	4,579 29	76 95
7016	Vacant			.....		
7017	Jersey City and Nyack	28.45	1,727 19	.....	1,727 19	60 71
7018	Easton and Metuchen	54	4,986 36	.....	4,986 36	92 24
7019	Newfield and Atlantic City	34.71	1,483 83	.....	1,483 83	42 75
7020	Pleasantville and Somers Point	7.31	312 50	.....	312 50	42 75
7021	Elmer and Salem	17.03	756 26	.....	756 26	44 46
7022	Woodbury and Swedesborough	11.28	432 22	.....	432 22	42 75
7023	Jamesburgh and Sea Girt (n. o.)	27.64	1,488 96	1,488 96	53 87	
7024	Jersey City and Stony Point R. R.	42.34	2,265 23	2,265 23	53 16	

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C.—Railroad service as in operation on the 30th of June, 1885—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.
New Jersey—Continued.										
7025	Watcoo and Franklin Furnace.	Sussex R. R.	Miles. 24.76	15, 30	Dollars. 1,058 49	Dollars. 42 75	Dollars. 1,058 49	Dollars. 42 75		
7026	Highlands and Whiting.	New Jersey Southern Rwy.	42.04	6	1,797 21	42 75	1,797 21	42 75		
7027	Newark and Mont Clair.	Newark and Bloomfield R. R.	6.59	29, 64	309 92	47 03	309 92	47 03		
7028	Hoboken and Dougville.	Delaware, Lackawanna and Western R. R.	34.17	30	4,148 57	121 41	4,148 57	121 41		
7029	Whiting and Atsion.	New Jersey Southern Rwy.	24.04	6	1,053 36	42 75	1,053 36	42 75		
7030	Newark and Paterson.	New York, Lake Erie and Western R. R.	13.24	15	566 01	42 75	566 01	42 75		
7031	Atsion and Bridgeton.	Vineyard R. R.	37.75	6	1,646 27	43 61	1,646 27	43 61		
7032	Whiting and Tuckerton.	Tuckerton R. R.	29.62	12	1,291 73	43 61	1,291 73	43 61		
7033	Bridgeton and Port Norris.	Cumberland and Maurice River R. R.	20.69	12	880 65	42 75	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	2,184 52	42 75		
7035	Atco Junction (n. o.) and Glassboro.	Williamstown and Delaware River R. R.	16.57	16, 92	708 36	42 75	708 36	42 75		
7036	Summit and Bernardsville.	Passaic and Delaware R. R.	14.72	6	629 28	42 75	629 28	42 75		
7037	Jersey City and Middletown.	New York, Susquehanna and Western R. R.	88.40	10	5,366 76	69 71	5,366 76	69 71		
7038	Radiway and Perth Amboy.	Pennsylvania R. R.	7.34	12	313 78	42 75	313 78	42 75		
7039	Woodbury and Penn's Grove.	Delaware River R. R.	20.48	15	875 52	42 75	875 52	42 75		
7040	High Bridge and Lockaway.	Central R. R. Co. of New Jersey.	30.31	6	1,295 75	42 75	1,295 75	42 75		
7041	Camden and Cape May.	West Jersey R. R.	81.15	12	6,383 25	78 66	6,383 25	78 66		
7042	Vacant.									
7043	Keypoy and Freehold.	Freehold and New York Rwy.	14.69	16, 84	666 45	44 46	666 45	44 46		
7044	Trenton and Trenton Junction.	Philadelphia and Reading R. R.	4.28	12	182 97	42 75	182 97	42 75		
7045	Edmont and Marlton.	Camden and Atlantic R. R.	7.24	6	309 51	42 75	309 51	42 75		
7046	Bordentown and Trenton.	Pennsylvania R. R.	6.04	18	294 38	48 74	294 38	48 74		
7047	Jamestown and South Amboy.	do	14.20	10, 10	801 30	56 43	801 30	56 43		
7048	Branchville Junction (n. o.) and Branchville.	Sussex R. R.	6.63	11, 09	283 43	42 75	283 43	42 75		
7049	Easton and Port Monmouth.	New Jersey Southern Rwy.	9.80	10, 10	418 95	42 75	418 95	42 75		
7050	Manchester and Barnegat.	do	22.42	11, 81	958 45	42 75	958 45	42 75		
7051	Glassborough and Bridgeton.	West Jersey R. R.	21.03	12	1,564 42	74 39	1,564 42	74 39		

C.—Railroad service as in operation on the 30th of June, 1885.—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips	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.										
8019	Binghamton, Pa., and Washington, N. J.	Delaware, Lackawanna and Western R. R.	139.36	17.56	14,894.80	14,894.80	106.88			
8020	Elmira, N. Y., and Hovtville, Pa.	Tioga R. R.	65.95	12	4,398.19	4,398.19	66.69			
8021	Williamsport, Pa., and Elmira, N. Y.	Northern Central Rwy.	79.71	18	10,222.80	10,222.80	198.25			
8022	Sunbury and Erie	Pennsylvania R. R.	39.81	14.15	26,803.97	905.25	27,498.22	176.13	25.00	
8023	Sunbury and Mount Carmel	Northern Central Rwy.	27.44	12	1,173.06	1,173.06	42.75			
8024	Bradford, Pa., and Carrollton, N. Y.	Western R. R.	11.00	25.87	823.26	823.26	70.97			
8025	Irvine and Corry	Buffalo, New York and Philadelphia R. R.	95.12	12.97	5,855.58	5,855.58	61.56			
8026	Strasburgh and Leaman Place	Strasburgh R. R., I. Phenegar, lessee.	5.40	6	230.85	230.85	42.75			
8027	Lancaster and Middletown	Pennsylvania R. R.	31.04	14.51	2,353.69	2,353.69	74.39			
8028	Harrisburgh and Auburn	Philadelphia and Reading R. R.	38.78	7.79	2,519.25	2,519.25	42.75			
8029	New Castle and Homewood	Pennsylvania Company	14.94	12	1,520.15	1,520.15	101.75			
8030	Harrisburgh, Pa., and Martinsburgh, W. Va.	Cumberland Valley R. R.	94.63	15.31	9,223.68	9,223.68	97.47			
8031	Columbia and Sinking Spring	Reading and Columbia R. R.	40.14	15.52	2,659.18	2,659.18	51.30			
8032	Columbia, Pa., and Frederick, Md.	Pennsylvania R. R.	69.62	7.14	3,507.28	3,507.28	50.45			
8033	Junction (n. o.) and East Berlin	Hanover Junction, Hanover and Gettysburgh R. R.	7.36	6	314.64	314.64	42.75			
8034	Huntington and Mount Dallas Station (n. o.)	Huntington and Broad Top Mountain R. R. and Coal Co.	45.15	12	3,358.70	3,358.70	74.39			
8035	Tyrone and Curwinstville	Pennsylvania R. R.	47.66	11.16	3,178.44	3,178.44	66.69			
8036	Albema and Henrietta	do	22.32	12	1,471.69	1,471.69	42.75			
8037	Cresson and Ebensburg	do	6.30	12	479.27	479.27	43.61			
8038	Tyrone and Lock Haven	do	10.99	12	3,342.08	3,342.08	60.71			
8039	Blairsville and Allegheny	do	55.05	6	5,002.97	5,002.97	73.53			
8040	Pittsburgh and Wheeling	Baltimore and Ohio R. R.	70.90	9	3,568.47	3,568.47	50.45			
8041	Pittsburgh and Oil City	Allegheny Valley R. R.	132.08	13	17,165.11	17,165.11	129.96			
8042	French Junction and Indiana	Pennsylvania R. R.	18.14	12	1,243.71	1,243.71	64.98			
8043	Meadville and Oil City	New York, Lake Erie and Western R. R.	36.62	18	2,223.20	2,223.20	60.71			
8044	Erie and Newcastles	Pennsylvania Company	98.47	12	8,250.80	8,250.80	83.70			

Station	87.56	9.40	5,240.46	5,240.46	6,240.46	59.85
Oil City, Pa., and Ashabula, Ohio						
Bethlehem and Bangor	27.20	12	1,376.54	1,376.54	1,376.54	42.75
Bowlingtown and New Holland	32.60	10	1,444.31	1,444.31	1,444.31	53.16
Westchester and Phoenixville	18.42	6	787.45	787.45	787.45	42.75
Levittown Junction (n. o.) and Millersville	12.94	12	553.18	553.18	553.18	42.75
Portville and Frackville	11.62	10.47	496.75	496.75	496.75	42.75
Greenville and Butler	57.29	14.61	3,086.21	3,086.21	3,086.21	53.87
Carlisle and Pine Grove Furnace	18.92	12	908.83	908.83	908.83	42.75
Freeport and Butler	22.14	12	1,287.21	1,287.21	1,287.21	58.14
Wilmington and Reading	73.08	6	3,124.17	3,124.17	3,124.17	42.75
Pittsburgh and Washington	22.90	24	2,114.58	2,114.58	2,114.58	92.84
Perkiomen Junction (n. o.) and Ennals	37.60	7.75	1,639.73	1,639.73	1,639.73	43.61
Jeddito and Pinesburg	13.28	9.43	587.72	587.72	587.72	42.75
Lehigh Valley R. R.	3.24	6	138.51	138.51	138.51	42.75
Philadelphia and Reading R. R.	43.40	10.99	1,885.35	1,885.35	1,885.35	42.75
Towanda and Berntice	24.15	6	1,032.41	1,032.41	1,032.41	42.75
Schenck Hill Haven and Glen Carbon	14.26	10.40	609.61	609.61	609.61	42.75
Topcon and Kutztown	4.64	21	189.81	189.81	189.81	42.75
Pittsburgh and Cumberland	156.32	19.16	16,708.05	16,708.05	16,708.05	111.15
Carbondale and Susquehanna	39.14	6	1,673.23	1,673.23	1,673.23	42.75
Corning and Antrim	52.40	12	3,584.16	3,584.16	3,584.16	68.40
Phoenixville and Uchland	11.83	6	565.73	565.73	565.73	42.75
Lewistown and Roadsburg	56.64	7.32	1,814.73	1,814.73	1,814.73	42.75
Union City and Pinesville	14.10	6	602.77	602.77	602.77	42.75
Towanda and Barclay	17.19	6	661.47	661.47	661.47	38.48
Rockwood and Johnstown	45.37	12	1,939.56	1,939.56	1,939.56	42.75
South Penn. Junction (n. o.) and Richmond Furnace	19.38	6	828.49	828.49	828.49	42.75
Mount Dallas Station (n. o.), Pa., and Cumberland, Md.	45.29	12	2,594.66	2,594.66	2,594.66	57.29
Altoona and Harrisburgh	90.84	26.21	11,728.33	11,728.33	11,728.33	129.11
Conshohocken and Flourtown	7.28	6	279.36	279.36	279.36	38.48
Landsdale and Doylestown	10.87	13	566.97	566.97	566.97	52.16
Red Bank Furnace and Driftwood	110.45	12	6,327.67	6,327.67	6,327.67	57.29
Chambersburg and Wayneborough	23.43	12	1,001.63	1,001.63	1,001.63	42.75
Tunkhannock and Montrose	28.27	12	1,208.54	1,208.54	1,208.54	42.75
Wilkes Barre and Scranton	19.85	6	848.58	848.58	848.58	43.75
Mechanicsburgh and Dillsburgh	8.85	12	378.33	378.33	378.33	42.75
Pittsburgh and West Brownsville	31.30	12	2,897.15	2,897.15	2,897.15	60.71
Valley Junction (n. o.) and Ebwale	12.97	9.30	709.71	709.71	709.71	54.72
Bellefonte and Snow Shoe	23.25	12	951.18	951.18	951.18	42.75

Pay not fixed on 14.10 miles.

C.—Railroad service as in operation on the 30th of June, 1885—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	Hollidaysburg and Williamsburgh.	Pennsylvania R. R.	14.39	9.86	815 17	615 17	615 17	42 75		
8085	Mount Union and Robertsdale.	East Broad Top R. R. and Coal Company.	30.06	7.89	1,285 06	1,285 06	1,285 06	42 75		
8086	Foxburgh and Callery.	Pittsburgh and Western R. R.	43.58	6	2,794 78	2,794 78	2,794 78	64 13		
8087	Bedford and Irvonia.	Bed's Gap R. R.	25.72	12	1,099 52	1,099 52	1,099 52	42 75		
8088	Vacant.									
8089	Reading and Slatington.	Philadelphia and Reading R. R.	43.78	6	1,869 45	1,869 45	1,869 45	42 75		
8090	Berlin and Garrett.	Baltimore and Ohio R. R.	9.10	12	369 02	369 02	369 02	42 75		
8091	Larabee and Clermont.	Buffalo, New York and Philadelphia R. R.	22.04	8.45	942 21	942 21	942 21	42 75		
8092	York and Peach Bottom.	York and Peach Bottom Rwy.	40.07	6	1,953 01	1,953 01	1,953 01	48 74		
8093	Lawsonton and Sligo.	Allegheny Valley R. R.	10.39	6	444 17	444 17	444 17	42 75		
8094	Oxford and Peter's Creek.	Peach Bottom R. R.	20	8.25	855 00	855 00	855 00	42 75		
8095	Pittsburgh and Castle Shannon.	Pittsburgh and Castle Shannon R. R.	6.02	6	257 35	257 35	257 35	42 75		
8096	Newcastle and Stoneborough.	Buffalo, New York and Philadelphia R. R.	35.17	7.34	1,630 48	1,630 48	1,630 48	46 36		
8097	White Haven and Upper Lehigh.	Central R. R. Company of New Jersey.	9.85	6	379 02	379 02	379 02	38 48		
8098	Norristown and Lansdale.	Stony Creek R. R.	10.30	6	440 32	440 32	440 32	42 75		
8099	Deceola Mills and Ramey.	Pennsylvania R. R.	8.86	12	379 62	379 62	379 62	42 75		
8100	Tamoga and Mauch Chunk.	Central R. R. Company of New Jersey.	13.70	6	585 67	585 67	585 67	42 75		
8101	Wilkesbarre and Wanamie.	do.	11.55	6	444 44	444 44	444 44	38 48		
8102	Hanover Junction and Gettysburgh.	Hanover Junction, Hanover and Gettysburgh R. R.	16.86	12	2,055 62	2,055 62	2,055 62	71 82		
8103	Jenkintown and Bound Brook.	Philadelphia and Reading R. R.	13	13.1	2,129 80	2,129 80	2,129 80	64 98		
8104	Southwest Junction (n. o.) and Fairchance.	Pennsylvania R. R.	44.12	6	2,829 41	2,829 41	2,829 41	64 13		
8105	Sheffield and Sheffield Junction (n. o.).	Tiomeka Valley R. R.	12.24	6	523 26	523 26	523 26	42 75		
8106	Millersburg and Williamsburgh.	Northern Central Rwy.	21.04	10.14	899 46	899 46	899 46	42 75		
8107	Meadville and Linesville.	Meadville and Linesville Rwy.	21.10	6	902 02	902 02	902 02	42 75		
8108	Lewistown Junction (n. o.) and See-in's Grove Junction (n. o.).	Pennsylvania R. R.	45	6	1,923 75	1,923 75	1,923 75	42 75		
8109	Abington Station (n. o.) and Breadyville.	Northeast Pennsylvania R. R.	9.94	10.20	518 47	518 47	518 47	52 16		

8110	Cadawassa Junction (n. o.) and Maw- glen.	Williamsport and North Branch R. R.	13.31	13	568 90	568 90	42 75
8111	Vacant.						
8112	Foxburgh and Mount Jewett.	Pittsburgh and Western R. R.	64.30	12.31	5,845 25	5,845 25	65 84
8113	Tyrene and Genesee.	Pennsylvania R. R.	25.84	6	1,104 66	1,104 66	42 75
8114	Washington and Waynesburgh.	Waynesburgh and Wash- ington R. R.	28.97	12	1,837 84	1,837 84	64 13
8115	Vacant.						
8116	Honesdale and Carbondale.	Delaware and Hudson Canal Company.	19.62	12	838 75	838 75	42 75
8117	Newtown Junction (n. o.) and New- town.	Philadelphia, Newtown and New York R. R.	27.10	12	1,168 52	1,168 52	42 75
8118	Lacrobe and Ligonier.	Ligonier Valley R. R.	10.67	6	456 14	456 14	42 75
8119	Shenandoah and Mahanoy Plauce.	Philadelphia and Reading R. R.	6.90	12	294 97	294 97	42 75
8120	Vacant.						
8121	Bradford and Olean.	Buffalo, New York and Phila- delphia R. R.	22.90	12	1,226 07	1,226 07	61 30
8122	Summit City and Bradford.		7.68	12	327 46	327 46	42 75
8123	Pittsburgh, Pa., and Youngstown, Ohio.	Pittsburgh and Lake Erie R. R.	68.03	26	10,120 82	10,120 82	148 77
8124	Columbia, Pa., and Port Deposit, Md.	Pennsylvania R. R.	39.62	6	1,524 57	1,524 57	38 48
8125	Allegheny and New Castle.	Pittsburgh and Western R. R.	58.6	6	3,574 53	3,574 53	57 29
8126	Rowmansdale and Shippensburg.	Harrisburgh and Potomac R. R.	32.45	16.65	1,387 23	1,387 23	43 75
8127	Montour Junction (n. o.) and In- perial.	Montour R. R.	10.97	13.84	468 96	468 96	42 75
8.28	Portland and Nazareth.	Bangor and Portland Rwy.	25.61	14	1,094 82	1,094 82	42 75
8129	Irwin and Sewickley (n. o.).	Penn Gas Coal Company's Youghiogheny R. R.	9.79	6	334 81	334 81	34 20
8130	Daguacahonda and Dagus Mines.	Northwestern Mining and Ex- change Company.	6.01	6	256 92	256 92	42 75
8131	Laudenburgh and Pomeroy.	Pennsylvania R. R.	18.64	12	796 86	796 86	42 75
8132	Bradford and Smethport.	Bradford, Bordell and Kinzua R. R.	26.05	12	1,113 63	1,113 63	42 75
8133	Kinzua Junction (n. o.) and Eldred.	do	14.25	12	670 17	670 17	47 03
8134	Lumber Yard (n. o.) and Ebersvale.	Lehigh Valley R. R.	6.23	12	266 33	266 33	42 75
8135	Tunnel and Eckley.	do	2.24	6	95 76	95 76	42 75
8136	Blossburgh and Morris Run.	Tioga R. R.	4.09	12	174 84	174 84	43 75
8137	Junction and Quarryville.	Reading and Columbia R. R.	23.50	14.22	1,004 62	1,004 62	43 75
8138	Saxton and Dudley.	Huntingdon and Broad Top Mountain R. R. and Coal Co.	6.18	6	264 19	264 19	42 75
8139	Lawrenceville and Harrison Valley.	Fall Brook Coal Company	32.18	8.36	1,375 69	1,375 69	42 75
8140	Pennsauken and Newry.	Pennsylvania R. R.	3.18	12	135 94	135 94	43 75
8141	Bradford and Mount Pleasant.	Baltimore and Ohio R. R.	10.45	6	446 74	446 74	43 75
8142	Vacant.						
8143	Coalville Junction (n. o.) and Coaltown.	Shenango and Allegheny R. R.	3	6	128 25	128 25	42 75
8144	Port Allegheny and Coudersport.	Coudersport and Port Alle- gheny R. R.	16.68	6	713 07	713 07	42 75
8145	Mercersburgh Junction, (n. o.) and Mercersburgh.	Cumbarland Valley R. R.	2.58	6	110 29	110 29	42 75
8146	West Brownsville and Uniontown.	Pennsylvania R. R.	18.54	6	887 69	887 69	47 88

C.—Railroad service as in operation on the 30th of June, 1885—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips	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.										
8147	Clayton Junction (n. o.) and Clarion.	Pittsburgh and Western R. R.	6.73	12	287 70	42 75	287 70	42 75	.....
8148	North Charleston and Cherry Grove.	Warren and Farnsworth Val-ley R. R.	10.47	6	447 59	42 75	447 59	42 75	.....
8149	Lebanon and Cornwall.	Cornwall R. R.	5.62	6	240 25	.....	240 25	42 75	.....
8150	Williamsport and Stokesdale Junction (n. o.).	Fall Brook Coal Company	78.52	6	4,967 96	.....	4,967 96	63 27	.....
8151	Youngwood Station (n. o.) and United Branchion and Hilliards.	Pennsylvania R. R.	8.84	6	377 91	.....	377 91	42 75	.....
8152	Sunbury and Lewisburgh.	Shenango and Allegheny R. R.	10.41	6	445 02	.....	445 02	42 75	.....
8153	Gortwell and Conewago.	Philadelphia and Reading R. R.	9.84	6	420 66	.....	420 66	42 75	.....
8154	Hunter's Run and Gettysburgh.	Colebrook Valley R. R.	17.23	6	736 58	.....	736 58	42 75	.....
8155	New Castle Junction (n. o.) and New Castle.	Gettysburgh and Harrisburgh R. R.	21.96	12	1,520 94	.....	1,520 94	69 26	.....
8156	Springfield Junction (n. o.) and Mifess.	Pittsburgh and Lake Erie R. R.	3.05	26	453 74	.....	453 74	148 77	.....
8157	Dolano and Mahanoy City.	Pennsylvania R. R.	8.10	6	346 27	.....	346 27	42 75	.....
8158	Pittsburgh and New Haven.	Loblay Valley R. R.	5.24	6	232 97	.....	232 97	44 46	.....
8159	Philadelphia and Chestnut Hill Railroad Station (n. o.), Station H.	Pittsburgh and Lake Erie R. R.	58.70	6	2,961 41	.....	2,961 41	50 45	.....
8160	Holmesburgh Junction (n. o.) and Station P.	Philadelphia, Germantown and Chestnut Hill R. R.	11.86	6	.....	.....	.....	.....	.....	Pay not fixed.
8161	Hudletown Railroad Station (n. o.), Station P.	Pennsylvania R. R.	4.04	6	.....	.....	.....	.....	.....	Pay not fixed.
8162	Springfield Station (n. o.) and Saint Peters.	Wilmington and Northern R. R.	7	6	.....	.....	.....	.....	.....	Pay not fixed.
8163	Roaring Spring and Ore Hill.	Pennsylvania R. R.	3.36	6	.....	.....	.....	.....	.....	Pay not fixed.
DELAWARE.										
8501	Wilmington and Delmar.	Philadelphia, Wilmington and Baltimore R. R.	97.02	12 96	12,442 81	.....	12,442 81	128 25	.....
8602	Delmar, Del., and Crisfield, Md.	New York, Philadelphia and Norfolk R. R.	38	6	3,151 72	.....	3,151 72	82 94	.....
					739,142 52	98,670 25	837,812 77			

9508	Clayton, Del., and Oxford, Md.....	Delaware and Chesapeake Rwy.	54.50	6	2,795 85	2,795 85	51 30		
9504	Georgetown and Lewes.....	Delaware, Maryland and Virginia R. R.	16.02	12	821 83	821 83	51 30		
9505	Wilmington, Del., and Landenburgh, Pa.	Delaware Western R. R.	20.35	6	878 51	878 51	42 75		
9506	Harrington, Del., and Franklin City, Va.	Delaware, Maryland and Virginia R. R.	{ 18 08 25 09 36 23 }	{ 6 6 6 }	{ 3,901 05 3,901 05 545 06 }	{ 3,901 05 3,901 05 545 06 }	{ 49 69 51 30 46 17 }		
9507	Newark and Delaware City.....	Philadelphia, Wilmington and Baltimore R. R.	12.75	12	545 06	545 06	42 75		
			319.14		* 24,536 83	24,536 83			
MARYLAND.									
10001	Baltimore, Md., and Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore R. R.	96	57.75	53,434 56	63,034 56	356 01	100 00	
10002	Baltimore, Md., and Sunbury, Pa.	Northern Central Rwy.	137.80	23.83	20,391 45	3,445 00	191 52	25 00	
10003	Baltimore, Md., and Wheeling, W. Va.	Baltimore and Ohio R. R.	394.11	27.47	119,230 38	39,104 40	158,334 78	302 67	
10004	Araby and Frederick.....	do	3.11	27	375 49		175 49	56 43	
10005	Weynton and Hagerstown.....	do	24.56	12	1,437 91		1,437 91	58 14	
10006	Baltimore and Williamsport.....	do	93.29	12	7,092 52	2,165 00	9,257 52	76 10	
10007	Annapolis and Annapolis Junction.	Annapolis and Elk Ridge R. R.	21.11	15	1,407 82		1,407 82	66 69	
10008	Cambridge, Md., and Seaford, Del.	Cambridge and Seaford R. R.	33.61	6	1,494 30		1,494 30	44 46	
10009	Salisbury and Ocean City.....	Wicomico and Pocomoke R. R.	30.63	6	1,311 57		1,311 57	42 75	
10010	Towson and Centreville.....	Queen Anne and Kent R. R.	35.19	6	1,504 37		1,504 37	42 75	
10011	Cumberland, Md., and Piedmont, W. Va.	Cumberland and Pennsylvania R. R.	33.76	12	1,818 65		1,818 65	53 87	
10012	Clayton, Del., and Chestertown, Md.	Kent County R. R., Fred. Georger, Lessee.	32.73	6	2,126 79		2,126 79	64 98	
10013	Bay View (n. o.), Md., and Washington, D. C.	Baltimore and Potomac R. R.	45.29	49.6	25,119 90	4,520 00	29,639 90	555 75	
10014	Boys and Pope's Creek.....	do	49.14	6	2,983 28		2,983 28	69 71	
10015	Pedernault Junction and Cape Charles	New York, Philadelphia and Norfolk R. R.	73	12	6,678 77		6,678 77	91 49	
10016	Vacant.	Baltimore and Ohio R. R.	81.13	12.33	5,688 02		5,688 02	70 11	
10017	W. Va.	Northern Central Rwy.	5.50	6	211 64		211 64	38 48	
10018	Lake Roland and Stevenson.....	Emmitsburgh R. R.	7.29	18	310 36		310 36	42 75	
10019	Emmitsburgh and Rocky Ridge	Baltimore and Hanover R. R.	20.80	12	1,475 40		1,475 40	72 63	
10020	Valley Junction, Pa. (n. o.), and Glyn- don, Md.	Western Maryland R. R.	21.90	12	936 21		936 21	42 75	
10021	Edgemont, Md., and Chambers- burg, Md.	Pennsylvania R. R.	4.11	21	175 70		175 70	49 75	
10022	Vacant.	Maryland Central R. R.	43.50	15.56	2,178 54		2,178 54	47 88	
10023	Perryville and Port Deposit.....	Southern Maryland R. R.	20.50	6	885 28		885 28	43 61	
10024	Baltimore, Md., and Delta, Pa.	Baltimore and Potomac R. R.	3.93	6	264,038 91	58,834 40	322,893 31		
10025	Brandywine and Mechanicsville								
10026	Saint Agnes Station (n. o.) and Ca- tonsville.		1,313.13						

For 293.75 miles.
For 96.36 miles.

For 96.6 miles.

Pay not fixed.

C.—Railroad service as in operation on the 30th of June, 1885.—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 mille for transportation.	Cost per mille for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
11001	Virginia. Washington, D. C., and Richmond, Va.	Richmond, Fredericksburgh and Potomac R. R.	116	20	36,498 24	13,920 00	50,418 24	314 64	120 00	
11002	Alexandria and Lynchburgh	Virginia Midland Rwy	107.71	14	41,296 91	13,416 80	54,713 71	246 24	80 00	
11003	Manassas and Strasburg	Washington, Ohio and Western R. R.	62.53	6	3,583 48	.....	3,583 48	57 20	.....
11004	Alexandria and Round Hill	Chesapeake and Ohio Rwy	52.20	10.37	2,990 53	.....	2,990 53	57 29	.....
11005	Newport News, Va., and Hunting-ton, W. Va.	Richmond and Danville R. R.	493.27	13	52,296 48	.....	52,296 48	106 02	.....
11006	Richmond and Danville	Richmond and Danville R. R.	140.60	21	60,832 97	14,854 20	75,687 17	215 46	{ 25 00 80 00 }	
11007	Danville, Va., and Charlotte, N. C.	do	141.74	9	2,043 23	.....	2,043 23	50 45	.....
11008	Richmond and Petersburg	Richmond and Petersburg R. R.	40.50	28	5,099 72	1,871 20	6,970 92	218 03	80 00	
11009	Petersburgh, Va., and Walden, N. C.	Petersburgh R. R.	23.39	17.5	13,178 25	5,224 80	18,403 05	201 78	80 00	
11010	Petersburgh and City Point	Norfolk and Western R. R.	65.31	6	447 16	.....	447 16	42 75	.....
11011	Petersburgh and Norfolk	do	10.46	7	8,427 56	.....	8,427 56	102 00	.....
11012	Petersburgh and Lynchburgh	do	82.14	7	6,068 56	.....	6,068 56	53 87	.....
11013	Lynchburgh and Roanoke	do	133.79	7	36,374 98	8,942 00	45,316 98	176 90	{ 25 00 50 00 }	
11014	Roanoke, Va., and Bristol, Tenn.	do	152.16	7	428 78	.....	428 78	42 75	.....
11015	Chade Spring and Saltville, N. C.	Seaboard and Roanoke R. R.	53.36	6	428 78	.....	428 78	42 75	.....
11016	Portsmouth, Va., and Walden, N. C.	Seaboard and Roanoke R. R.	70.31	6	5,357 39	.....	5,357 39	67 55	.....
11017	Lynchburgh and Danville junction, (n. o.).	Virginia Midland Rwy	66.34	14	11,054 46	5,307 20	16,361 66	176 13	80 00	
11018	Bernuda Hundred and Winter-pock.	Bright Hope Rwy	28.81	6	985 30	.....	985 30	34 20	.....
11019	Washington, D. C., and Alexandria, Va.	Alexandria and Washington R. R.	7	23	1,783 53	500 00	2,283 53	254 79	80 00	
11020	Sotherlin, Va., and Milton, N. C.	Richmond and Danville R. R.	7	12	299 25	.....	299 25	43 75	.....
11021	Federicksburgh and Orange Court House.	Potomac, Fredericksburgh and Piedmont R. R.	38.83	6	1,659 98	.....	1,659 98	43 75	.....
11022	Hagerstown, Md., and Roanoke, Va.	Shenandoah Valley R. R.	239.89	10.32	30,972 19	5,997 25	36,969 44	129 11	25 00	
11023	Edba and Rocky Mount.	Virginia Midland Rwy	37.23	6	1,591 68	.....	1,591 68	43 75	.....
11024	Richmond and Lynchburgh	Richmond and Alleghany R. R.	147.50	6	8,827 87	.....	8,827 87	59 85	.....

Line No.	Line Name	9.17	7	9.50	392 01	42 75	392 01	42 75	Notes
11094	Owl Run and Warrenton	9.17	7	9.50	392 01	42 75	392 01	42 75	
11095	Orange and Gordonsville	0.70	6	9.50	594 35	60 71	594 35	60 71	
11096	Norfolk, Va., and Edenton, N. C.	74.05	6	9.50	4,748 81	64 13	4,748 81	64 13	
11097	Clifton Forge and Lynchburg	87.47	6	9.50	4,487 21	51 30	4,487 21	51 30	
11098	Danville and Smart	76.73	6	9.50	3,280 19	42 75	3,280 19	42 75	
11099	Balcony Falls and Lexington	20.50	6	9.50	876 37	42 75	876 37	42 75	
11100	Vacant								
11101	Newport News and Fortress Monroe	16.75	13		707 78	65 84	707 78	65 84	
11102	Keyaville and Clarksville	31.63	6		1,433 47	45 32	1,433 47	45 32	
11103	New River Depot and Pocahontas	73.50	6		3,838 45	52 16	3,838 45	52 16	
11104	Claremont and Waverly Station	18.50	6		790 87	42 75	790 87	42 75	
11105	Norfolk and Virginia Beach	18.80	6		803 70	42 75	803 70	42 75	
11106	Bickford, Va., and Margarettsville, N. C.	18.77	6		802 41	42 75	802 41	42 75	
11107	Suffolk and Whaleysville	13.17	6						No pay fixed.
	WEST VIRGINIA.	2,850.04			366,084 01	70,003 45	420,177 46		
12991	Harpers Ferry, W. Va., and Harrisonburg, Va.	103.137	16.27		17,616 62	110 80	17,616 62	110 80	
12992	Grafton and Lexington	62.41				99 18		99 18	
12993	Volcano Junction and Volcano	104.50	23.5		29,305 98	280 44	37,665 98	280 44	80 00
12994	Pennsborough and Ritchie C. H.	7.02	12		300 10	42 75	300 10	42 75	
12995	Wheeling Junction (n. o.) and Wheeling	9	12		384 75	42 75	384 75	42 75	
12996	Clarksburg and Weston	24	24		1,785 38	74 39	1,785 38	74 39	
12997	Piedmont and Mineville	26.25	12		1,705 50	68 40	1,705 50	68 40	
13008	Winifrede Junction (n. o.) and Winifrede	13.33	6		596 86	42 75	596 86	42 75	
13009	Shaw and Thomas	4.54	6		194 08	42 75	194 08	42 75	
13010	Charleston and Point Pleasant	26.25	12		1,677 93	42 75	1,677 93	42 75	
13011	Weston and Buckhannon	57.70	6		2,516 29	43 61	2,516 29	43 61	
13012	Grafton and Phillippi	16.29	6		696 39	42 75	696 39	42 75	
13013	Wheeling and Parkersburgh	24	6		1,026 00	42 75	1,026 00	42 75	
13014	Green Spring and Romney	93.37	6		5,901 19	63 27	5,901 19	63 27	
		691.38			63,797 05	8,300 00	72,157 05		No pay fixed.

C.—Railroad service as in operation on the 30th of June, 1885—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.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
NORTH CAROLINA.										
13001	Raleigh and Weldon	Raleigh and Gaston R. R.	97.78	12	9,865 02	100 89	9,865 02	100 89		
13002	Weldon and Wilmington	Wilmington and Weldon R. R.	162.07	17.5	38,522 41	80 00	38,522 41	80 00		
13003	Wilmington and Charlotte	Carolina Central R. R.	188.52	6	12,080 78	64 13	12,080 78	64 13		
13004	Goldston and Greensborough	Richmond and Danville R. R.	129.89	7	11,771 93	90 63	11,771 93	90 63		
13005	Goldston and Morehead City	Atlantic & North Carolina R. R.	94.05	6	6,031 42	64 13	6,031 42	64 13		
13006	Salisbury and Warm Springs	Western North Carolina R. R.	182.25	7	19,478 88	106 88	19,478 88	106 88		
13007	Charlotte, N. C., and Augusta, Ga.	Charlotte, Columbia and Augusta R. R.	192.56	10.09	24,861 42	129 11	24,861 42	129 11		
13008	Charlotte and Shelby	Carolina Central R. R.	55.53	6	3,181 31	57 29	3,181 31	57 29		
13009	Charlotte and Statesville	Charlotte, Columbia and Augusta R. R.	45.71	6	2,696 89	59 00	2,696 89	59 00		
13010	Raleigh and Hamlet	Raleigh and Augusta Air Line R. R.	98.30	6	7,732 27	78 66	7,732 27	78 66		
13011	Bennettsville, S. C., to Greensborough, N. C.	Cape Fear and Yadkin Valley R. R.	155.34	6	8,102 51	52 16	8,102 51	52 16		
13012	Greensborough and Winston	Richmond and Danville R. R.	29.98	13	2,255 69	75 24	2,255 69	75 24		
13013	Jamestown and Washington	Jamesville and Washington R. R.	22.57	6	964 86	42 75	964 86	42 75		
13014	Oxford and Henderson	R. William Bissell, lessee, Oxford and Henderson R. R., A. H. Williams, lessee.	14.29	6	607 05	42 75	607 05	42 75		
13015	Rocky Mount and Tarborough	Wilmington and Weldon R. R.	17.80	7	1,050 20	59 00	1,050 20	59 00		
13016	Ashville Junction (n. o.) and Charleston	Western North Carolina R. R.	61.98	7	1,617 29	57 29	1,617 29	57 29		No pay fixed on 33.75 miles.
13017	Alma and Plainview	Alma and Little Rock R. R.	12.88	6	550 62	42 75	550 62	42 75		
13018	University Station and Chapel Hill	Richmond and Danville R. R.	11.16	6	477 09	42 75	477 09	42 75		
13019	Halifax and Scotland Neck	Wilmington and Weldon R. R.	21.09	6	897 75	42 75	897 75	42 75		
13020	Tarborough and Williams	Albemarle and Raleigh R. R.	33.07	7	1,439 38	42 75	1,439 38	42 75		
13021	Southfield and Goldsborough	Wilmington and Weldon R. R.	22.65	6	968 28	42 75	968 28	42 75		
13022	Danville, Mocksville and Southwestern Junction (n. o.) and Leaksville	Danville, Mocksville and Southwestern R. R.	7.97	6						No pay fixed.
13023	Hickory and Lenoir	Chester and Lenoir Narrow Gauge R. R.	20.51	6	876 80	42 75	876 80	42 75		No pay fixed.
13024	Chadbourn and Mount Tabor	Wilmington, Chadbourn and Conway borough R. R.	13.33	6						No pay fixed.
			1,691.70		166,268 85	13,965 60	169,204 45			

Line No.	Line Name	Length (miles)	1885 Revenue	1884 Revenue	1883 Revenue	1882 Revenue	1881 Revenue	1880 Revenue	Notes
14001	SOUTH CAROLINA.								
14002	Columbia and Greenville R. R.	144.32	10,982 75	10,982 75	10,982 75	10,982 75	10,982 75	10,982 75	R. P. O. only between Florence and Wilmington, 110 miles.
14003	Columbia and Charleston	131.60	36,633 83	36,633 83	36,633 83	36,633 83	36,633 83	36,633 83	
14004	Charleston, S. C., and Savannah, Ga.	115.00	13,829 85	13,829 85	13,829 85	13,829 85	13,829 85	13,829 85	
14005	Charleston and Florence	102.00	24,329 35	24,329 35	24,329 35	24,329 35	24,329 35	24,329 35	
14006	Florence and Cheraw	40.82	21,015 12	21,015 12	21,015 12	21,015 12	21,015 12	21,015 12	
14007	Chester, S. C., and Newton, N. C.	76.37	2,094 08	2,094 08	2,094 08	2,094 08	2,094 08	2,094 08	
14008	Alston and Spartanburgh C. H.	68.39	3,917 78	3,917 78	3,917 78	3,917 78	3,917 78	3,917 78	
14009	Hodges and Abbeville C. H.	11.93	3,216 33	3,216 33	3,216 33	3,216 33	3,216 33	3,216 33	
14010	Port Royal, S. C., and Augusta, Ga.	116.77	6,510 00	6,510 00	6,510 00	6,510 00	6,510 00	6,510 00	
14011	Spartanburgh C. H., S. C., and Hendersonville, N. C.	50.75	6,061 33	6,061 33	6,061 33	6,061 33	6,061 33	6,061 33	
14012	Newberry C. H. and Laurens C. H.	31.78	2,256 94	2,256 94	2,256 94	2,256 94	2,256 94	2,256 94	
14013	Chester C. H. and Lancaster C. H.	29.47	1,885 92	1,885 92	1,885 92	1,885 92	1,885 92	1,885 92	
14014	Cheraw and Wadesborough	26.02	1,259 94	1,259 94	1,259 94	1,259 94	1,259 94	1,259 94	
14015	Lanes and Sumter	40.00	1,312 70	1,312 70	1,312 70	1,312 70	1,312 70	1,312 70	
14016	Belton and Walthalla	43.92	1,710 00	1,710 00	1,710 00	1,710 00	1,710 00	1,710 00	
14017	Branchville, S. C., and Augusta, Ga.	76.43	2,628 61	2,628 61	2,628 61	2,628 61	2,628 61	2,628 61	
14018	Kingsville and Camden	30.28	5,816 32	5,816 32	5,816 32	5,816 32	5,816 32	5,816 32	
14019	Blackville and Barnwell C. H.	9.04	1,679 23	1,679 23	1,679 23	1,679 23	1,679 23	1,679 23	
14020	Lanes and Georgetown	39.20	412 11	412 11	412 11	412 11	412 11	412 11	
14021	Greenwood and Laurens C. H.	28.32	1,675 80	1,675 80	1,675 80	1,675 80	1,675 80	1,675 80	No pay filed.
15001	GEORGIA.	1,408.91	140,720 81	140,720 81	140,720 81	140,720 81	140,720 81	140,720 81	
15002	Atlanta, Ga., and Air Line Junction (n. o.), N. C.	268.03	58,896 91	58,896 91	58,896 91	58,896 91	58,896 91	58,896 91	
15003	Atlanta, Ga., and Chattanooga, Tenn.	138.47	28,177 26	28,177 26	28,177 26	28,177 26	28,177 26	28,177 26	
15004	Atlanta and West Point	87.36	17,254 47	17,254 47	17,254 47	17,254 47	17,254 47	17,254 47	
15005	Atlanta and Augusta	171.50	23,766 83	23,766 83	23,766 83	23,766 83	23,766 83	23,766 83	
15006	Millen and Augusta	54.51	8,635 27	8,635 27	8,635 27	8,635 27	8,635 27	8,635 27	
15007	Washington and Barfoot	18.58	784 29	784 29	784 29	784 29	784 29	784 29	
15008	Union Point and Athens	40.48	2,319 09	2,319 09	2,319 09	2,319 09	2,319 09	2,319 09	
15009	Kingston and Rome	28.25	1,057 80	1,057 80	1,057 80	1,057 80	1,057 80	1,057 80	
15010	Savannah, Ga., and Jacksonville, Fla.	171.50	33,726 47	33,726 47	33,726 47	33,726 47	33,726 47	33,726 47	
15011	Savannah and Macon	190.58	24,767 77	24,767 77	24,767 77	24,767 77	24,767 77	24,767 77	
15012	Macon and Columbus	101.04	6,738 85	6,738 85	6,738 85	6,738 85	6,738 85	6,738 85	
15013	Macon and Atlanta	103.83	17,754 93	17,754 93	17,754 93	17,754 93	17,754 93	17,754 93	
15014	Rome and Brunswick	350.80	24,160 39	24,160 39	24,160 39	24,160 39	24,160 39	24,160 39	Pay between Ansted and Atlanta, 18.31 miles at \$80.76 per mile.
15015	Gordon and Eatonton	38.53	1,647 15	1,647 15	1,647 15	1,647 15	1,647 15	1,647 15	

C.—Railroad service as in operation on the 30th of June, 1885—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.	
GEORGIA—Continued.										
15015	Tennille and Wrightsville	Wrightsville and Tennille R. R.	10.50	6	12,607 94	87 21	12,695 15	42 75	.....
15016	Macon, Ga., and Enclave, Ala.	Southwestern R. R.	144.37	7	12,607 94	87 21	12,695 15	42 75	.....	No pay fixed.
15017	Fort Valley and Perry	.....do	12.86	6	549 76	42 75	592 51	42 75	.....
15018	Waycross and Albany	Savannah, Florida and Western Rwy.	163.11	12.49	14,365 09	88 07	14,453 16	42 75	.....
15019	Barnesville and Thomaston	Central R. R. and Banking Co.	10.33	12	706 65	.....	706 65	42 75	.....
15020	Cartersville, Ga., and Broken Arrow, Ala.	East and West R. R. Co. of Alabama.	114.93	6	4,876 92	.....	4,876 92	42 75	.....
15021	Camak and Macon	Georgia R. R.	78.59	14	5,846 31	.....	5,846 31	74 39	.....
15022	Griffin and Carrollton	Savannah, Griffin and North Alabama R. R.	69.37	6	2,632 73	.....	2,632 73	43 61	.....
15023	Brunswick and Albany	Brunswick and Western R. R.	171.73	7	7,782 80	.....	7,782 80	45 32	.....
15024	Columbus and Greenville	Columbus and Rome R. R.	50.65	6	1,410 75	.....	1,410 75	42 75	.....	No pay fixed on 17.65 miles.
15025	Athens and Bolton	Northeastern of Georgia R. R.	39.59	12	2,200 41	.....	2,200 41	55 58	.....
15026	Toocook and Elberton	Elberton Air Line R. R.	51.45	6	2,199 48	.....	2,199 48	42 75	.....
15027	Sandersville and Tennille	Sandersville and Tennille R. R.	3.50	14	149 62	.....	149 62	42 75	.....
15028	Wadley and Louisville	Louisville and Wadley R. R.	10.62	12	454 00	.....	454 00	42 75	.....
15029	Hartwell and Howersville	Hartwell R. R. Construction and Operating Company.	10.15	6	433 91	.....	433 91	42 75	.....
15030	Marietta and Ellipay	Marietta and North Georgia R. R.	67.76	6	2,955 01	.....	2,955 01	43 61	.....
15031	Thomasville and Bainbridge	Savannah, Florida and Western Rwy.	36.99	7	2,972 88	.....	2,972 88	89 37	.....
15032	Suwanee and Lawrenceville	Lawrenceville Branch R. R.	10.43	6	445 88	.....	445 88	42 75	.....
15033	Talbotton and Beattick (n. o.)	Talbotton R. R.	7.29	12	307 80	.....	307 80	42 75	.....
15034	Gainesville and Social Circle	Gainesville, Jefferson and Southern R. R.	52.27	6	2,234 54	.....	2,234 54	42 75	.....
15035	Roswell Junction (n. o.) and Roswell	Roswell R. R.	10.87	6	464 09	.....	464 09	42 75	.....
15036	Dupont, Ga., and Gainesville, Fla.	Savannah, Florida and Western Rwy.	119.27	7	0,739 40	.....	6,739 40	56 43	.....
15037	Augusta, Ga., and Greenwood, S. C.	Augusta and Knoxville R. R.	63.30	13	3,036 61	.....	3,036 61	44 46	.....
15038	Cochran and Hawkinsville	East Tennessee, Virginia and Georgia R. R.	10.39	12	444 17	.....	444 17	42 75	.....
15039	Southville and Albany	Georgia R. R.	24.08	7	1,585 42	.....	1,585 42	65 84	.....
15040	Albany and Blakely	Southwestern R. R.	50.19	0	2,145 62	.....	2,145 62	42 75	.....

16041	Cuthbert and Fort Gaines.	do	23.23	6	903 08	903 08	42 75	Pay between Belton and Rabun Gap Junction (n. o.) 12 miles at \$15 per mile.	
16042	Atlanta, Ga., and Coalburg, Ala.	Georgia Pacific Rwy.	176.76	13	10,276 82	10,276 82	68 14		
16043	Belton and Tallulah	Northeastern of Georgia R. R.	33.23	6	1,087 58	1,087 58	42 75		
16044	Climax, Ga., and Chattahoochee, Fla.	Savannah, Florida and Western Rwy.	32.17	7	2,778 20	2,778 20	86 30	No pay fixed.	
16045	Emory and Jefferson.	Gainesville, Jefferson and Southern R. R.	13.51	6	577 55	577 55	42 75		
16046	Sylvania and Rocky Ford.	Sylvania R. R.	14.99	6	.....	.....	.....
			3,451.52		53,709 95	393,055 65			
FLORIDA.									
16001	Fernandina and Cedar Keys.	Florida Railway and Navigation Company.	155.15	6.92	10,824 81	10,824 81	69 77	All land grant.	
16002	Lake City and Chattahoochee	do	135.87	7	9,381 81	9,381 81	69 19		
16003	Pensacola, Fla., and Flomston, Ala.	Louisville and Nashville R. R.	44.84	14	3,097 96	3,097 96	69 09	Do.	
16004	West Toccoi and Saint Augustine.	Saint John's River Rwy.	18.30	6	790 87	790 87	43 75		
16005	Pensacola and Millview	Pensacola and Perdido R. R.	10.25	7	438 18	438 18	43 75	All land grant.	
16006	Jacksonville and Lake City.	Florida Railway and Navigation Company.	60.32	7	4,125 88	4,125 88	63 40		
16007	Sanford and Tampa	South Florida R. R.	116.39	7.01	9,951 84	9,951 84	85 50	No pay fixed on 7.50 miles.	
16008	Volusia and Leesburg	Saint John's and Lake Eustis Rwy.	57.25	6	2,339 74	2,339 74	47 03		
16009	Hart's Road and Jacksonville	Florida Railway and Navigation Company.	23.27	13	994 79	994 79	42 75	No pay fixed on 21.95 miles.	
16010	Sanford and Lake Reed.	Sanford and Indian River R. R.	3.38	6	144 50	144 50	42 75		
16011	Waldo and Tavara	Florida Railway and Navigation Company.	34.45	6	5,641 22	5,641 22	77 81	No pay fixed on 21.95 miles.	
16012	Palatka and Gainesville	Florida Southern Rwy.	49.77	7.22	2,590 00	2,590 00	52 16		
16013	Tallahassee and Saint Mark's	Florida Railway and Navigation Company.	21.89	3	655 16	655 16	29 93	No pay fixed on 21.95 miles.	
16014	Rochelle and Fort Mason	Florida Southern Rwy.	86.31	6	3,115 62	3,115 62	42 75		
16015	Pensacola and River Junction (n. o.)	Pensacola and Atlantic R. R.	161.52	7	11,380 69	11,380 69	70 45	No pay fixed.	
16016	Jacksonville and Saint Augustine.	Jacksonville, Saint Augustine and Halifax River Rwy.	36.80	14	2,234 12	2,234 12	60 71		
16017	Mcannoy Junction (n. o.) and Mcannoy.	Florida Southern Rwy.	4.11	6	175 70	175 70	42 75	No pay fixed.	
16018	Jacksonville and Palatka	Jacksonville, Tampa and Key West Rwy.	56.21	13	7,977 88	7,977 88	141 93		
16019	Wildwood and Pansofftee	Florida Railway and Navigation Company.	8.46	6	Do.	
16020	De Land Landing (n. o.) and De Land.	De Land and Saint John's River Rwy.	*4.75	6	.....	.....	.....
16021	Waldrata and Bartow	South Florida Rwy.	17.63	6	Do.	
			1,187.02		75,866 30	75,866 30			

* Distance estimated.

C.—Railroad service as in operation on the 30th of June, 1885—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.	
17001	ALABAMA. Montgomery, Ala., and West Point, Ala.	Western Rwy. Co. of Alabama.	86.21	14	16,437 66	4,310 50	20,748 16	190 67	50 00	
17002	Montgomery and Selma.	Louisville and Nashville R. R.	51.23	7	4,380 16	.....	4,380 16	85 50	.....
17003	Montgomery and Eufaula.	Montgomery and Eufaula R. R.	80.49	7	6,400 58	.....	6,400 58	79 52	.....
17004	Montgomery and Decatur.	South and North Alabama R. R.	183.28	14	29,184 62	.....	29,184 62	110 13	.....
17005	Memphis, Tenn., and Chattanooga, Tenn.	Memphis and Charleston R. R.	310.40	7.75	36,635 96	.....	36,635 36	130 83	.....	All land grant. Pay between Stevenson and Chattanooga, 38 miles at \$1,000 per annum.
17006	Selma and Akron Junction.	Cincinnati, Selma and Mobile R. R.	71.86	7	3,871 09	.....	3,871 09	53 87	.....
17007	Opelika, Ala., and Columbus, Ga.	Columbus and Western Rwy.	29.53	13	2,297 72	.....	2,297 72	77 81	.....
17008	Columbus, Ga., and Troy, Ala.	Mobile and Girard R. R.	85.70	12	5,056 30	.....	5,056 30	59 00	.....
17009	Selma, Ala., and Meridian, Miss.	East Tennessee, Virginia and Georgia R. R.	114.24	7	8,204 71	.....	8,204 71	71 82	.....	All land grant.
17010	Selma, Ala., and Cleveland, Tenn.	.....do.....	284.92	12	24,779 61	.....	24,779 61	108 02	.....	156 miles between Selma and Patona (n. o.) land grant at \$84.83 per mile.
17011	Gainesville, Ala., and Närkeets, Miss.	Tram Road Transportation Co.	22.09	6	944 34	.....	944 34	42 75	.....
17012	Mobile and Montgomery.	Louisville and Nashville R. R.	180.57	14	28,915 16	9,028 50	37,943 66	182 87	50 00	112.67 miles between Pollard and Montgomery land grant at \$146.37 per mile.
17013	Mobile, Ala., and New Orleans, La.	.....do.....	141.43	14	25,515 36	7,071 50	32,586 88	180 41	50 00	
17014	Opelika and Buffalo.	East Alabama Rwy.	22.19	6	948 62	.....	948 62	42 75	.....
17015	Chattanooga, Tenn., and Meridian, Miss.	Alabama and Great Southern R. R.	295.45	14	31,776 92	.....	31,776 92	131 67	.....
17016	Opelika and Goodwater.	Columbus and Western Rwy.	60.15	6	2,674 26	.....	2,674 26	44 46	.....
17017	Selma and Pineapple Station (n. o.)	Louisville and Nashville R. R.	47.80	6	2,206 92	.....	2,206 92	46 17	.....	270.50 miles land grant at \$105.83 per mile.
17018	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....
17019	Chehaw (n. o.) (and Tuskegee).	Tuskegee R. R.	6.00	6	256 50	.....	256 50	42 75	.....

17020	Atala and Gadsden	East Alabama Rwy.	6.90	6	252 22	252 22	43 75
17021	Enfauia and Clayton	Enfauia and Clayton R. R.	21.53	6	920 40	920 40	42 75
17022	St. Louis and Martin's Station	New Orleans and Selma R. R.	21.00	8	628 53	628 53	29 93
17023	Birmingham and Pratt Mines	Pratt Coal and Iron Company.	6.74	12	288 18	288 13	42 75
17024	Birmingham and Wetumpka	South and North Alabama R. R.	6.92	7	295 83	295 83	42 75
17025	Tusculum and Foreuse	Memphis and Charleston R. R.	6.20	7	268 89	268 80	42 75
17026	Flomont and Repton	Louisville and Nashville R. R.	29.87	8	536 46	536 46	17 90
17027	Montgomery and Alabama	Montgomery Southern Rwy.	21.00	6	897 75	897 75	42 75
17028	Vacant						
17029	Anniston and Sycamore	Anniston and Atlantic R. R.	45.32	6	1,945 98	1,945 98	42 75
17030	Tuladega and Kentree	Tuladega and Cousa Valley R. R.	8.16	6	348 64	348 64	42 75
			2,228.47		20,410 50	248,279 42	
MISSISSIPPI.							
18001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R.	550.80	14	84,535 69	105,059 59	160 74
18002	Memphis, Tenn., and Grenada, Miss.	Mississippi and Tennessee R. R.	102.34	7	7,963 07	7,963 07	77 81
18003	Vicksburg and Meridian	Vicksburg and Meridian R. R.	140.69	7	13,105 70	13,105 70	107 73
18004	Mobile, Ala., and Cairo, Ill.	Mobile and Ohio R. R.	495.89	7	39,804 20	39,804 20	99 18
18005	Columbus, Miss., and York, Ala.	Georgia Pacific Rwy.	70.00	6	1,916 48	1,916 48	42 75
18006	Vacant						
18007	Milton and Aberdeen	Mobile and Ohio R. R.	9.50	7	422 37	422 37	44 46
18008	Middleton and Ripley	Ship Island, Ripley and Kentucky R. R.	25.12	7	1,095 48	1,095 48	43 61
18009	Lexington and Aberdeen	Illinois Central R. R.	121.33	7.32	7,573 41	7,573 41	62 42
18010	Natchez and Jackson	Natchez, Jackson and Columbus R. R.	99.45	7	10,033 51	10,033 51	100 89
18011	Greenville and Arcola	Georgia Pacific Rwy.	21.90	6	936 22	936 22	43 75
18012	Vacant						
18013	Stoneville and Johnsonville	do	20.54	3	614 76	614 76	29 93
18014	Artesia and Columbus	Mobile and Ohio R. R.	14.11	7	760 10	760 10	53 87
18015	Artesia and Starkville	do	11.60	7	535 57	535 57	46 17
18016	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R.	196.24	6	13,591 58	13,591 58	60 26
18017	Vacant						
18018	Jackson and Yazoo City	Illinois Central R. R.	46.18	6	1,974 19	1,974 19	42 75
18019	Vicksburg, Miss., and Memphis, Tenn.	Vicksburg, New Orleans and Texas Rwy.	220.17	6			No pay fixed.
18020	Leaud, Miss., and Arkansas City, Ark.	do	24.16	6			Do.
			2,176.62		16,824 00	205,366 23	

95.21 miles between Jackson and Meridian, land grant at \$86.19 per mile. 472.69 miles, land grant at \$79.31 per mile. No pay fixed on 31.77 miles.

U.—Railroad service as in operation on the 30th of June, 1885—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance, 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.
TENNESSEE.									
19001	Nashville and Lebanon	Nashville, Chattanooga and Saint Louis Rwy.	31.52	1,856 47	1,856 47	1,856 47	59 85		
19002	Bristol and Chattanooga	East Tennessee, Virginia and Georgia R. R.	242.47	45,346 33	12,108 50	57,454 83	187 25	50 00	
19003	Rogersville and Ball's Gap	Rogersville and Jefferson R. R.	16.42	701 95		701 95	42 75		
19004	Nashville and Chattanooga	Nashville, Chattanooga and Saint Louis Rwy.	151.00	25,176 23	1,887 50	27,063 73	166 73	12 50	
19005	Fayetteville and DeChord	do	46.41	1,727 52		1,727 52	42 75		
19006	Nashville, Tenn., and Decatur, Ala.	Louisville and Nashville R. R.	122.72	18,047 19		18,047 19	147 06		
19007	Nashville, Tenn., and Hickman, Ky.	Nashville, Chattanooga and Saint Louis Rwy.	170.11	37,800 48		37,800 48	105 17		
19008	Knoxville and Jellico	East Tennessee, Virginia and Georgia R. R.	68.12	5,144 79		5,144 79	77 81		
19009	Morristown, Tenn., and Warrm Springs, N. C.	do	49.59	3,858 59		3,858 59	77 81		
19010	Tracy City and Cowan	Tennessee Coal and R. R. Co.	20.25	865 68		865 68	42 75		
19011	Vacant								
19012	Luman, Tenn., and Bridgeport, Ala.	Nashville, Chattanooga and Saint Louis Rwy.	24.84	842 60		842 60	42 75		No pay fixed on 5.21 miles.
19013	Tullahoma and Sports	do	62.07	3,078 03		3,078 03	49 59		
19014	Knoxville and Maryville	Knoxville and Augusta R. R.	18.45	788 73		788 73	42 75		
19015	Columbia and Fayetteville	Nashville, Chattanooga and Saint Louis Rwy.	48.87	2,089 19		2,089 19	42 75		
19016	Dickson and Centerville	Saint Louis Rwy.	34.50	1,478 72		1,478 72	42 75		
19017	Columbia and Saint Joseph, N. C.	Nashville and Florence R. R.	56.74	1,567 64		1,567 64	42 75		No pay fixed on 20.07 miles.
19018	Johnson City, Tenn., and Cranberry, N. C.	East Tennessee and Western North Carolina R. R.	32.80	1,444 95		1,444 95	42 75		
19019	Moscow and Sonerville	Memphis and Charleston R. R.	13.49	576 69		576 69	42 75		
19020	Wartrace and Shelbyville	Nashville, Chattanooga and Saint Louis R. R.	8.36	365 98		365 98	46 17		
19021	Spring City and Balta	Saint Louis R. R.	8.19	350 13		350 13	42 75		
19022	Huntport and Oliver Springs	Tennessee Central R. R.	18.06	772 06		772 06	42 75		
19023	Lyles and Warner	Walden & Edge R. R.	1.59	64 12		64 12	42 75		
		Warner Iron Co							
			1,233.37	134,084 65	13,906 00	148,080 65			

C.—Railroad service as in operation on the 30th of June, 1885—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.	
21001	Albain and Newark Newark and Columbus	Central Ohio R. R.	103.47 33	20.54 20.54	23,297 34	4,218 80	27,516 14	194 94 52 94	40 00	
21002	Pittsburgh, Pa., and Chicago, Ill.	Pennsylvania Co.	468.20	30	182,541 61	25,297 00	207,838 81	359 88	90 00	Pittsburgh to Crest- line, 188.70 miles. Crestline to Chicago, 279.50 miles. R. P. O. cars on 48.20 miles only.
21003	Pittsburgh, Pa., and Bellaire, Ohio.	do	94.80	21.05	16,180 29	1,205 00	17,385 29	170 15	25 00	
21004	Hudson and Columbus.	Cleveland, Mount Vernon and Delaware R. R.	145.15	15.07	11,417 49		11,417 49	79 66		
21005	Cleveland, Ohio, and Sharpville, Pa.	New York, Lake Erie and Western R. R.	84.37	24.07	12,984 54		12,984 54	153 80		
21006	Cleveland and Wellsville.	Pennsylvania Co.	101.59	19.9	20,957 91	2,532 24	23,490 15	204 91	25 00	
21007	Elvira and Millbury.	Lake Shore and Michigan Southern Rwy.	74.90	23.5	36,758 67	10,883 71	47,642 38	480 77	145 31	
21008	Bayard and New Philadelphia.	Pennsylvania Co.	32.41	6	2,078 45		2,078 45	64 13		
21009	Cleveland and Sherrodsville.	Connotton Valley Rwy.	108.24	13.98	6,015 97		6,015 97	55 58		
21010	Sandusky and Newark.	Baltimore and Ohio R. R.	88.79	17.55	19,515 10	3,851 60	23,366 70	92 34	40 00	
21011	Xenia and Dayton.	Pittsburgh, Cincinnati and Saint Louis Rwy.	10.77	19	1,605 89		1,605 89	95 70		
21012	Springfield and Sandusky.	Indiana, Bloomington and Western Rwy.	131.35	13.17	11,567 99		11,567 99	88 07		
21013	Columbus and Delaware.	Cleveland, Columbus, Cin- cinnati and Indianapolis Rwy.	25.51	20	3,293 59		3,293 59	129 11		
21014	Columbus and Cincinnati.	Pittsburgh, Cincinnati and Saint Louis Rwy.	120.05	28.18	40,133 91	12,005 00	52,138 91	334 31	100 00	
21015	Columbus, Ohio, and Indianapolis, Ind.	Chicago, Saint Louis and Pittsburgh R. R.	188.55	20.07	107,850 60	32,996 25	140,846 85	572 00	175 00	
21016	Galton, Ohio, and Indianapolis, Ind.	Cleveland, Columbus, Cin- cinnati and Indianapolis Rwy.	204.07	21.31	36,816 26	5,101 75	41,918 01	180 41	23 00	
21017	Blackwater and Hillsborough.	Cincinnati, Washington and Baltimore R. R.	21	12	1,274 91		1,274 91	60 71		
21018	Portsmouth and Hamden Junction.	do	56	12	2,968 56		2,968 56	53 01		

	21019	21020	21021	21022	21023	21024	21025	21026	21027	21028	21029	21030	21031	21032	21033	21034	21035	21036	21037	21038	21039	21040	21041	21042	21043	21044	21045		
Wabash, Saint Louis and Pacific Rwy.	473.99	14.14	112,662.68	23,855.60	138,518.28	237.69	40.00																						
Lake Erie and Western Rwy.	378.88	9.66	25,011.29		25,011.29	65.64																							
Indiana, Bloomington and Eastern Rwy.	16	6	684.09		684.00	42.75																							
Dayton and Union R. R.	47.32	12	2,630.04		2,630.04	55.58																							
Dayton and Michigan R. R.	142.61	10.55	22,538.04	1,782.62	24,340.66	184.18	12.50																						
Cincinnati, Hamilton and Indianapolis R. R.	98.83	13.5	4,109.19		8,109.19	81.23																							
Cincinnati, Richmond and Chicago R. R.	45.06	19	5,008.41		5,008.41	111.15																							
Cincinnati, Hamilton and Dayton R. R.	59.38	37.28	10,549.66	742.25	11,251.91	176.99	12.50																						
Pittsburgh, Cincinnati and Saint Louis Rwy.	19.39	21	905.94		905.94	45.32																							
Cincinnati, Washington and Baltimore R. R.	195.15	30	74,082.44	15,612.00	89,694.84	379.62	90.00																						
Pittsburgh, Cincinnati and Saint Louis Rwy.	148.73	12	11,190.44		11,190.44	75.24																							
do	42.13	12.5	3,692.11		3,692.11	85.50																							
White Water R. R.	63.68	8.4	3,505.98		3,505.98	55.58																							
Pittsburgh, Cincinnati and Saint Louis Rwy.	193.75	33.5	150,415.87	53,281.25	203,697.12	776.34	275.00																						
Indians, Bloomington and Western Rwy.	185.69	19.50	17,778.80		17,778.80	95.76																							
New York, Lake Erie and Western R. R.	389.21	20.9	43,916.18		49,916.18	128.25																							
Western R. R.	18.40	9	786.60		786.60	42.75																							
Pennsylvania Co.	77.44	18	7,018.38		7,018.38	90.63																							
Columbus, Hecking Valley and Toledo Rwy.	34.85	13	1,758.18		1,758.18	50.45																							
New York, Lake Erie and Western R. R.	43.67	12	2,314.94		2,314.94	53.01																							
Baltimore and Ohio R. R.	93.35	6	5,900.25		5,900.25	63.27																							
Toledo, Cincinnati and Saint Louis R. R. (operated by purchasers).	105.72	9.54	7,683.72		7,683.72	72.68																							
Cleveland and Marietta R. R.	158.41	9.84	12,325.88		12,325.88	77.81																							
Cleveland, Lorain & Wheeling R. R.																													
Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	80.00	27.63	64,623.22	14,230.00	78,853.32	264.20	{ 75.00																						
Pennsylvania Co.	87.20	12	5,144.80		5,144.80	59.00																							
do	60.36	7.01	2,683.60		2,683.60	44.46																							
Lake Shore and Michigan Southern Rwy.	134.48	23.2	62,319.37	25,651.20	87,970.57	463.41	190.00																						

R. P. O. cars between La Fayette and Decatur, 122.40 miles, at \$80 per mile.

C.—Railroad service as in operation on the 30th of June, 1885—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for		Total annual pay.	Cost per mile for		Remarks.
					transportation.	office cars.		transportation.	office cars.	
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
21046	Ohio—Continued.									
		Painesville and Youngstown R. R.	62.43	6	2,829 32	45 32	2,829 32	45 32		
21047		Chicago, Ohio, and Chicago, Ill.	271	20	45,877 59	10,840 00	56,717 59	169 29	40 00	
21048		Morgan Junction and Cumberland New York R. R.	17.70	9.53	756 67		756 67	42 75		
21049		Marietta, Ohio, and Parkersburgh, W. Va.	15.08	17.50	1,121 80		1,121 80	74 39		
21050		Desbler and McComb R. R.	10.28	6	439 47		439 47	42 75		
21051		Columbus and Coal Grove	132	13	16,365 36		16,365 36	123 98		
21052		Cincinnati and Portsmouth	108	7.92	6,833 16		6,833 16	63 27		
21053		Columbus and Toledo	125.44	18	9,545 98		9,545 98	76 10		
21054		Dayton and Irouton	169.19	6	7,232 87		7,232 87	42 75		
21055		Toledo and Thurston	148.68	6.73	8,135 76		8,135 76	54 72		
21056		Saint Clairsville and Shields	7.28	12	310 38		310 38	42 75		
21057		Jeffersonville and Clayville Junc. (n. o.)	28	6	1,197 00		1,197 00	42 75		
21058		Wellston and Springfield Junction with Cincinnati, Hamilton and Dayton R. R. (n. o.), and Mt. Healthy	118.99	7.25	5,591 39		5,591 39	47 03		
21059		Cincinnati Northwestern Rwy. (n. o.)	7.08	12	392 67		392 67	42 75		
21060		Columbus and Hamersville	35	6	2,274 30		2,274 30	64 98		
21061		Toledo and Delphos	74.69	6	4,725 63		4,725 63	63 27		
21062		Audover and Youngstown	38.84	12	2,656 65		2,656 65	68 40		
21063		Belhairs and Zanesville	112.57	8.29	5,101 67		5,101 67	45 32		
21064		Dayton and Docks	24.15	6	1,527 97		1,527 97	63 27		
21065		Delphos, Ohio, and Kokomo, Ind.	108.02	6	4,967 28		4,967 28	46 17		

21006	Hillborough and Sardinia.	16.59	6	887 81	45 83	
21007	Alliance and Phalanx Station (n. o.) Columbus and Mayaville R. R. Cleveland, Youngstown and Pittsburgh R. R.	24.10	12	1,115 77	42 75	
21008	Columbus and Columbus, Hocking Valley and Toledo Junction (n. o.).	122.85	12	4,291 92	64 98	No pay fixed on 56.90 miles.
21009	Tipton and Redfield.	33.76	6	1,443 23	42 75	
21070	Tongony and Bowling Green.	5.94	18	253 93	42 75	
21071	Valley Junction and Harrison.	7.40	12	518 81	70 11	
21072	Edison and Mount Gilard.	2.40	18	102 60	42 75	
21073	Cleveland and Zoar Station.	76.12	10.92	5,532 40	72 68	
21074	Logan and Pomeroy.	83.71	12	6,799 76	81 23	
21075	Cecil and Tecumseh (n. o.).	90.54	6	3,534 13	42 75	No pay fixed on 7.87 miles.
21076	Akron, Ohio, and Mahoningtown, Pa.	78.10	6			No pay fixed.
21077	Nelsonville and New Straitsville.	19.94	12	852 43	43 75	
21078	Cincinnati and Dodds.	34.20	10.92	2,631 01	72 68	
21079	Solon and Chagrin Falls.	6.08	18	270 31	44 46	
21080	Toledo and Zoar Station.	155.08	6.40	9,414 90	60 71	
21082	Saint Mary's and Minster.	10.06	6	430 08	42 75	
21083	Means and Cadiz.	8.11	15	395 28	48 74	
21084	Logan and New Straitsville.	13.39	12	664 01	49 59	
21085	New Richmond Junction (n. o.) and New Richmond.	14.68	6	628 71	42 75	
21086	Alliance and Niles.	27.93	6	1,194 00	42 75	
21087	Huron and Norwalk.	13.67	12	584 39	42 75	
21088	Vacant.					
21089	Cleveland, Ohio, and Chicago, Ill.	338.07	6.33	23,483 98	69 26	
21090	Marion, Ohio, and Chicago Junction (n. o.).	249.95	6	13,892 22	55 58	
21091	Toledo and Findlay.	44.72	6	1,911 78	42 75	
21092	Canton and Cosbeaton.	54.73	6	2,714 06	49 59	
21093	New Galilee, Pa., and Rogers, Ohio.	14.11	6	603 20	42 75	
21094	Columbus and Clinton Valley.	72.73	12	4,166 70	57 29	
21095	Vacant.					
21096	Maricetta and Big Run.	24.60	6			No pay fixed.

C.—Railroad service as in operation on the 30th of June, 1885—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.		Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.		Dollars.	Dollars.	
OHIO—Continued.													
21097	Saint Clairsville and Barton	The Saint Clairsville Co. operating Saint Clairsville and Northern R. R.	4.35	6	6	8,489 84	13,018 25	8,489 84	13,018 25	8,489 84	71 82	Cost per mile for office cars.	No pay fixed.
21098	Ashtabula and Harbor	Ashtabula Street R. R.	4	6	6	41,215 03	10,026 00	54,233 28	311 22	54,000 00	81 53	Cost per mile for office cars.	No pay fixed.
			9,018.96			1,420,893 09	243,680 27	1,670,579 96					Do.
INDIANA.													
22001	Indianapolis and Vincennes	Pennsylvania Co.	118.21	9.64	12	3,520 46	4,211 35	20,645 83	346 28	25 00	70 95		
22002	Indianapolis and Terre Haute	Terre Haute and Indianapolis R. R.	74.39	26	12	17,618 83	24,003 25	34,622 08	154 76	83 79	154 76		
22003	Indianapolis, Ind., and Cincinnati, Ohio.	Cincinnati, Indianapolis, Saint Louis and Chicago R. R.	111.40	33.05	16.34	13,128 39	22,435 48	35,563 87	311 22	81 53	311 22		
22004	Indianapolis and Michigan City	Wabash, Saint Louis and Pacific Rwy.	161.62	16.34	12	3,520 46	4,211 35	20,645 83	346 28	25 00	70 95		
22005	Indianapolis and LaFayette	Cincinnati, Indianapolis, Saint Louis and Chicago R. R.	64.79	21.68	12	3,520 46	4,211 35	20,645 83	346 28	25 00	70 95		
22006	Columbus and Madison	Pennsylvania Co.	45.75	12	12	17,618 83	24,003 25	34,622 08	154 76	83 79	154 76		
22007	New Albany and Indianapolis	do.	114.04	26.03	11.13	24,003 25	21,176 29	45,179 54	311 22	81 53	311 22		
22008	Louisville, Junction (n. o.) and Michigan City.	Louisville, New Albany and Chicago Rwy.	203.63	11.13	14.69	21,176 29	23,674 00	44,850 29	311 22	81 53	311 22		
22009	Richmond, Ind., and Chicago, Ill.	Chicago, Saint Louis and Pittsburgh R. R.	225.16	14.69	20.40	106,702 10	23,674 00	130,376 10	315 50	76 00	315 50		
22010	Cincinnati, Ohio, and East Saint Louis, Ill.	Ohio and Mississippi Rwy.	358.29	20.40	6	2,935 48	14,808 01	17,743 49	134 24	134 24	134 24		
22011	Cambridge City and Columbus	Pennsylvania Co.	63.68	6	17.63	14,808 01	10,842 52	25,650 53	56 14	56 14	56 14		
22012	Evansville and Terre Haute	Evansville and Terre Haute R. R.	119.31	17.63	6	10,842 52	6,644 62	17,487 14	108 50	108 50	108 50		
22013	Terre Haute and South Bend	Terre Haute and Indianapolis R. R.	186.40	6	12	6,644 62	1,945 12	8,589 74	42 75	42 75	42 75		
22014	State Line (n. o.) and Logansport	Pittsburgh, Cincinnati and Saint Louis Rwy.	61.19	12	6	6,644 62	1,945 12	8,589 74	42 75	42 75	42 75		
22015	North Vernon and Rushville	Cincinnati, Indianapolis, Saint Louis and Chicago R. R.	45.59	6	6	1,945 12	1,945 12	3,890 24	42 75	42 75	42 75		

22016	Fairland and Martinsville	38.35	6	1,639.46	1,639.46	42.75
22017	Bradford and Logansport	114.29	6	7,426.56	7,426.56	64.98
22018	Indianapolis, Ind., and Peoria, Ill.	213.02	15.09	29,505.40	29,505.40	138.51
22019	Louisville, Ky., and North Vernon, Ind.	54.86	27	8,021.08	8,021.08	146.21
22020	Fort Wayne and Connersville	109.54	7.35	6,275.54	6,275.54	57.29
22021	Richmond and Fort Wayne	92.73	12	6,501.30	6,501.30	70.11
22022	Anderson, Ind., and Benton Harbor, Mich.	164.66	7.06	10,700.90	10,700.90	64.98
22023	Oakland City, Ind., and Mount Vernon, Ill.	88.56	13	4,619.28	4,619.28	52.16
22024	Terre Haute, Ind., and Danville, Ill.	56.48	19	6,229.74	6,229.74	110.30
22025	Indianapolis and Terre Haute	73.20	19.78	7,707.90	1,882.25	105.17
22026	Washington and Evansville	58.30	6	2,492.32	2,492.32	42.75
22027	Detroit, Mich., and Logansport, Ind.	294.36	11.46	13,279.31	13,279.31	64.98
22028	Fair Oaks and Attica	56.34	6	2,408.53	2,408.53	42.75
22029	La Fayette, Ind., and Kankakee, Ill.	72.75	14.8	24,258.48	4,728.75	333.45
22030	Terre Haute and Worthington	40.98	6	1,821.97	1,821.97	44.48
22031	Attica and Yeddo	21.32	6	911.43	911.43	42.75
22032	Evansville and Jasper	55.63	18	3,709.96	3,709.96	66.69
22033	Frankfort and Kokomo	23.70	6	1,098.67	1,098.67	42.75
22034	Rockport and Rockport Junction (n. c.)	16.20	18	775.65	775.65	47.88
22035	New Salisbury and Corydon	8.39	6	358.67	358.67	42.75
22036	Switz City and Bedford	41.47	6	1,772.84	1,772.84	42.75
22037	Anderson and Nobleville	18.96	6	853.29	853.29	42.75
22038	Indianapolis, Ind., and Chicago, Ill.	184.08	9.35	13,123.55	13,123.55	76.10
22039	Fort Branch and Mount Vernon	33.75	7.05	1,656.56	1,656.56	42.75
22040	Covington and Snoddy's Mills	9.49	6	405.69	405.69	42.75

Pay between Hammond and Chicago, 20.70 miles, at \$33.35 per mile.

C.—Railroad service as in operation on the 30th of June, 1885—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.	
22041	Stewartville and Now Harmony	Peoria, Decatur and Evansville Rwy.	7.34	12	313 78	313 78	313 78	42 75		
22042	New Castle and Rushville	Fort Wayne, Cincinnati and Louisville R. R.	24.89	6	1,191 73		1,191 73	47 88		
22043	Terre Haute, Ind., and East Saint Louis, Ill.	Indianapolis and Saint Louis Rwy.	190.13	18.55	18,045 23	4,753 25	22,798 48	94 91	25 00	
22044	do	Terre Haute and Indianapolis R. R.	166.69	20	87,792 28	29,170 75	116,963 03	526 48	175 00	
22045	Lawrenceburgh Junction (n. o.) and Lawrenceburgh.	Cincinnati, Indianapolis, Saint Louis and Chicago R. R.	2.46	26	134 61		134 61	54 72		
22046	Frankfort, Ind., and East Saint Louis, Ill.	Toledo, Cincinnati and Saint Louis R. R.	245.03	6	10,475 03		10,475 03	42 75		
22047	Attica and Covington	Wabash, Saint Louis and Pacific Rwy.	14.91	6	637 40		637 40	42 75		
22048	Louisville, Ky., and Oakland City, Ind.	Louisville, Evansville and Saint Louis Rwy.	99.55	18.53	7,319 91		7,319 91	73 53		
22049	Greensburgh and Columbus	Columbus, Hope and Greensburgh R. R.	26.90	8.76	1,149 97		1,149 97	42 75		
22050	Switz City and Merom Station (n. o.)	Springfield, Effingham, and Southeastern and Bloomfield Rwy. Companies.	31.12	6						No pay fixed.
			4,682.80		615,379 85	91,414 60	706,793 95			
22001	Chicago, Ill., and Milwaukee, Wis.	Chicago and Northwestern Rwy.	85.37	32	17,863 30	3,756 28	21,639 58	269 48	44 00	
22002	Chicago and Freeport	do	121.39	24.07	20,769 69	2,670 58	23,430 27	171 00	22 00	
22003	Chicago, Ill., and Union Pacific Transfer (n. o.), Iowa.	do	273.62	17.58	91,201 40	27,751 80	118,953 26	167 58	50 00	(273.62 miles land grant. Cedar Rapids to U. P. Transfer (n. o.)
22004	Elgin, Ill., and Geneva, Wis.	do	44.13	6	1,924 50		1,924 50	48 61		
22005	Rock Island and East Saint Louis	Chicago, Burlington and Quincy R. R.	245.52	15.22	32,527 61		32,527 61	181 67		

23006	Sedell and Olney.....	Deerfield, Olney and Ohio River R. R.	86.49	6	3,697.45	49,645.00	3,697.45	43.75	2,965.00
23007	Chicago, Ill., and Burlington, Iowa.	{ Chicago, Burlington and Quincy R. R.	126	38.12	144,428.60	48,645.00	188,071.60	701.10	2,940.00
23008	Rushville and Yates City.....	do	43	12.04	4,154.82	.....	4,154.82	64.98	2,800.00
23009	Peoria and Galeburg.....	do	63.94	53.23	5,052.05	.....	5,052.05	94.91	.....
23010	Galesburg and Quincy.....	do	53.23	24.33	23,338.62	6,570.85	29,907.47	230.85	65.00
23011	Burlington, Iowa, and Quincy, Ill.	do	101.00	6	3,663.18	.....	3,663.18	60.45	.....
23012	Streator and Aurora.....	do	72.81	6	5,759.13	.....	5,759.13	94.91	.....
23013	Mendota and Fulton.....	do	60.68	12	2,765.92	.....	2,765.92	42.75	.....
23014	Rock Falls and Shabbona.....	do	64.70	6	1,977.18	.....	1,977.18	42.75	.....
23015	Chicago, Ill., and Davenport, Iowa.	Chicago, Rock Island and Pacific Rwy.	48.25	6	40,194.84	11,889.80	52,084.64	219.74	65.00
23016	Bureau and Peoria.....	do	47.03	12	4,825.27	.....	4,825.27	102.90	.....
23017	Chicago and East Saint Louis.....	do	281.17	17.74	96,111.50	15,464.35	111,575.85	235.13	55.00
23018	Bloomington and Rock House.....	do	111.27	16.40	3,319.02	.....	3,319.02	119.70	.....
23019	Washington and Dwight.....	do	70.12	6	3,117.53	.....	3,117.53	44.46	.....
23020	Chicago and Cairo.....	Illinois Central R. R.	196.23	18.49	61,008.95	19,072.30	80,079.25	166.90	115.00
23021	Dubuque, Iowa, and Centralia, Ill.	do	113.43	12.55	42,258.94	3,882.07	45,841.01	122.44	25.00
23022	Joliet and Lake Station.....	do	69.56	6	1,952.39	.....	1,952.39	42.75	.....
23023	Decatur and East Saint Louis.....	Michigan Central R. R.	145.67	6	22,695.94	4,537.60	27,233.54	200.07	40.00
23024	Peoria, Ill., and Evansville, Ind.	Wabash, Saint Louis and Peoria, Mo., and Evansville, Ind. Rwy.	112.44	19	13,946.68	.....	13,946.68	55.58	.....
23025	Hannibal, Mo., and Bluffs, Ill.	Peoria, Decatur and Evansville Rwy.	250.93	6	5,644.12	.....	5,644.12	113.86	.....
23026	Vacant.....	Wabash, Saint Louis and Peoria, Mo., and Bluffs, Ill. Rwy.	50.01	19	.....	.....	.....	.....	.....
23027	State Line (n. o.) and Warsaw.....	do	228.87	10.94	27,004.37	.....	27,004.37	117.99	.....
23028	Junction and Mound City.....	do	2.94	6	125.68	.....	125.68	42.75	.....
23029	Sidney and Havana.....	do	112.47	6	6,251.08	.....	6,251.08	55.58	.....
23030	East Saint Louis and Eldorado.....	do	121.65	14.01	15,498.21	.....	15,498.21	127.40	.....
23031	Belleville and O'Fallon Depot.....	St. Louis, Alton and Terre Haute, R. R.	7.34	6	313.78	.....	313.78	42.75	.....
23032	East Saint Louis, Ill., and Evansville, Ind.	do	162.25	13	14,011.91	.....	14,011.91	86.38	.....
23033	Beardstown and Shawneetown.....	do	229.08	12	12,926.98	.....	12,926.98	56.43	.....
23034	Springfield and Gliman.....	do	112.72	9.59	6,360.78	.....	6,360.78	56.43	.....
23035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and Saint Paul Rwy.	86.18	36.54	50,547.15	15,061.50	65,608.65	589.53	175.00
23036	Aurora and Foreston.....	do	81.57	12	13,390.53	2,039.25	15,429.78	164.16	25.00
23037	Vincennes, Ind., and Saint Francisville, Ill.	Chicago and Iowa R. R.	10.17	6	478.29	.....	478.29	47.03	.....
23038	Peoria and Jacksonville.....	Wabash, Saint Louis and Peoria, Mo., and Jacksonville, Ill. Rwy.	84.62	12	6,070.22	.....	6,070.22	71.82	.....
23039	Carbondale and Grand Tower.....	do	25.39	9	1,085.42	.....	1,085.42	42.75	.....
23040	Peoria and Rock Island.....	Grand Tower and Carbondale R. R.	91.60	12	7,284.08	.....	7,284.08	79.52	.....

All land grant.
 { 15.00 }
 { 25.00 }
 { 47.00 }
 { 23.00 }
 Do.

C.—Railroad service as in operation on the 30th of June, 1885.—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for		Total annual pay.	Cost per mile for		Remarks.
					transportation.	annual pay for railway post-office cars.		transportation.	railway post-office cars.	
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
23041	ILLINOIS—Continued.									
23041	Quincy and Hannibal, Mo	Chicago, Burlington and Quincy R. R.	19.79	18	1,573.70	79.52	1,573.70	79.52		
23042	Chicago and Danville	Chicago and Eastern Illinois R. R.	19.06	16	14,213.55	114.57	14,213.55	114.57		
23043	Streator and Fairbury	Wabash, Saint Louis and Pacific Rwy.	31.08	6	1,504.01	47.03	1,504.01	47.03		
23044	Danville and Sidell	Chicago and Eastern Illinois R. R.	23.76	6	1,915.74	42.75	1,915.74	42.75		
23045	Carbondale and Marion	Saint Louis Coal R. R.	18.75	9	801.56	42.75	801.56	42.75		
23046	Jacksonville and Central	Jacksonville Southern Rwy.	112.05	7.35	5,652.92	50.45	5,652.92	50.45		
23047	Chester and Tamasoa	Wabash, Chester and West-ern R. R.	41.76	10.53	2,927.79	70.11	2,927.79	70.11		
23048	Terre Haute, Ind., and Peoria, Ill.	Illinois Midland Rwy.	177.09	6	7,912.10	44.46	7,912.10	44.46		
23049	Springfield and Havana	Wabash, Saint Louis and Pacific Rwy.	48.10	7.39	2,385.27	49.59	2,385.27	49.59		
23050	Danville and Cairo	do	259.65	6	16,219.83	62.42	16,219.83	62.42		
23051	Joliet and Pekin	Chicago, Saint Louis and West Mo R. R.	115.79	6	5,940.02	51.30	5,940.02	51.30		
23052	Courtland and Sycamore	Chicago and Northwestern Rwy.	5.24	21	250.89	47.88	250.89	47.88		
23053	East Saint Louis and Cairo	Saint Louis and Cairo R. R.	153.60	8.14	10,000.90	70.07	10,000.90	70.07		
23054	Chicago and Launk Junction (n. o.)	Chicago, Milwaukee and Saint Paul Rwy.	116.50	18	22,312.08	191.52	22,312.08	191.52		
23055	Decatur, Ill., and Indianapolis, Ind.	Indiana, Bloomington and Western Rwy.	153.89	10.57	10,262.92	66.69	10,262.92	66.69		
23056	Geneva and Aurora	Chicago and Northwestern Rwy.	10.62	30	400.32	46.17	400.32	46.17		
23057	Rockelle and Rockford	Chicago and Iowa R. R.	27.76	6	1,166.74	42.75	1,166.74	42.75		
23058	West Lebanon, Ind., and Leroy, Ill.	Wabash, Saint Louis and Pacific Rwy.	76.07	6	3,277.64	42.75	3,277.64	42.75		
23059	Rock Island and Cable	Rock Island and Mercer County R. R.	27.28	6	1,166.22	42.75	1,166.22	42.75		
23060	Greenfield and Kampsville	Litchfield, Carrollton and Western R. R.	22.00	11	978.97	42.75	978.97	42.75		

23061	Alton Junction (n. o.) and Chicago Rwy.	Indianspolis and Saint Louis	4.16	6	177 41	177 41	42 75
23062	Kankakee and Bloomington	Illinois Central R. R.	87.18	6.79	3,724 80	3,724 80	42 75
23063	Shunway and Effingham	Wabash, Saint Louis and Pacific Rwy.	8.75	6	441 43	441 43	50 45
23064	Kumpton and Kankakee Junction (n. o.)	Illinois Central R. R.	43.04	6	1,839 90	1,839 96	42 75
23065	Vacant						
23066	Chicago and Altamont	Wabash, Saint Louis and Pacific Rwy.	215.99	6	16,806 18	16,806 18	77 81
23067	Havana and Galesburg	Fulton County, Narrow Gauge Rwy.	60.81	6.87	2,911 58	2,911 58	47 88
23068	Peoria, Ills. and Okaloosa, Iowa.	Central Iowa Rwy.	190.82	6	9,136 46	9,136 46	47 88
23069	Kankakee and Seneca	Kankakee and Seneca R. R.	43.51	6	1,800 05	1,800 05	42 75
23070	Galva and Gladstone	Chicago, Burlington and Quincy R. R.	75.17	16.56	4,627 46	4,627 46	61 56
23071	Aurora and Turner	do	12.56	12.13	536 94	536 94	42 75
23072	Elmwood and Buda	do	45.37	9	2,249 89	2,249 89	49 59
23073	Vacant						
23074	Vermilion and Leaton	Chicago and Alton R. R.	10.60	12	453 15	453 15	42 75
23075	Mayville and Piusfield	Wabash, Saint Louis and Pacific Rwy.	6.86	19	340 08	340 08	56 45
23076	La Harpe, Ills. and Burlington, Iowa.	do	20.11	12	859 70	859 70	42 75
23077	White Horn and Decatur	do	30.63	6	1,361 80	1,361 80	44 46
23078	McLeansborough and Shawneetown	Louisville and Nashville R. R.	91.22	6	1,762 15	1,762 15	32 75
23079	Fall Creek, Ills. and Louisiana, Mo	Chicago, Burlington and Quincy R. R.	31.46	6	1,452 50	1,452 50	46 17
23080	Wellington and Cisenia Park	Chicago and Eastern Illinois R. R.	12.89	6	551 04	551 04	42 75
23081	Clayton, Ills. and Keokuk, Iowa	Wabash, Saint Louis and Pacific Rwy.	43.08	12	3,020 33	3,020 33	70 11
23082	Streator, Ills. and North Judson, Ind	Indiana, Illinois and Iowa R. R.	110.50	6	6,708 45	6,708 45	60 71
23083	Bates and Grafton	Wabash, Saint Louis and Pacific Rwy.	71.93	6	3,505 86	3,505 86	48 74
23084	Sterling and Barstow	Chicago, Burlington and Quincy R. R.	40.53	6	1,801 96	1,801 96	44 46
23085	Murphyborough and Pluckneyville	Saint Louis Coal R. R.	23.21	6	992 22	992 22	42 75
23086	Buckingham and Clarke City	Illinois Central R. R.	9.59	6	327 97	327 97	34 20
			7,769.74		161,001 38	1,134,841 13	

MICHIGAN.

24001	Toledo, Ohio, and Detroit, Mich	Lake Shore and Michigan Southern Rwy.	64.90	23	10,706 79	1,460 25	165 02
24002	Monroe and Adrian	do	34.90	14.15	2,476 85	2,476 85	70 07
24003	Adrian and Jackson	do	47.41	12	4,418 01	4,418 01	93 20
24004	White Pigeon and Grand Rapids	do	96.32	12	11,364 79	11,364 79	117 99
24005	Jonesville and Lansing	do	61.04	9.71	4,018 87	4,018 87	65 84
24006	Trenton, Mich. and Chicago, Ills.	Michigan Central R. R.	285.10	34.94	84,341 13	102,572 63	282 83
24007	Kalamazoo and South Haven	do	40.18	12	1,620 95	1,620 95	46 32

C.—Railroad service as in operation on the 30th of June, 1885—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 care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
MICHIGAN—Continued.										
24008	Jackson and Niles	Michigan Central R. R.	104.30	9.7	8,115 58	77 81	8,115 58	77 81		
24009	Jackson and Bay City	do	114.81	12.78	11,878 24	103 46	11,878 24	103 46		
24010	Jackson and Grand Rapids	do	91.72	25	11,905 35	123 69	11,905 35	123 69		
24011	Stocum Junction (n. e.) and Grosse Pointe	do	2.36	6	100 89	42 75	100 89	42 75		
24012	Niles, Mich., and South Bend, Ind.	do	12.43	9	531 38	42 75	531 38	42 75		
24013	Detroit and Mackinaw City	do	290.22	12.36	36,477 75	125 69	36,477 75	125 69		
24014	Saginaw and Caro	do	34.04	14.50	1,629 83	47 88	1,629 83	47 88		
24015	Monroe and Ludington	Flint and Pere Marquette R. R.	171.06	16.87	30,123 08	109 44	30,123 08	109 44		171.06 miles land grant, Flint to Ludington.
24016	Ionia and Big Rapids	Detroit, Lansing and Northern R. R.	68.09	10.44	5,472 39	80 37	5,472 39	80 37		
24017	Detroit and Howard City	do	100.72	17.28	20,750 55	129 11	20,750 55	129 11		
24018	Fort Wayne, Ind., and Mackinaw City, Mich.	Grand Rapids and Indiana R. R.	322.48 35.43	15.91	36,434 38	3,310 72	39,745 10	86 45 120 56	13 75	333 48 miles land grant, Fort Wayne to Peabody.
24019	Toledo, O., and Allegan, Mich.	Michigan and Ohio R. R.	23 133.92	6.67	6,135 11		6,135 11	12 82 43 61		R. P. O. Fort Wayne to Cahtilac, 244.78 miles. Toledo to Dundee, 23 miles, at \$12.82 per mile.
24020	Toledo, Ohio, and South Lyon, Mich.	Toledo, Ann Arbor and Grand Trunk Rwy.	60.51	10.51	3,259 67		3,259 67	53 87		
24021	Grand Rapids, Mich., and La Crosse, Ind.	Chicago and West Michigan Rwy.	154.54	15.64	18,631 34		18,631 34	120 56		
24022	Big Rapids and Holland	Chicago and West Michigan Rwy.	91	14.48	7,080 71		7,080 71	77 81		
24023	Allegan and Holland	do	24.64	6	1,284 03		1,284 03	51 30		
24024	Ypsilanti and Hillsdale	Lake Shore and Michigan Southern Rwy.	62.14	6	3,294 04		3,294 04	53 01		
24025	Zion and East Saginaw	Port Huron and Northwestern Rwy.	78.85	12	3,640 50		3,640 50	46 17		
24026	Grand Rapids and Baldwin	Chicago and West Michigan Rwy.	73.96	9.78	4,744 33		4,744 33	64 13		

24027	Detroit and Grand Haven	Detroit, Grand Haven and Milwaukee Rwy.	182.06	22.69	26,986.87	142.79	24,986.87
24028	Detroit and Fort Gratiot	Chicago, Detroit, and Canada Grand Trunk Junction R. R.	70.84	18.93	8,114.83	133.38	8,114.83
24029	Jackson, Mich., and Fort Wayne, Ind.	Lake Shore and Michigan Southern Rwy.	98.39	12.76	6,868.12	70.11	6,868.12
24030	East Saginaw and Ithaca	Saginaw Valley and Saint Louis R. R.	45.98	12.94	2,987.78	64.98	2,987.78
24031	Fort Howard, Wis., and Leppaming, Mich.	Chicago and Northwestern Rwy.	174.45	8.09	19,304.95	108.06	19,304.95
24032	Powers and Crystal Falls	do	57.95	14	3,920.86	55.58	3,920.86
24033	Lansac and Jackson	Michigan Air Line Rwy.	106.58	7.76	5,822.05	54.72	5,822.05
24034	Walton and Traverse City	Traverse City R. R.	26.57	12	1,707.02	64.06	1,707.02
24035	Toledo, Ohio and Detroit, Mich.	Michigan Central R. R.	32.50	23	10,429.18	175.93	10,429.18
24036	Trenton, Mich., and Fayette, Ohio	Lake Shore and Michigan Southern Rwy.	66.40	7.57	3,099.88	45.82	3,099.88
24037	Saint Clair and Richmond	Michigan Midland and Canada R. R.	16	12	768.08	47.88	768.08
24038	Iren River Junction (n. o.) and Iron River.	Chicago and Northwestern Rwy.	19.81	7	816.87	42.75	816.87
24039	Fort Gratiot, Mich., and Chicago, Ill.	Chicago and Grand Trunk Rwy.	338.46	12.16	20,044.49	76.95	20,044.49
24040	Marquette and Houghton	Marquette, Houghton, and Ontonagon R. R.	95.93	6.90	5,708.79	59.51	5,708.79
24041	Alma and Lakeview	Detroit, Lansing and Northern R. R.	32.61	12	1,700.93	52.16	1,700.93
24042	Port Huron and Fort Austin	Port Huron and Northwestern Rwy.	87.71	11.41	5,849.37	66.69	5,849.37
24043	Coleman and Mt. Pleasant	Flint and Pere Marquette R. R.	15.94	12	642.96	42.75	642.96
24044	Harrison Junction (n. o.) and Meredith.	do	29.65	8.97	1,267.53	42.75	1,267.53
24045	Manistee Junction (n. o.) and Manistee.	do	27.13	15	2,203.76	81.23	2,203.76
24046	Means and Hart	Chicago and West Michigan Rwy.	4.15	6	177.41	42.75	177.41
24047	Flint and Fostoria	Flint and Pere Marquette R. R.	24.46	6	1,045.63	42.75	1,045.66
24048	East Saginaw and Bay City	do	13.21	25	1,298.93	98.33	1,298.93
24049	Detroit and Bay City Crossing, and Saginaw.	do	3.76	19	183.26	48.74	183.26
24050	Buchanan and Barrion Springs	Saint Joseph Valley R. R.	11.97	12	473.24	42.75	473.24
24051	Point St. Ignace (n. o.) and Marquette	Detroit, Mackinac and Marquette R. R.	151.37	6	6,471.06	42.75	6,471.06
24052	Point Water and Muskegon	Chicago and West Michigan Rwy.	45.13	11.02	2,701.03	59.85	2,701.08
24053	Humboldt and Republic	Marquette, Houghton and Ontonagon R. R.	8.70	6	371.92	42.75	371.92
24054	East Saginaw and Bay Port	Saginaw, Tuscola and Huron R. R.	46.97	10.64	2,007.96	42.75	2,007.96
24055	Vacant.	Bayview, Little Traverse and Mackinaw R. R.	8.35	18	356.96	42.75	356.96
24056	Petoskey and Harbor Springs	do					

C.—Railroad service as in operation on the 30th of June, 1885—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.		Remarks.
					Dollars.	Dollars.	Dollars.	Dollars.		Dollars.	Dollars.	
MICHIGAN—Continued.												
24057	An Sable and Alger.	Detroit, Bay City and Alpena R. R.	48.25	12	3,300 30	3,300 30	68 40	68 40	3,300 30			
24058	Narepa Station (n. o.) and Metro- politan.	Chicago an Northwestern Rwy.	35.01	0	1,486 67	1,486 67	42 75	42 75	1,486 67			
24059	Milton Junction (n. o.) and Luthet- R. R.	Grand Rapids and Indiana Rwy.	11.50	11.55	491 62	491 62	42 75	42 75	491 62			
24060	Port Huron and Almont	Port Huron and Northwestern Rwy.	34.52	12	1,534 75	1,534 75	44 46	44 46	1,534 75			
24061	Palm Station and Sand Beach	do	18.83	12	804 98	804 98	42 75	42 75	804 98			
24062	Milwaukee Junction (n. o.) and Detroit Junction.	Chicago, Detroit and Canada Grand Trunk Junction R. R.	4.61	3	197 07	197 07	42 75	42 75	197 07			
24063	Lawton and Hartford	Paw Paw and Toledo and South Haven R. R.	20.21	10.92	863 97	863 97	42 75	42 75	863 97			
24064	Pontiac and Caseville	Pontiac, Oxford and Port Aus- tin R. R.	40.73	6	4,565 08	4,565 08	45 92	45 92	4,565 08			
24065	Owosso and Saint Louis	Toledo, Ann Arbor and North Michigan Rwy.	40.88	12	2,306 85	2,306 85	56 43	56 43	2,306 85			
			5,023.90		494,980 16	23,302 47	518,282 63					
WISCONSIN.												
25001	Milwaukee, Wis., and North McCre- gor, Iowa.	Chicago, Milwaukee and Saint Paul Rwy.	196.64	14.26	26,733 20	26,733 20	135 95	135 95	26,733 20			
25002	Milwaukee and La Crosse	do	104.87	22.78	97,656 67	32,019 50	483 34	483 34	129,676 17			150 00
25003	Milwaukee and Berlin	do	82.08	12	10,085 28	6,569 04	103 46	103 46	16,654 32			175 00
25004	Milton Junction and Shullsburgh	do	75.29	11.39	1,767 48	1,767 48	87 21	87 21	3,534 96			
25005	Watertown and Madison	do	39	12	3,399 85	3,399 85	66 69	66 69	6,799 70			
25006	Horicon and Portage	do	50.98	6	616 45	616 45	42 75	42 75	1,232 90			
25007	Rush Lake and Winneconne	do	14.42	6	616 45	616 45	64 13	64 13	1,232 90			
25008	Oshkosh and Ripon	do	20.99	12	1,346 08	1,346 08	64 13	64 13	2,692 16			
25009	Chicago, Ill. and Fort Howard, Wis.	Chicago and Northwestern Rwy.	176.70	17.49	42,581 29	12,216 00	186 54	186 54	54,797 29			96 miles land grant, Fond du Lac to Fort Howard.
			66		494,980 16	23,302 47	518,282 63					

For 180 miles.

For 62.7 miles.

		186.52	17.18	38,080.25	7,580.80	45,661.05	200.93	40.00	
10	California, Ill., and Winona Junction (n. o.), Wis., Kenosha, Wis., and Rockford, Ill.	72.40	11.40	9,582.90	582.00	10,124.90	131.67	40.00	R. P. O. 14.60 miles. Harvard to Caledonia.
25011	Milwaukee and Fond du Lac.	64.07	13	9,805.91		9,805.91	153.05		
25012	Onalaska and La Crosse	8.11	26	4,099.14		4,099.14	50.45		
25013	Winona, Minn., and Winona Junction (n. o.), Wis.	28.82	13	5,430.81	1,192.80	6,623.61	182.12	40.00	
25014	Stevens Point and Portage.	73.51	6	4,389.57		4,389.57	50.83		
25015	Milwaukee and Northern and Wisconsin and Michigan R. R.	186.13	9.68	16,392.46		16,392.46	88.07		
25016									
25017	Milwaukee and Ashland	{ 33.50 } { 127.10 } { 180.06 }	13.05	31,511.22		31,511.22	111.15		33.50 miles Milwaukee to Schleisingsville, at \$17.10 per mile.
25018	Milwaukee and Two Rivers	84.96	17.48	8,644.68		8,644.68	101.75		189.06 miles land grant Stevens Point to Ashland.
25019	Shoibogyan and Princeton.	79.13	8.63	5,006.55		5,006.55	63.37		
25020	Warren and Mineral Point	32.95	14.34	2,873.56		2,873.56	87.21		
25021	Columbine and Plattville	18.75	21	817.68		817.68	43.61		
25022	New Lisbon and Necedah.	12.76	6	545.49		545.49	42.75		
25023	Madison and Portage.	46.77	6	2,335.71		2,335.71	57.29		
25024	Reeds, Wis., and Rock Island, Ill.	197.91	14.11	25,720.38		25,720.38	129.08		
25025	Galeana, Ill., and Wootman, Wis.	76.29	8.24	5,022.93		5,022.93	65.64		
25026	Emu Claire and Abbottsford	68.41	7.01	3,691.08		3,691.08	56.43		
25027	Port Howard, Wis., and Winona, Minn.	215.50	6	13,083.00		13,083.00	60.71		
25028	Hudson and Bayfield	181.44	6	9,805.01		9,805.01	54.04		All land grant.
25029	Lone Rock and Richland Centre.	16.39	12	784.75		784.75	47.88		
25030	Stroy, Wis., and Saint Paul, Minn.	197.02	19.55	21,293.92		21,293.92	108.08		Do.
25031	Tomah and Merrill	108.07	6	7,115.32		7,115.32	65.84		Do.
25032	Ashland Junction (n. o.) and Ashland.	4.64	12	188.68		188.68	34.20		
25033	North Hudson and River Falls.	11.29	17	482.64		482.64	42.75		
25034	Sparta and Viroqua.	35.83	6	1,746.35		1,746.35	48.74		
25035	Fond du Lac and Iron Ridge Junction (n. o.).	28.83	12	1,282.48		1,282.48	42.75		
25036	Janesville and Beloit.	15.76	13	673.74		673.74	42.75		

C.—Railroad service as in operation on the 30th of June, 1885—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 care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
WISCONSIN—Continued.										
25037	Merrill and Niellville.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	13.51	15	663 06	663 06	663 06	42 75	.....
25038	Milwaukee and Montfort.	Chicago and Northwestern Rwy.	146.37	9.37	9,761 41	9,761 41	9,761 41	66 69	.....
25039	Mazo Manie and Prairie du Sac.	Chicago, Milwaukee and Saint Paul Rwy.	10.45	12	446 73	446 73	446 73	42 75	.....
25040	Hilbert and Appleton.	Milwaukee and Northern R. R.	21.83	12	1,362 62	1,362 62	1,362 62	62 42	.....
25041	Elkhorn and Eagle.	Chicago, Milwaukee and Saint Paul Rwy.	17.56	6	750 69	750 69	750 69	42 75	.....
25042	Lancaster Junction (n. o.) and Lancaster.	Chicago and Northwestern Rwy.	12.31	12	915 74	915 74	915 74	74 89	.....
25043	Platteville Junction (n. o.) and Platteville.	.....do.....	4.36	12	186 39	186 39	186 39	42 75	.....
25044	Brodhead and Albany.	Chicago, Milwaukee and Saint Paul Rwy.	7.60	15	324 90	324 90	324 90	42 75	.....
25045	Monico Junction (n. o.) and Rhineland.	Milwaukee, Lake Shore and Western Rwy.	14.76	6	630 99	630 99	630 99	42 75	.....
25046	Oshkosh and Hortonville.	.....do.....	23.77	6	1,016 16	1,016 16	1,016 16	42 75	.....
25047	Wabasha, Minn., and Eau Claire, Wis.	Chicago, Milwaukee and Saint Paul Rwy.	49.58	6	2,119 54	2,119 54	2,119 54	42 75	.....
25048	Eau Claire and Chicago Junction (n. o.).	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	78.11	7.75	3,991 09	3,991 09	3,991 09	50 45	.....
25049	Manitowoc and Wausau.	Milwaukee, Lake Shore and Western Rwy.	133.61	19.96	9,595 87	9,595 87	9,595 87	71 82	.....
25050	Eland and Watermeet.	.....do.....	105.68	6	4,970 13	4,970 13	4,970 13	47 03	.....
25051	Superior Junction (n. o.), Wis., and Luthin, Minn.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	69.94	6	2,171 70	2,171 70	2,171 70	34 20	.....	63.50 miles land grant. Superior Junction to Superior. Pay not fixed on 6.44 miles.
25052	Afton and Janesville.	Chicago and Northwestern Rwy.	6.64	15	283 98	283 98	283 98	42 75	.....
25053	Red Cedar Junction (n. o.) and Menomonie.	Chicago, Milwaukee and Saint Paul Rwy.	16.46	6	703 66	703 66	703 66	42 75	.....
25054	Trempealeau and Galeville.	Chicago and Northwestern Rwy.	8.23	12	351 83	351 83	351 83	42 75	.....

25055	Brandon and Markean	Chicago, Milwaukee and Saint Paul Rwy.	11.78	6	503 59	503 59	42 75		Pay not fixed. Service commenced March 30, 1885.
25056	Dexter-ville Junction (n. o.) and Vee- per.	Wisconsin, Pitts-ville and Su- perior Rwy.	20.29	6	867 39	867 39	42 75		Pay not fixed. Service commenced March 25, 1886.
25057	Menominee, Mich. and Crivitz, Wis.	Milwaukee and Northern R. R.	22.79	6	1,013 24	1,013 24	44 46		Pay not fixed. Service commenced May 1, 1886.
25058	Clintonville and Oconto	Milwaukee, Lake Shore and Western Rwy.	55.75	6	2,717 19	2,717 19	47 88		Pay not fixed. Service commenced 1886.
25059	Turtle Lake and Bruce	Minneapolis, Saint Ste Marie and Atlantic Rwy.	45.95	6	1,964 36	1,964 36	42 75		St. Paul to Minneapolis 11.25 m., and Watab to Missoula 1,197.22 m. Land grant. Covered by route 26001. Do. Land grant.
25060	Anigo and Malcolm	Milwaukee, Lake Shore and Western Rwy.	13.47	6					Do.
25061	Chippewa Falls, Wis., and Saint Paul, Minn.	Minnesota, Saint Croix and Wisconsin R. R.	104.69	6	404,660 68	53,601 10	518,261 78		
25062	Necedah Junction (n. o.) and Necedah.	Princeton and Western Rwy.	16 24	6	237,224 21	237,224 21	{ 228 29 } { 182 63 }		
26001	{ Saint Paul, Minn., and Missoula, } } Mont.	Northern Pacific R. R.	{ 72 37 } { 1,208 47 }	9.15					
26002	Vacant		4,368 10						
26003	Vacant								
26004	Saint Cloud and Saint Vincent	Saint Paul, Minneapolis and Manitoba Rwy.	315.93	13	38,464 47	38,464 47	121 75		
26005	Breckenridge, Minn., and Fargo, Dak.	do	53.27	6	7,333 14	7,333 14	137 66		
26006	Saint Paul and Breckenridge	do	216.88	7.87	26,257 66	26,257 66	121 07		Do.
26007	Saint Paul and Duluth	Saint Paul and Duluth R. R.	155.59	12	11,813 95	11,813 95	79 53		Do.
26008	Minneapolis and Stillwater	do	28.01	12	1,197 43	1,197 43	42 75		
26009	{ Saint Paul, Minn., and McGregor, } } Iowa.	Chicago, Milwaukee and Saint Paul Rwy.	{ 117 53 } { 95 50 }	10.75	25,370 30	25,370 30	{ 130 87 } { 104 66 }		Land grant Saint Paul to Austin, 96.50 m. Land grant Hastings to Ortonville, 292.80 m. Land grant.
26010	Hastings, Minn., and Ipswich, Dak.	do	202.80	9.6	36,009 20	36,009 26	96 45		
26011	Duluth and Brainerd	Northern Pacific R. R.	114.67	9.15	3,921 71	3,921 71	34 20		
26012	Austin and Mason City	Chicago, Milwaukee and Saint Paul Rwy.	41.29	12	2,894 84	2,894 84	70 11		
26013	Minneapolis and La Crosse	do	142.57	22.50	59,973 49	21,365 50	81,338 99	420 66	150 00
26014	Saint Peter and Redfield	do	184.73	7.4	2,786 26	2,786 26	{ 83 45 } { 104 31 }		{ Land grant St. Peter to Watertown, 184.73 m. Land grant.
26015	Winona and Saint Peter	do	139.80	13	17,690 29	17,690 29	120 54		
26016	Sleepy Eye and Redwood Falls	do	26.63	12	1,138 43	1,138 43	42 75		
26017	Redwater and Zumbrota	do	28.12	12	1,116 63	1,116 63	42 75		
26018	Chatfield and Plainview	do	28.73	15.37	1,228 21	1,228 21	42 75		
26019	Mankato Junction (n. o.) and Man- kato.	do	4.85	26	223 15	223 15	51 30		Formerly part of route 26,015.

C.—Railroad service as in operation on the 30th of June, 1885—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.	
MINNESOTA—Continued.										
26020	Worthington, Minn., and Salem, Dak.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	102.37	6	4,989 51	.....	4,989 51	48 74	.....
26021	Minneapolis, Minn., and Angus, Iowa.	Minneapolis and Saint Louis Rwy.	290.26	8.49	24,032 41	.....	24,032 41	92 34	.....
26022	Wabasha, Zumbrota	Chicago, Milwaukee and Saint Paul Rwy.	59.24	6	2,583 46	.....	2,583 46	43 61	.....
26023	{ La Crosse, Wis., and Flandreau, Dak.	{ do	{ 302.87	{ 6	{ 27,714 64	.....	{ 27,714 64	{ 88 24	.....	{ Land grant La Crosse to Airlie, 902.87 m.
26024	Mankato and Wells	do	8.97	6	1,730 32	.....	1,730 32	45 32	.....
26025	Saint Paul, Minn., and Sioux City, Iowa.	do	38.18	6	1,730 32	.....	30,484 61	112 86	.....	Land grant.
26026	Vacant	do	270.11	13	30,484 61	.....	.....	.....	.....	Covered by route 26025.
26027	Vacant	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	3.90	40	206 74	.....	206 74	53 01	.....
26028	Heron Lake and Pipestone	do	55.54	6	2,374 33	.....	2,374 33	42 75	.....
26029	Lake Crystal and Elmore	do	44.20	12	1,905 13	.....	1,905 13	44 46	.....
26030	Louisa and Doon	do	28.39	6	1,209 40	.....	1,209 40	42 75	.....
26031	Tracy, Minn., and Pierre, Dak.	Chicago and Northwestern Rwy.	255.71	7	29,953 87	.....	29,953 87	117 14	.....
26032	Reno and Preston	Chicago, Milwaukee and Saint Paul Rwy.	57.72	6	2,517 17	.....	2,517 17	43 61	.....
26033	Wyoming and Taylor's Falls	Saint Paul and Duluth R. R.	29.77	6	958 95	.....	958 95	46 17	.....
26034	Morris and Brown's Valley	Saint Paul, Minneapolis and Manitoba Rwy.	47.29	6	2,021 65	.....	2,021 65	42 75	.....
26035	Junction (n. o.) and Boundary Line	do	2.63	6	.....	.....	985 00	42 75	.....	Pay not fixed.
26036	Junction and Cloquet	Saint Paul and Duluth R. R.	6.69	6	.....	.....	3,828 81	115 43	.....
26037	Minneapolis and Cologne	Chicago, Milwaukee and Saint Paul Rwy.	33.17	6	3,828 81	.....	3,828 81	115 43	.....
26038	Minneapolis and Birch Cooley	Minneapolis and Saint Louis Rwy.	102.58	6	4,560 71	.....	4,560 71	44 46	.....
26039	Crookston, Minn., and Devil's Lake, Dak.	Saint Paul, Minneapolis and Manitoba Rwy.	114.34	6	7,919 18	.....	7,919 18	69 26	.....
26040	Minneapolis and Saint Cloud	do	64.81	13	11,692 37	.....	11,692 37	180 41	.....	Pay not fixed on 66.91 miles.
26042	Wadena, Minn., and Milnor, Dak.	Northern Pacific R. R.	118.86	6	2,398 53	.....	2,398 53	46 17	.....

26043	Fergus Falls and Pelion Rapids	Saint Paul, Minneapolis and Manitoba Rwy.	22.76	6	972.09	972.99	42.75	
26044	Mendota and Minneapolis	Chicago, Milwaukee and Saint Paul Rwy.	10.06	12	516.08	516.08	51.30	
26045	Isaings and Stillwater	do	28.12	13	1,139.09	1,139.09	43.61	
26046	Little Falls and Morris	Northern Pacific R. R.	88.37	6	4,664.49	4,664.49	53.01	
26047	Sauk Centre and Eagle Bend	Saint Paul, Minneapolis and Manitoba Rwy.	37.34	6	1,596.28	1,596.28	42.75	
26048	Waterville and Red Wing	Minneapolis and Saint Louis Rwy.	66.70	6	3,563.13	3,563.13	53.67	
26049	Saint Cloud and Hinckley	Saint Paul, Minneapolis and Manitoba Rwy.	68.04	6	2,908.71	2,908.71	42.75	
26050	Crookston and Saint Hilaire	do	28.73	3	859.60	859.60	29.92	
26051	Rush City, Minn., and Grantsburgh, Wis.	Saint Paul and Duluth R. R.	17.34	6	741.28	741.28	42.75	
26052	Moorhead and Halstad	Saint Paul, Minneapolis and Manitoba Rwy.	34.31	6				
26053	Birch Cooley, Minn., and Watertown, Dak.	Wisconsin, Minnesota and Pacific Rwy.	123.30	6				
26054	Two Harbors and Tower	Duluth and Iron Range R. R.	69	6				
			5,972.91		675,082.86	21,385.50	696,468.36	
IOWA.								
27001	Burlington, Iowa, and Albert Lea, Minn.	Burlington, Cedar Rapids and Northern Rwy.	253.42	14.32	26,454.24	26,454.24	104.31	
27002	Cedar Rapids and Decorah	do	122.29	6	7,109.94	7,109.94	58.14	
27003	{ Cedar Rapids, Iowa, and Water- town, Dak.	do	{ 23.14 376.66	{ 6 6	{ 10,974.77 10,974.77	{ 19,974.77 19,974.77	{ 23.94 66.69	
27004	Muscataine and What Cheer	do	76.58	6	4,583.31	4,583.31	59.85	
27005	{ Burlington and Union Pacific Transfer (n. o.).	Chicago, Burlington and Quincy R. R.	{ 275.00 16.00	{ 18.62 18.62	{ 121,068.00 58,200.00	{ 170,268.00 200.00	{ 410.40 200.00	
27006	Chariton, Iowa, and Grant City, Mo.	do	94.68	11.17	6,799.92	6,799.92	71.82	
27007	Creston, Iowa, and Hopkins, Mo.	do	44.30	13	3,371.23	3,371.23	76.10	
27008	Burlington, Iowa, and Bogaard, Mo.	Chicago, Burlington and Kansas City Rwy.	212.71	6	14,368.56	14,368.56	67.55	
27009	Villisca, Iowa, and Burlington Junction, Mo.	Chicago, Burlington and Quincy R. R.	37.68	6	1,932.98	1,932.98	51.30	
27010	Albia and Mason City	Central Iowa Rwy.	170.21	12.34	16,154.63	16,154.63	94.91	
27011	Kosokuk and Burlington	Chicago, Burlington and Quincy R. R.	43.00	12	4,375.25	4,375.25	101.75	
27012	Clinton, Iowa, and La Crosse, Wis.	Chicago, Milwaukee and Saint Paul Rwy.	181.24	11.54	24,329.66	24,329.66	134.24	
27013	Stanwood and Tipton	Chicago and Northwestern Rwy.	8.97	12	383.47	383.47	42.75	
27014	{ Davenport and Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	{ 53.95 268.00	{ 16.86 16.86	{ 42,843.76 16,706.75	{ 59,550.51 16,706.75	{ 134.75 50.00	
27015	Des Moines and Indianola	do	22.43	12.61	1,457.50	1,457.50	64.98	
27016	Washington and Knoxville	do	78.61	6	4,704.81	4,704.81	59.85	

Pay not fixed.

Do.

Do.

{ 23.14 miles at \$33.91
per mile. Pay not
fixed on 85.45 miles.

{ Land grant, Burling-
ton to Pacific Junc-
tion, 275 miles.

{ All land grant.

C.—Railroad service as in operation on the 30th of June, 1885—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.
Iowa—Continued.										
27017	{ Des Moines, Iowa, and Leavenworth, Kans., and branch—Cameron to Kansas City, Mo.	{ Chicago, Rock Island and Pacific Rwy.	{ 336.66 } { 34.98 }	13	{ 43,143.37 }	{ 43,143.37 }	43,143.37	{ 127.40 } { 5.99 }		
27018	Des Moines and Maquoketa	Chicago, Milwaukee and Saint Paul Rwy.	43.91	8.46	1,877.15	1,877.15	1,877.15	42.75		
27019	Kookuk and Des Moines	Chicago, Rock Island and Pacific Rwy.	163.11	12	11,854.83	11,854.83	11,854.83	73.68		
27020	Farley and Cedar Rapids	Chicago, Milwaukee and Saint Paul Rwy.	57.87	8.47	3,661.43	3,661.43	3,661.43	63.27		
27021	DeBouque and Sioux City	Illinois Central R. R.	327.59	12.43	36,971.81	36,971.81	36,971.81	112.86		
27022	Waterloo and Monro	Illinois Central R. R.	80.79	12	6,078.64	6,078.64	6,078.64	75.24		All land grant.
27023	Bedard and Elkader	Chicago, Milwaukee and Saint Paul Rwy.	16.99	6	726.82	726.82	726.82	42.75		
27024	Clinton and Anamosa	Chicago and Northwestern Rwy.	71.99	6	3,693.09	3,693.09	3,693.09	51.30		
27025	Calmar, Iowa, and Running Water, Dak.	Chicago, Milwaukee and Saint Paul Rwy.	{ 210.66 } { 140.74 }	6	38,871.47	38,871.47	38,871.47	{ 100.52 } { 125.69 }		{ Land grant Calmar to Sheldon, Junction, } { 210.66 miles, }
27026	Conover and Decorah	do	9.37	12	584.87	584.87	584.87	63.42		
27027	Des Moines and Calmar	do	105.70	10.27	13,743.16	13,743.16	13,743.16	82.94		
27028	Savanna, Ill., and Union Pacific Transfer (n. o.)	do	391.18	12	41,137.22	41,137.22	41,137.22	117.14		
27029	Missouri Valley and Sioux City	Sioux City and Pacific R. R.	76.18	13.48	10,551.69	10,551.69	10,551.69	138.51		
27030	Des Moines and Jewell	Chicago and Northwestern Rwy.	59.93	14.15	4,569.13	4,569.13	4,569.13	75.24		
27031	Des Moines and Fort Dodge	Des Moines and Fort Dodge R. R.	88.69	12	6,597.05	6,597.05	6,597.05	74.39		
27032	Grinnell and Montezuma	Central Iowa Rwy.	17.49	6	747.70	747.70	747.70	42.75		
27033	Albia and Des Moines	Chicago, Burlington and Quincy R. R.	68.88	13	9,187.21	9,187.21	9,187.21	133.38		
27034	Elk Point, Dak., and Sioux Falls, Dak.	Chicago, Milwaukee and Saint Paul Rwy.	70.36	6	5,534.51	5,534.51	5,534.51	78.66		
27035	Burlington and Washington	Burlington and Northwestern Rwy.	52.93	8.94	2,262.75	2,262.75	2,262.75	42.75		
27036	Newton and Monro	Chicago, Rock Island and Pacific Rwy.	17.91	12	765.65	765.65	765.65	42.75		

27087	Judd and Lehigh	9.47	6	404 84	404 84	42 75
27088	Maple River and Mapleton	60.38	12	3,507 59	3,507 59	58 14
27089	Turkey River and West Union	58.01	6	3,728 21	2,728 21	47 03
27040	Wacon Junction and Waukon	23.00	6	983 25	983 25	42 75
27041	Oreston and Fontanelle	31.02	12	1,538 28	1,538 28	49 59
27042	Chariton and Indianola	33.71	12	1,585 38	1,585 38	47 03
27043	Hastings and Sidney	22.22	6	949 90	949 90	43 75
27044	Atlantic and Audubon	25.92	12	1,241 53	1,241 53	47 88
27045	Avoca and Earlan	14.21	12	619 70	619 70	43 61
27046	Des Moines and Fond du Lac	114.22	6	5,762 40	5,762 40	50 45
27047	Cedar Rapids and Ottumwa	90.94	6	4,820 72	4,820 72	53 01
27048	Elmira (n. o.) and Riverside	23.37	6	999 07	999 07	42 75
27049	Belle Plaine and Mchachneck	62.90	6	2,688 97	2,688 97	42 75
27050	Wall Lake and Sac City	14.17	12	629 99	629 99	44 46
27051	Sumner and Hampton	63.89	6	4,168 86	4,168 86	63 27
27052	Fama City, Iowa, and Elmora, Minn.	194.70	6.10	12,533 67	12,533 67	70 10
27053	Bellevue and Cascade	36.29	6	1,551 40	1,551 40	42 75
27054	Atlantic and Griswold	15.20	12	649 80	649 80	42 75
27055	Red Oak and Griswold	18.88	6	807 12	807 12	42 75
27056	Des Moines and Cedar Falls	107.40	6	5,325 96	5,325 96	49 59
27057	Dows and Garner	33.09	6	1,414 60	1,414 60	42 75
27058	Hastings and Carson	16.25	6	694 69	694 69	42 75
27059	Monio and Guthrie Centre	15.05	12	643 39	643 39	42 75
27060	Centerville and Des Moines	94.70	6	4,048 42	4,048 42	42 75
27061	Bethany Junction (n. o.) and Albany	46.76	6	2,998 71	2,998 71	64 13
27062	Mount Zion and Keosauqua	5.07	12	216 74	216 74	42 75
27063	Avoca and Carson	17.80	6	760 95	760 95	42 75
27064	Vacant					
27065	Thornburg and Montezuma	16.29	6	766 12	766 12	47 03
27066	Jewell and Lake City	58.69	6	3,910 44	3,910 44	49 59

C.—Railroad service as in operation on the 30th of June, 1885—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.	
27067	Iowa—Continued.									
27067	Hannston and Shemandoah.	Hannston and Shemandoah R. R.	113.31	6	5,910 25	52 16	5,910 25	52 16		
27068	Newburgh and State Centre.	Central Iowa Rwy.	26.99	6	1,153 39	42 75	1,153 39	42 75		
27069	Hudson and Waterloo.	Wisconsin, Iowa and Nebraska Rwy.	9.19	6	392 87	42 75	392 87	42 75		
27070	Eagle Grove, Iowa, and Iroquois, Dak.	Chicago and Northwestern Rwy.	271.43	6	22,278 97	82 08	22,278 97	82 08		
27071	Carroll and Kirkman.	do.	35.01	8.98	1,496 08	42 75	1,496 68	42 75		
27072	Clinton and Embira (n. o.).	Burlington, Cedar Rapids and Northern Rwy.	69.51	6	3,150 19	45 32	3,150 19	45 32		
27073	Pacific Junction, Iowa, and Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R.	3.20 } 3.59 }	35	1,044 00	172 25	1,216 25	134 06 } 167 98 }	25 00	Land grant, Pacific Junction to East Plattsmouth (n. o.), 3.30 miles.
27074	Red Oak and Eastport.	do.	50.74	7	3,730 01	73 53	3,730 91	73 53		
27075	Vacant.									
27076	Summerset and Winterset.	Chicago, Rock Island and Pacific Rwy.	27.72	12	1,653 04	59 85	1,653 04	59 85		
27077	California and Fremont.	St. Louis, Des Moines and Northern Rwy.	32.23	6	2,838 50	88 07	2,838 50	88 07		
27078	Hampton and Belmont.	St. Louis, Des Moines and Northern Rwy.	22.82	6	975 55	42 75	975 55	42 75		
27079	Marshalltown and Stoney City.	Central Iowa Rwy.	39.33	6	1,681 36	42 75	1,681 36	42 75		
27080	Manning and Audubon.	Chicago and Northwestern Rwy.	17.99	6	769 07	42 75	769 07	42 75		
27081	Des Moines and Boone.	Saint Louis, Des Moines and Northern Rwy.	43.30	6	1,851 07	42 75	1,851 07	42 75		
27082	Winfield and Okaloosa.	Burlington and Western Rwy.	71.41	6	3,174 88	44 46	3,174 88	44 46		
27083	Clarinda and Northborough.	Chicago, Burlington and Quincy R. R.	18.23	6	1,013 22	55 88	1,013 22	55 88		
27084	Des Moines, Iowa, and Calmesville, Mo.	Des Moines, Osceola and Southern R. R.	117.37	6	5,017 56	42 75	5,017 56	42 75		
27085	Lake Park, Iowa, and Worthington, Minn.	Burlington, Cedar Rapids and Northern Rwy.	18.79	6	863 27	42 75	863 27	42 75		
27086	Vacant.									
27087	Tarn and Rathven.	Des Moines and Fort Dodge R. R.	54.98	6	2,350 39	42 75	2,350 39	42 75		

Line No.	Route	21.49	7.53	918.69	918.69	42.75	314.06	100.00
27068	Eldora Junction (n. o.) and Iowa Falls.	58.40	6	3,146.00	3,146.00	53.87	430.07	150.00
27069	Sao City and Kingsley.	12.73	12	685.77	685.77	53.87		
27080	Wilton Junction and Muscatine.	33.66	7.10	1,438.96	1,438.96	42.75		
27091	New Sharon and Newton.	7,307.28		677,822.97	752,901.97			
MISSOURI.								
28001	Saint Louis, Mo., and Atchison, Kans.	37	16.03	139,256.81	30,732.50		189,989.31	37 miles land grant. Saint Louis to Pacific Junction.
28002	Saint Louis and Bismarck.	75.28	30.36	21,497.71	4,893.20		26,390.91	All land grant.
28003	Saint Louis, Mo., and Vinita, Ind. Ter.	360.81	10.97	46,151.20	7,180.00		53,331.20	
28004	Saint Louis and Kansas City.	277.20	23.51	53,327.73	13,680.00		67,187.73	
28005	Quincy, Ill., and Saint Joseph, Mo.	207.79	14	32,669.52	11,148.15		43,837.67	
28006	Kansas City, Mo., and Union Pacific Transp. (n. o.), Iowa.	200.70	16.88	34,492.30			34,492.30	All land grant. R. P. O., Quincy to Cameron, 171.51 miles.
28007	Moberly, Mo., and Ottumwa, Iowa.	131.30	18	13,359.77			13,359.77	
28008	Yewville and Boonville.	44.60	9.48	2,063.34			2,063.34	
28009	Centralia and Columbia.	22.22	13	1,348.97			1,348.97	
28010	Kansas City and Cameron.	54.98	27	10,435.75	3,573.70		14,009.45	
28011	Sealia, Mo., and Denison City, Tex.	23.70	14	88,339.20	10,786.50		100,175.70	23.70 miles land grant. Parsons to Chetopa.
28012	Saint Joseph and Henry.	407.76	7	5,465.43			5,465.43	
28013	Brunswick, Mo., and Council Bluffs, Iowa.	224.42	13	30,126.14			30,126.14	
28014	Hannibal and Salsalia.	142.63	16.93	20,853.93	3,565.75		24,419.68	
28015	Koekuk, Iowa, and Humeston, Iowa.	132.10	7	7,342.12			7,342.12	
28016	Pleasant Hill, Mo., and Olathe, Kans.	34.95	6	1,494.11			1,494.11	
28017	Springfield, Mo., and Memphis, Tenn.	285.37	7	20,740.69			20,740.69	
28018	Mount Pleasant, Iowa, and Saint Peter's, Mo.	189.37	14.26	26,877.28			26,877.28	
28019	Quincy, Ill., and Trenton, Mo.	137.59	6	9,294.20			9,294.20	
28020	Pierce City, Mo., and Halstead, Kans.	219.28	7	25,837.87	6,091.75		32,029.62	24.39 miles at \$56.43 per mile. Wichita to Halstead.

* For 283.45 miles; Saint Louis to Kansas City. † For 47.75 miles; Kansas City to Atchison. ‡ For 287.20 miles; Saint Louis to Pierce City.

C.—Railroad service as in operation on the 30th of June, 1885—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.	
Missouri—Continued.										
28021	Mexico and Cedar City	Chicago and Alton R. R.	50.43	6	2,414.59		2,414.59	47.88		
28022	East Saint Louis, Ills., and Kansas City, Mo.	do	69.24	{ 21	37,051.21		37,051.21	119.79		
28023	Cuba Junction (n. o.) and Salem	Saint Louis, Salem and Little Rock R. R.	40.45	12	2,282.60		2,282.60	56.43		
28024	Holden, Mo., and Paola, Kans.	Missouri Pacific Rwy.	54.19	6	4,725.91		4,725.91	87.21		
28025	Salisbury and Glasgow	Wabash, Saint Louis and Pacific Rwy.	15.61	6	667.33		667.33	42.75		
28026	Bismarck, Mo., and Texarkana, Ark.	Saint Louis, Iron Mountain and Southern Rwy.	{ 123.92 } 96.28	{ 14 } { 14	89,926.34	26,923.00	116,849.34	205.89	{ 65.00 }	{ 923.92 miles land grant. Poplar Bluff to Tex. arkana. All land grant.
28027	Cairo, Ills., and Poplar Bluff, Mo.	do	74.50	6	4,076.64		4,076.64	54.72		
28028	Saint Joseph and Hopkins	Kansas City, Saint Joseph and Council Bluffs R. R.	59.13	13	4,246.72		4,246.72	71.88		
28029	Hannibal and Gilmore	Saint Louis, Hannibal and Keokuk R. R.	85.69	6	3,663.25		3,663.25	42.75		
28030	Saint Joseph, Mo., and Atchison, Kans.	Hannibal and Saint Joseph R. R.	21.79	14	1,881.78		1,881.78	86.36		
28031	Saint Louis and Florissant	West End Narrow Gauge Rwy.	16.31	6	697.25		697.25	42.75		
28032	Atchison, Kans., and Edgerton Junction, Mo.	Chicago, Rock Island and Pacific Rwy.	29.45	13	2,669.05		2,669.05	90.63		
28033	Independence and Sedalia	Missouri Pacific Rwy.	88.19	6.77	4,599.99		4,599.99	52.10		
28034	Bismarck, Mo., and Columbus, Ky.	Saint Louis, Iron Mountain and Southern Rwy.	121.28	13	10,369.44		10,369.44	85.50		
28035	Neelyville and Doniphan	do	20.09	6	858.84		858.84	42.75		
28036	Fort Scott, Kans., and Springfield, Mo.	Kansas City, Fort Scott and Gulf R. R.	103.72	9.82	11,883.20		11,883.20	114.57		
28037	Saint Joseph and Albany	Chicago, Burlington and Quincy R. R.	51.19	12	2,757.60		2,757.60	53.87		
28038	North Springfield and Bolivar	Saint Louis and San Francisco Rwy.	39.42	6	2,089.85		2,089.85	53.01		
28039	Pierce City, Mo., and Fort Smith, Ark.	do	139.88	7	11,362.45		11,362.45	81.23		
28040	Pleasant Hill and Joplin	Missouri and Pacific Rwy.	132.70	14	10,631.82		10,631.82	79.52		
28041	Woytown, Kans., and Carbon Centre, Mo.	Kansas City, Fort Scott and Gulf R. R.	24.06	7	1,028.14		1,028.14	42.75		

28042	Socials and Warsaw	Missouri Pacific Rwy.	43.18	6	1,845.94	1,845.94	42.75
28043	Summitville and Bonnie Terre	Saint Joe and Desloge Rwy.	18.20	18	564.30	564.30	42.75
28044	Bigelow and Burlington Junction	Kansas City, Saint Joseph and Council Bluffs R. R.	82.11	6	1,619.95	1,619.95	50.45
28045	Cape Girardeau and Wappapello	Cape Girardeau South western Rwy.	52.01	8.04	2,268.15	2,268.15	43.61
28046	Corning, Mo., and Northborough, Iowa.	Kansas City, Saint Joseph and Council Bluffs R. R.	28.02	6	1,509.44	1,509.44	53.87
28047	Jefferson City and Bagnell	Missouri Pacific Rwy.	45.64	6	1,946.83	1,946.83	42.75
28048	Allenville and Jackson	Saint Louis, Iron Mountain and Southern Rwy.	16.90	6	722.47	722.47	42.75
28049	Mineral Point and Potosi	do	4.44	9	189.81	189.81	42.75
28050	Palmyra and Hannibal	Hannibal and Saint Joseph R. R.	15.88	17	740.90	740.90	46.51
28051	Bird's Point, Mo., and Texarkana, Ark.	Texas and Saint Louis Rwy.	419.05	6	5,573.95	5,573.95	44.46
28052	Paw Paw Junction (n. o.) and New Madrid.	do	6.14	12	262.48	262.48	42.75
28053	North Springfield and Chadwick	Saint Louis and San Francisco Rwy.	34.79	6	1,576.68	1,576.68	45.32
28054	Oronogo, Mo., and Galena, Kans.	do	21.00	10.38	897.75	897.75	42.75
28055	Clinton and Osceola	Kansas City and Southern Rwy.	27.39	6	828.06	828.06	42.75
			6,216.34		822,574.58	118,754.55	941,329.13
ARKANSAS.							
29001	Hopedfield and Little Rock	Memphis and Little Rock R. R.	135.00	7	15,144.30	15,144.30	112.18
29002	Helena and Clarendon	Arkansas Midland R. R.	48.20	6	2,431.69	2,431.69	50.45
29003	Argenta and Fort Smith	Little Rock and Fort Smith Rwy.	167.15	6	12,233.70	12,233.70	73.19
29004	Tripp and Warren	Little Rock, Mississippi River and Texas Rwy.	49.25	6	2,484.65	2,484.65	50.45
29005	Malvern Junction and Hot Springs	Hot Springs R. R.	25.90	14	1,793.83	1,793.83	69.28
29006	Brinkley and Tuleo	Bateville and Brinkley R. R.	41.73	6	1,783.94	1,783.94	42.75
29007	Little Rock and Arkansas City	Little Rock, Mississippi River and Texas Rwy.	114.09	6.37	7,706.77	7,706.77	67.55
29008	Helena and Forest City	Saint Louis, Iron Mountain and Southern Rwy.	43.90	6	1,876.72	1,876.72	42.75
29009	Nashville and Hope	Arkansas and Louisiana Rwy.	28.33	9.71	1,356.44	1,356.44	47.88
29010	Gurton and Camden	Salt Lake, Iron Mountain and Southern Rwy.	34.28	6	1,494.95	1,494.95	43.61
29011	Searcy and Krasett	Searcy and West Point R. R.	4.76	14	293.49	293.49	42.75
29012	Knobel and Forest City	Saint Louis, Iron Mountain and Southern Rwy.	97.02	7	5,007.89	5,007.89	51.30
29013	Selipman, Mo., and Eureka Springs, Ark.	Eureka Springs Rwy.	19.26	14	1,070.47	1,070.47	55.58
29014	Newport and Bateville	Saint Louis, Iron Mountain and Southern Rwy.	29.60	6	1,746.40	1,746.40	59.00
29015	McNeil and Magnolia	Texas and Saint Louis Rwy.	7.17	14	306.51	306.51	2.75
			645.64		56,641.75	56,641.75	

All land grant.

Pay not fixed on 293.68 miles.

All land grant.

C.—Railroad service as in operation on the 30th of June, 1885—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.		Total annual pay.		Cost per mile for transportation.		Remarks.	
					Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
LOUISIANA.												
30001	Mansfield Junction (n. o.) and Mansfield.	Mansfield Rwy. and Transportation Co.	1.98	6								
30002	New Orleans and Cheneyville	Missouri Pacific Rwy.	172.30	14	13,112 03	76 10	13,112 03	76 10				
30003	.....do	Morgan's Louisiana and Texas R. R. and Steamship Co.	210.36	14	25,166 85	129 96	25,166 85	129 96				
30004	Schriever and Houma.	do	15.85	7	677 58		677 58	42 75			No pay fixed.	
30005	Vacant.											
30006	Clinton and Port Hudson.	Louisville, New Orleans and Texas Rwy.	21.83	6	933 23		933 23	42 75				
30007	Bayou Sara and Woodville.	West Feliciana R. R.	26.21	3	784 46		784 46	29 93				
30008	Vicksburg, Miss., and Shreveport, La.	Vicksburg, Shreveport and Pacific Rwy.	172.60	6	9,327 30		9,327 30	54 04				
30009	Schriever and Thibodaux.	Morgan's Louisiana and Texas R. R. and Steamship Co.	6.36	7	271 89		271 89	42 75				All land grant.
30010	La Fayette, La., and Orange, Tex.	Louisiana Western R. R.	112.15	6	12,963 59		12,963 59	114 57				
30011	Shreveport and Cheneyville.	Missouri Pacific Rwy.	157.25	7	10,622 23		10,622 23	67 55				
30012	Cades and Saint Martinsville.	Morgan's Louisiana and Texas R. R. and Steamship Co.	6.90	14	294 87		294 97	42 75				
30013	Baton Rouge Junction (n. o.) and Baton Rouge.	Missouri Pacific Rwy.	8.72	21	521 89		521 89	59 85				No pay fixed.
30014	New Orleans, La., and Vicksburg, Miss.	Louisville, New Orleans and Texas Rwy.	235.42	6								
TEXAS.												
			1,148.93		74,676 02		74,676 02					
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	96 62				
31003	Houston and Denison City.	Houston and Texas Central R. R.	338.70	13	53,575 56		53,575 56	158 18				
31004	Hempstead and Austin.	.....do	116.22	13	8,669 15		8,669 15	75 24				

31005	Bremont and Albany.....	do	231.04	9.9	15,408 05	66 69
31006	Longview and Houston.....	International and Great North- ern R. R.	236.38	12.8	35,751 04	151 34
31007	Palestine and Laredo.....	do	414.54	11.4	53,873 61	129 96
31008	Houston and Columbia.....	do	51.35	3	1,533 91	29 93
31009	Shreveport, La., and El Paso, Tex.....	Texas and Pacific Rwy.....	834.47	11.22	69,863 08	88 97
31010	Marshall, Tex., and Texarkana, Ark.....	do	72.36	14	14,580 62	201 78
31011	Whiteborough, Tex., and Texarkana, Ark.....	do	173.67	7	14,701 16	84 65
31012	Houston and Orange.....	Texas and New Orleans R. R.....	106.34	7	12,628 62	118 85
31013	Jefferson and McKinney.....	Missouri Pacific Rwy.....	152.14	6	7,564 45	49 59
31014	Columbus and La Grange.....	Galveston, Harrisburgh and San Antonio Rwy.....	31.61	6	1,351 32	42 75
31015	Henderson and Overton.....	International and Great North- ern R. R.	16.37	7	779 28	47 03
31016	Corpus Christi and Laredo.....	Texas-Mexican Rwy.....	161.75	7	8,574 36	53 01
31017	Denison City and Minnola.....	Missouri Pacific Rwy.....	102.44	7	9,144 53	88 92
31018	Brownsville and Isabel.....	Rio Grande R. R.....	23.34	7	983 51	42 75
31019	Indiana and Cuervo.....	Gulf, Western Texas and Pacific Rwy.....	66.74	6	2,853 13	42 75
31020	Houston and Sealy.....	Texas Western Rwy.....	52.50	6	1,752 75	42 75
31021	Waxahachie and Garrett (n. o.).....	Central Texas and Northwest- ern Rwy.....	12.68	12	599 04	49 59
31022	Denison City and Gainesville.....	Missouri Pacific Rwy.....	40.51	7	4,191 16	103 46
31023	Houston and Nacogdoches.....	Houston, East and West Texas Rwy.....	140.35	6	7,795 09	55 58
31024	Navasota and Montgomery.....	Gulf, Colorado and Santa Fé Rwy.....	28.17	6	1,204 26	42 75
31025	Texarkana, Ark., and Gatesville, Tex.....	Texas and Saint Louis Rwy.....	304.2	7	17,038 73	65 84
31026	Georgetown and Round Rock.....	International and Great North- ern R. R.	10.22	10.50	655 40	64 13
31027	Galveston and Fort Worth.....	Gulf, Colorado and Santa Fé Rwy.....	346.70	7	25,067 51	76 10
31028	Whiteborough and Taylor.....	Missouri Pacific Rwy.....	234.13	7	30,468 52	129 96
31029	Beaumont and Rockland.....	Sabine and East Texas Rwy.....	73.53	9	3,242 58	42 75
31030	Dallas and Denton.....	Dallas and Wichita Rwy.....	37.53	7	1,618 08	42 75
31031	Dallas and Kemp.....	Texas Trunk Rwy.....	47.12	6	2,014 37	42 75
31032	Micooca and Troup.....	International and Great North- ern R. R.	44.34	7	4,531 94	101 75
31033	Vacant.....					
31034	Phelps and Huntsville.....	International and Great North- ern R. R.	8.61	14	363 80	42 75
31035	Dallas and Cleburne.....	Gulf, Colorado and Santa Fé Rwy.....	55.05	6	2,353 38	42 75

91.50 miles Sierra Blanca to El Paso, at \$48.74 per mile.

No pay fixed on 11.20 miles.

No pay fixed on 43.63 m.

128.30 miles between Temple and Fort Worth, at \$65.84 per mile; formerly route 31033.

Covered by extension of route 31027.

C.—Railroad service as in operation on the 30th of June, 1885—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distances.	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.		
TEXAS—Continued.												
31036	Rosenberg (n. o.) and Victoria	New York, Texas and Mexican Rwy.	91.85	7	6,282 54		6,282 54	68 40				
31037	Fort Worth and Wichita Falls	Fort Worth and Denver City Rwy.	115.44	7	7,205 76		7,205 76	62 42				
31038	Austin and Burnet	Austin and Northwestern R. R.	60.95	6	3,491 82		3,491 82	57 29				
31039	San Antonio and El Paso	Galveston, Harrisburgh and San Antonio Rwy.	634.28	6	50,977 08		50,977 08	80 37				
31040	Harwood and Gonzalez	.....do.....	12.62	6	679 83		679 83	53 87				
31041	Temple Junction (n. o.) and Belton	Missouri Pacific Rwy.	7.17	14	306 51		306 51	42 75				
31042	Ordie and Roberts	Houston and Texas Central R. R.	52.07	6	2,225 98		2,225 98	42 75				
31043	Spofford and Eagle Pass	Galveston, Harrisburgh and San Antonio Rwy.	33.47	7	1,430 84		1,430 84	42 75				
31044	Taylor and Alto	Kansas and Gulf Short Line R. R.	57.85	6	1,201 70		1,201 70	42 75				
31045	Beaumont and Sabine Pass	Texas and New Orleans R. R.	30.20	3	906 87		906 87	29 03				
31046	Trinity and Cobanell	Missouri Pacific Rwy.	66.75	3	1,397 22		1,397 22	29 93				
31047	Houston and Alvin	Gulf, Colorado and Santa Fé Rwy.	24 68	6	1,223 85		1,223 88	49 59				
31048	Longview and Easton	Galveston, Sabine and Saint Louis Rwy.	13.77	6	588 66		588 66	42 75				
31049	Temple and Lampasas	Gulf, Colorado and Santa Fé Rwy.	56.93	6	4,332 37		4,332 37	76 10				
31050	Somerville (n. o.) and Navasota	.....do.....	27.20	6								No pay fixed.
			6,121.03		525,864 14		525,864 14					
INDIAN TERRITORY.												
32001	Atoka and Leitch	Missouri Pacific Rwy.	8.05	6	344 13		344 13	42 75				
32002	Vinita and Tulsa	Saint Louis and San Francisco Rwy.	63.54	6.30	2,173 06		2,173 06	34 20				Land grant.
			71.59		2,517 19		2,517 19					

C.—Railroad service as in operation on the 30th of June, 1885—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—Continued.										
33032	Jamestown and Burr Oak	Central Branch Union Pacific R. R.	33.00	6	1,565 16	46 17	1,565 16	46 17		
33033	Ossawatimie and Ottawa	Missouri Pacific Rwy.	21.40	6	951 44	44 46	951 44	44 46		
33034	Burlingame and Manhattan	Manhattan, Alma and Burlington Rwy.	57.21	6	2,543 55	44 40	2,543 55	44 40		
33035	Wellington and Attila	Southern Kansas Rwy	47.34	6	1,565 16	43 61	1,565 16	43 61		Pay not fixed on 11.45 miles.
33036	Fort Scott and Anthony	St. Louis, Fort Scott and Wichita R. R.	215.11	6	8,272 57	52 16	8,272 57	52 16		Pay not fixed on 56.51 miles.
33037	Mulvane and Caldwell	Atchison, Topeka and Santa Fe R. R.	38.30	6	2,849 13	74 39	2,849 13	74 39		
33038	Leavenworth and Meriden Junction (n. o.)	Leavenworth, Topeka and Southwestern Rwy.	46.98	6	2,008 39	42 75	2,008 39	42 75		
33039	Girard and Chanote	Southern Kansas Rwy.	41.23	6	1,762 58	42 75	1,762 58	42 75		
33040	Atchison and Omaha	Missouri Pacific Rwy.	165.53	7	10,743 14	64 98	10,743 14	64 98		
33041	Ottawa and Emporia	Southern Kansas Rwy.	57.28	6	2,546 60	44 46	2,546 60	44 46		
33042	Wichita and Kingman	Wichita and Western R. R.	45.89	7	4,315 94	94 05	4,315 94	94 05		
33043	Went City Junction (n. o.) and Weir	Kansas City, Fort Scott and Gulf R. R.	3.88	14	163 87	42 73	163 87	42 73		
33044	Lawrenceburgh and Belleville	Junction City and Fort Kearney Rwy.	17.44	7	745 56	42 75	745 56	42 75		Pay not fixed.
33045	Pleasanton and Blue Mounds	Saint Louis and Emporia R. R.	19.24	6	475, 158 74	42, 295 00	517, 453 74			
NEBRASKA.										
34001	Union Pacific Transfer (n. o.), Iowa, and Ogden City, Utah.	{ Union Pacific Rwy.	{ 374.42	{ 9.7	{ 380,378 65	{ 61,004 50	{ 447,438 15	{ 373.64	{ 75 00	{ No R. P. O., on .38 mile terminal distance at Hastings.
34002	Plattsmouth and Hastings	Burlington and Missouri River R. R. (in Nebraska).	{ 4.59	{ 14.47	{ 23,725 85	{ 7,489 75	{ 31,215 60	{ 155 61	{ 25 00	
34003	Omaha and Covington	Chicago, Saint Paul Minneapolis and Omaha Rwy.	127.12	6.47	8,586 95		8,586 95	67 55		
34004	Omaha and Oreoopolis Junction (n. o.)	Omaha and Southwestern Rwy.	16.80	35	2,270 88	415 00	2,685 88	136 80	25 00	

34006	Nemaha City and York.....	Nebraska Rwy.	6	9,166 54	66 69	} 95 00 to Denver, 255.88 miles.
34006	Crete and Beatrice.....	Omaha and Southwestern R. R., Chicago, Saint Paul, Minneapolis and Omaha Rwy.	13	2,962 36	96 62	
34007	Coburn Junction (n. o.) and Ponsa Valley and Stromsburg.....	Omaha and Republican Valley R. R.	6	699 81	42 75	
34008			8.5	5,437 97	59 85	
34009	Hastings, Nebr., and Denver, Colo.	Republican Valley R. R.....	14	51,422 96	132 53	
34010	Fremont and Valentine.....	Fremont, Elkhorn and Missouri Valley R. R.	6	24,114 01	89 78	
34011	York and Central City.....	Republican Valley R. R.	6	2,801 65	66 69	
34012	Columbus and Norfolk.....	Omaha, Niobrara and Black Hills R. R.	7.09	2,255 90	44 46	
34013	Lincoln and Marysville.....	Omaha and Republican Valley R. R.	6	3,346 04	42 75	
34014	Valparaiso and Lincoln.....	do	6	867 82	42 75	
34015	Grand Island and North Loup.....	do	6	2,441 38	48 74	
34016	Beatrice and Red Cloud.....	Republican Valley R. R.	13.44	15,601 65	129 11	
34017	Lost Creek and Albion.....	Omaha, Niobrara and Black Hills R. R.	6	1,462 90	42 75	
34018	Norfolk Junction (n. o.) and Creighton.....	Fremont, Elkhorn and Missouri Valley R. R.	6	1,816 87	42 75	
34019	Nemaha City and Beatrice.....	Republican Valley R. R.	6	3,467 08	51 30	
34020	Wynona and Table Rock.....	do	13	5,183 86	128 25	
34021	Emerson Junction (n. o.) and Norfolk.....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	6	1,995 14	42 75	
34022	Wakefield and Hartington.....	do	6	1,444 95	42 75	
34023	Vacant.....	Nebraska and Colorado R. R.	12	505 73	42 75	Covered by \$1000.
34024	Chester and Hebron.....	Omaha, Niobrara and Black Hills R. R.	6	621 58	42 75	Pay not fixed on 16.27 miles.
34025	Genoa and Cedar Rapids.....	do	6	1,014 88	42 75	
34026	De Witt and Tobiasa.....	Nebraska and Colorado R. R.	6	1,306 59	70 11	
34027	Aurora and Grand Island.....	Republican Valley R. R.	6	3,609 65	49 59	
34028	Odell, Nebr., and Concordia, Kansas R. R.	Chicago, Nebraska and Kansas R. R.	6	1,423 08	145 35	Formerly part of route 34009.
34029	Hastings and Oxford.....	Republican Valley R. R.	7	1,223 88	49 59	
34030	Kenesaw and Kearney.....	Burlington and Missouri River R. R. (in Nebraska).	7	581,241 61	657,519 86	
35001	Sioux City, Iowa, and Scotland, Dak.	Chicago, Milwaukee and Saint Paul Rwy.	6	4,829 03	102 00	Pay not fixed on 28.27 miles.
35002	Marion and Chamberlain.....	do	6	6,983 54	62 42	
35003	Breckenridge, Minn., and Hope, Dak.	Saint Paul, Minneapolis and Manitoba Rwy.	6	5,818 79	62 42	

C.—Railroad service as in operation on the 30th of June, 1885—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 railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
DAKOTA—Continued.										
35004	Vacant									
35005	Fargo and Neche	Saint Paul, Minneapolis and Manitoba Rwy.	158.29	6	2,406 09		22,466 09	141 93		Covered by route 26039.
35006	Everest and Park River	Casselton Branch R. R.	115.11	6	2,722 26		2,722 26	59 00		Pay not fixed on 68.97 miles.
35007	Flandreau and Sioux Falls	Chicago, Milwaukee and Saint Paul Rwy.	39.17	6	3,248 75		3,248 75	83 94		
35008	Egan and Woonsocket	do	84.50	6	6,213 28		6,213 28	73 83		
35009	Millonak and Wilburt	do	17.03	3	509 53		509 53	29 92		
35010	Huron and Columbia	Chicago and Northwestern Rwy.	97.40	6	5,496 28		5,496 28	56 43		
35011	Vacant									
35012	Ashton and Ellendale	Chicago, Milwaukee and Saint Paul Rwy.	70.12	6	2,997 63		2,997 63	43 75		Covered by route 35005.
35013	Ripon and Portland	Saint Paul, Minneapolis and Manitoba Rwy.	37.71	6	1,612 10		1,612 10	43 75		
35014	Brookings and Watertown	Chicago and Northwestern Rwy.	48.24	6	2,062 26		2,062 26	43 75		
35015	Fargo and La Moure	Fargo and Southwestern R. R.	88.34	6						Pay not fixed.
35016	James town and New Rockford	James town and Northern R. R.	59.67	6						Do.
35017	Mitchell and Ashton	Chicago, Milwaukee and Saint Paul Rwy.	95.88	6	6,558 19		6,558 19	68 40		
35018	Sauborn and Cooperstown	Sauborn, Cooperstown and Turtle Mountain R. R.	37.53	6						Pay not fixed.
35019	Fargo and Ortonville	Fargo and Southern Rwy.	118.20	6	6,569 55		6,569 55	55 58		
			1,362.66		78,087 28		78,087 28			
MONTANA.										
36001	Silver Bow and Garrison	Utah and Northern Rwy.	44.32	7	5,343 21		5,343 21	120 56		Pay not fixed.
36002	Helena and Wickes	Helena and Jefferson County R. R.	26.53	6						Do.
36003	Stuart and Anaconda	Montana Rwy.	8.69	6						
			79.54		5,343 21		5,343 21			

37001	Grainger, Wyo., and Huntington, Oreg.	Oregon Short Line Rwy		6	541.58	58,279.92	112 01	Pay not fixed on 21.27 miles.
		541.58			58,279.92			
38001	Denver and El Moro	Denver and Rio Grande Rwy.	206.90	15	27,066 65	130 82		
38002	Brighton and Boulder	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 78		
38004	Cocharas and Espanola	do	200.82	7	15,796 50	78 66		
38005	Denver and Leadville	Denver, South Park and Pacific R. R.	151.98	14.27	13,384 88	88 07		
38006	La Junta and Deming	Atchison, Topeka and Santa Fé R. R.	578.71	7	89,003 46	153 90		
38007	Denver and Cheyenne	Denver Pacific Rwy. and Telegraph Co.	104.86	10.73	19,431 23	125 69	25 00	R. P. O. between Denver and La Salle station (n. o.) only, 46.20 miles.
38008	Vacant.							
38009	Poncho Springs and Monarch	Denver and Rio Grande Rwy.	15.92	7	311 22	42 75		Pay not fixed on 8.64 miles.
38010	Cañon City and West Cliff	do	31.20	6	1,627 39	52 16		
38011	Alamosa and Del Norte	do	81.82	7	1,659 73	52 16		
38012	Salida and State Line (n. o.)	do	244.80	7.70	23,811 92	97 47		
38013	Vacant.							
38014	Nathrop and Castleton	Denver, South Park and Pacific R. R.	79.44	6.82	4,415 27	55 58		
38015	Mears and Villa Grove	Denver and Rio Grande Rwy.	19.08	7	815 68	42 75		
38016	Gunnison and Crooked Butte	do	28.40	7	1,214 10	42 75		
38017	Denver Junction and La Salle Station (n. o.)	Colorado Central R. R.	151.36	7	18,532 33	121 41	25 00	
38018	Melita and Red Cliff	Denver and Rio Grande Rwy.	97	7	1,154 25	42 75		
38019	South Pueblo and Leadville	do	158.92	14.5	22,283 76	140 22		
38020	Golden and Silver Plume	Colorado Central R. R.	39.53	13	2,702 48	78 85		Pay not fixed on 41.4 miles.
38021	Forks Creek and Central City	do	11.29	13	579 18	51 30		
38022	Bear Creek Junction (n. o.) and Morrison	Denver, South Park and Pacific R. R.	9.74	6.50	416 38	42 75		
38023	Denver and Pueblo	Denver and New Orleans R. R.	125.98	8.21	8,186 18	64 98		
38024	Garo and London	Denver, South Park and Pacific R. R.	15.75	14	673 31	42 75		
38025	Manitou Junction (n. o.) and Colorado Springs	Denver and New Orleans R. R.	9.64	17.60	412 11	42 75		
38026	Diokey Station (n. o.) and Dillon	Denver, South Park and Pacific R. R.	2.78	7	118 85	42 75		
38027	Greeley and Stout	Greeley, Salt Lake and Pacific Rwy.	39.05	6	1,669 39	42 75		
38028	Denver and Longmont	Denver, Utah and Pacific R. R.	34.05	7	1,541 13	42 75		

C.—Railroad service as in operation on the 30th of June, 1895—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distances.	Number of trips	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.	
COLORADO—Continued.										
38029	Boulder and Sunset	Greedy, Salt Lake and Pacific Rwy.	13.11	6	560 45	.....	560 45	42 75	.....
38030	Colorado Springs Station (n. o.) and Manitou Station (n. o.)	Denver and Rio Grande Rwy.	5.40	14	235 49	.....	235 49	43 61	.....
38031	Como and Buena Vista	Denver, South Park and Pacific R. R.	47.44	6	266,956 46	4,934 00	265,890 46	.....	.....	Pay not fixed. Formerly part of route 38005.
NEW MEXICO.										
39001	Lamy and Santa Fé	Atchison, Topeka and Santa Fé R. R.	18.70	14	1,231 29	.....	1,231 29	65 84	.....
39002	Antonito and Silverton	Denver and Rio Grande Rwy.	215.66	7	17,886 83	.....	17,886 83	83 94	.....
39003	Albuquerque and Needles	Atlantic and Pacific R. R.	574.70	7	33,016 51	.....	33,016 51	57 45	.....
39004	Rhine, N. Mex., and El Paso, Tex.	Atchison, Topeka and Santa Fé R. R.	77.45	7	3,310 88	.....	3,310 88	42 75	.....	Land grant.
39005	Deming, N. Mex., and El Paso, Tex.	Central Pacific R. R. Co. (less see Southern Pacific R. R. of New Mexico).	88.72	7	3,792 78	.....	3,792 78	42 25	.....
39006	Deming and Silver City	Silver City, Deming and Pacific R. R.	47.70	6	2,406 46	.....	2,406 46	50 45	.....
39007	Las Vegas and Las Vegas Hot Springs	Atchison, Topeka and Santa Fé R. R.	6.45	10.50	275 73	.....	275 73	42 75	.....
39008	Natt Station (n. o.) and Lake Valley	do	13.73	7	586 95	.....	586 95	42 75	.....
39009	San Antonio and Carlisle	do	7.90	7	341 57	.....	341 57	42 75	.....
39010	Socorro and Magdalena	do	27.65	7	1,182 03	.....	1,182 03	42 75	.....
ARIZONA.										
40001	Yuma and Deming	Central Pacific R. R. Co. (less see Southern Pacific R. R. of Arizona).	467.02	7	64,289 97	.....	64,289 97	137 66	.....
40002	Benson and Nogales	New Mexico and Arizona R. R.	88.43	8.26	4,158 86	.....	4,158 86	47 03	.....
			555.45		68,448 83	.....	68,448 83		.....

UTAH.									
41001	Ogden City and Frisco.....	Utah Central Rwy.....	281	8.21	22,345 12	79 52			Formerly part of route 38012.
41002	State Line (n. o.) and Ogden City..	Denver and Rio Grande Western Rwy.	311.34	6	30,346 30	97 47			
41003	Ogden City, Utah, and Butte City, Mont.	Union Pacific Rwy. Co.....	417.27	7	54,587 26	130 82			
41004	Sandy and Bingham Canyon.....	Denver and Rio Grande Western Rwy.	17.42	7	744 70	42 75			
41005	Salt Lake City and Stockton.....	Utah and Nevada Rwy.....	40.50	6	1,731 37	42 75			
41006	Bingham Junction (n. o.) and Alta.....	Denver and Rio Grande Western Rwy.	18.40	7	786 60	42 75			
41007	Vacant.....	Echo and Park City R. R.....	28.45	14	1,362 18	47 88			
41008	Echo City and Park City.....	Denver and Rio Grande Western Rwy.	17.30	6	739 57	42 75			
41009	Colton and Scofield.....	San Pete Valley Rwy.....	27.02	6	1,386 12	51 30			
41010	Nephi and Moroni.....	Salt Lake and Western Rwy.....	54.20	6	2,317 04	42 75			
41011	Lehi Junction (n. o.) and Silver City.....								Covered by 46011.
41012	Vacant.....		1,212 90		116,346 26				
IDAHO.									
42001	Shoshone and Ketchum.....	Oregon Short Line Rwy.....	69.99	6	2,822 04	48 74			Pay not fixed on 12.09 miles.
WASHINGTON TERRITORY.									
43001	Portland and Tacoma.....	Northern Pacific R. R.....	145.50	7	15,824 58	108 76			Land grant.
43002	Seattle and New Castle.....	Columbia and Puget Sound R. R.	20.28	6	866 97	42 75			
43003	Olympia and Tenino.....	Olympia and Chehalis Valley R. R.	16.05	6	741 02	46 17			
43004	Walla Walla and Wallula.....	Walla Walla and Columbia River R. R.	32.10	6	3,156 39	98 33			
43005	Tacoma and Carbonado.....	Northern Pacific R. R.....	34.83	6	2,144 13	61 56			Do. Pay not fixed.
43006	Palouse Junction (n. o.) and Colfax.....	Columbia and Palouse R. R.....	80.18	6					
43007	Vacant.....	Oregon Rwy. and Navigation Co.	40	7	4,001 60	100 04			
43008	Walla Walla and Dayton.....								
43009	Wallula and Missoula.....	Northern Pacific R. R.....	417.03	7	66,462 07	150 37			Land grant.
43010	Bolles Junction (n. o.) and Riparia..	Oregon Rwy. and Navigation Co.	31.10	7	1,329 52	42 75			
43011	Pasco Junction (n. o.) and North Yakima.....	Northern Pacific R. R.....	90.16	6					Land grant. Pay not fixed.
			916.23		94,526 28				

C.—Railroad service as in operation on the 30th of June, 1885—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.	
OREGON.										
44001	Portland and Ashland	Oregon and California R. R.	342.09	7.41	37,758.43		37,758.43	112.86		Pay not fixed on 8.13 miles.
44002	Portland and Corvallis	do	97.85	6	5,271.17		5,271.17	53.87		
44003	Umatilla and Huntington	Oregon Rwy. and Navigation Co.	217.84	6	3,488.57		3,488.57	78.66		Pay not fixed on 173.49 miles.
44004	Vacant.									
44005	Portland, Oreg., and Wallula, Wash. Ter.	Oregon Rwy. and Navigation Co.	214.80	7	40,221.30		40,221.30	187.25		
NEVADA.										
45001	Virginia City and Reno	Virginia and Truckee R. R.	52.61	7	6,117.49		6,117.49	116.28		
45002	Palisade and Eureka	Eureka and Palisade R. R.	90.85	7	5,826.21		5,826.21	61.13		
45003	Bath, Mountain and Austin	Nevada Central Rwy.	94.10	7	4,022.77		4,022.77	42.75		
45004	Mount Moses Nev., and Keeler, Cal	Carson and Colorado R. R.	293.00	7	19,039.14		19,039.14	64.98		
45005	Vacant.									
45006	Belleville Junction (n. c.) and Can- delaria.	Carson and Colorado R. R.	6.81	14	291.12		291.12	42.75		Covered by route 45004. Formerly part of route 45004.
CALIFORNIA.										
46001	San Francisco and Orlon City	Central Pacific R. R.	50.41	9.68	276,681.11	42,901.75	319,042.86	331.74	75.00	
46002	San Francisco and Soledad	Southern Pacific R. R.	783.62	12.51	11,050.80		11,050.80	77.30	50.00	
46003	Roseville and Bayles	Central Pacific R. R.	142.96	8.81	21,017.50	3,793.50	24,811.00	138.51	25.00	Land grant. Pay not fixed on 38.42 miles.
46004	Petaluma and Lakeville	San Francisco and North Pa- cific R. R.	190.16	6	300.10		300.10	42.75		Formerly part of route 46011.
46005	Sacramento and Shingle 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 Graton	do	9.84	6	420.66		420.66	42.75		

46008	Vallejo Junction (n. o.) and Colloga.	do	48.87	12.71	8,075 72	8,075 72	70 11	
46009	Marysville and Oroville.	N. D. Rideout purchaser 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.	146 35	9 35	25,056 58	25,056 58	146 21	25 00
46011	San Francisco and Cloverdale	San Francisco and North Pacific R. R.	84.86	10.8	7,772 08	7,772 08	91 40	
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.	26 20	7	1,120 05	1,120 05	42 75	
46014	Goshen (n. o.) and Yuma.	do	490.83	7	54,000 04	60,040 84	110 13	25 00
46015	Elmira and Madison	Vaca Valley and Clear Lake R. R.	30.07	7	1,285 49	1,285 49	42 75	
46016	San Francisco and Duncan's Mills.	North Pacific R. R.	80.50	7.30	4,675 75	4,675 75	59 00	
46017	Los Angeles and Santa Ana	Central Pacific R. R. Co. (see Los Angeles and San Diego R. R.).	35.23	7	2,861 73	2,861 73	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	60 26	
46020	Los Angeles and Santa Monica	Los Angeles and Independence R. R.	19.60	7	833 62	833 62	42 75	
46021	Santa Cruz and Pajara	Santa Cruz R. R.	22.20	7	949 05	949 05	42 75	
46022	Davisville and Tehama	Central Pacific R. R. Co. (see Northern Rwy.).	111.67	6.89	6,970 44	6,970 44	62 42	
46023	Galt and Ione	Amador Branch Rwy.	27.79	7	1,829 69	1,829 69	65 84	
46024	West Oakland Station (n. o.) and Berkeley.	Central Pacific R. R. Co. (see Berkeley Branch R. R.).	5.78	7	247 09	247 09	42 75	
46025	San Anselmo (n. o.) and San Quentin	North Pacific Coast R. R.	6.25	19.7	267 18	267 18	42 75	Formerly part of route 46016.
46026	San Francisco and Alameda	Central Pacific R. R.	11.62	28	566 36	566 36	48 74	
46027	Fulton and Guerneville.	San Francisco and North Pacific R. R.	16.09	6	687 84	687 84	42 75	
46028	San Francisco and Sacramento City.	Central Pacific R. R.	140.05	10.58	15,926 48	15,926 48	113 72	
46029	Niles and San José	do	18.37	14	863 94	863 94	47 03	
46030	Monterey 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 82	
46032	Port Costa and Lathrop	Central Pacific R. R. Co. (see San Pablo R. R.).	62.3	14.07	1,555 75	10,707 29	147 06	25 00
46033	Vacant.	Southern Pacific R. R.	20.20	7	863 55	863 55	42 75	
46034	Gilroy and Tres Pinos	Stockton and Copperopolis R. R.	19.13	6	817 80	817 80	42 75	
46035	Peters and Oakdale	do						Covered by routes 46016 and 46025.
46036	Vacant	do						
46037	National City and Colton	California Southern R. R.	128	6	7,770 88	7,770 88	60 71	
46038	Goshen (n. o.) and Lemoore	Southern Pacific R. R.	21 20	7	646 38	646 38	34 20	Land grant. Pay allowed on 22.35 miles only.
46039	San Francisco and Glen Ellen	Sonoma Valley R. R.	46.35	6	955 48	955 48	42 75	
46040	San Luis Obispo and Los Alamos	Pacific Coast Rwy.	54.30	6	2,422 87	2,422 87	44 62	
46041	San Luis Obispo and Port Harford	do	11.80	6	504 45	504 45	42 75	

C.—Railroad service as in operation on the 30th of June, 1885—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.
CALIFORNIA—Continued.										
46042	Mojave and Needles	Atlantic and Pacific R. R.	Miles. 240.46	7	Dollars. 8,716 67	Dollars. 8,716 67	Dollars. 8,716 67	Dollars. 38 25	Dollars.	Land grant.
46043	Lodi and Barsou	San Joaquin and Sierra Nevada R. R.	22.80	7	1,272 78	1,272 78	1,272 78	55 58	.....	Pay not fixed.
46044	Eureka and Hydeville	Eel River and Eureka R. R.	28.45	6	.....	.....	.....	.....	.....	.....
46045	Felton and Boulder Creek	South Pacific Coast R. R.	8.14	6	.....	.....	.....	.....	.....	.....
			3,413.48		483,250 70	58,010 25	541,260 95			

D.—Steamboat service as in operation on the 30th of June, 1885.

No. of route.	State and termini.	Name of contractor.	Dis- tance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
MAINE.								
88	Andover to Upper Dam	Charles A. J. Farrar	Miles 15		6	Dollars. 250 00		From June 1 to September 30.
89	Middle Dam to Errol, N. H.	do	17		6	200 00		Do.
91	Eastport to Libec.	Julius Wolf	13		6	400 00		{ Twelve times a week 24 months, and
95	{ Bath to Booth Bay	{ Eastern Steamboat Co., H. W. {	18			728 22		{ six times a week 24 months.
	{ Wiscasset to Booth Bay	{ Swanton, treasurer.	30					{ Six times a week 4 months.
96	Boston, Mass., to Eastport, Me	Sauford Steamship Co.	329		1	500 00		
99	Fortland to Chebeague Island	Nathan and Henry B. Cleaves, sur- tens.	10		6	599 00		
100	Rangeley to Indian Rock	Charles W. Howard	10	413	6	200 00	2,877 22	From June 1 to September 30.
NEW HAMPSHIRE.								
1096	Lakeside to Middle Dam, Me.	Charles A. J. Farrar	17		6	200 00		Do.
1097	Lakeside to Wentworth's Location	do	22		6	75 00		Do.
1099	Weir's Bridge to Wolfborough	Lake Winnipisogee Steamboat Co.	30		6	650 00		During season of navigation, 4 1/2 months.
1100	Alton Bay to Centre Harbor	Boston and Maine E. R. Co.	10	99	6	1,600 00	2,525 00	During season of navigation, 4 1/2 months.
MASSACHUSETTS.								
3098	Wood's Holl to Nantucket	Nantucket and Cape Cod Steamboat Co.	30		12	7,875 00		{ Six months.
3099	New Bedford to Cuttyhunk	Wilber Kelley	15		6	1,400 00		Do.
3100	New Bedford to Edgartown	New Bedford, Vineyard and Nan- tucket Steamboat Co.	34	79	6	2,219 00	11,494 00	{ Three months.
					1			{ Nine months.
								{ Eighteen times a week on 27 miles for 7 days; twenty-five times a week on 27 miles for 73 days; twelve times a week on 7 miles for 80 days; six times a week on 34 miles bal- ance of year.

D.—Steamboat service as in operation on the 30th of June, 1885—Continued.

No. of route.	State and terminal.	Name of contractor.	Dis- tance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
RHODE ISLAND.								
4099	Newport to Wickford Junction.....	Newport and Wickford R. R. and Steamboat Co.	15.4		25 18	Dollars. 8,947 57	Dollars.	{ Five months. Seven months. Three months. Nine months. Three months.
4100	{ Block Island to Newport..... { Newport to Providence.....	{ Martin V. Ball..... {	30 30	75.4	6 6	2,445 00	11,392 57	
NEW YORK.								
5764	Plattsburgh to Burlington.....	Champlain Transportation Co.....	24		6	1,050 00		During season of navigation, 7½ months.
5765	Geneva to Watkins.....	Seneca Lake Steam Navigation Co.....	43½		6	2,313 83		
5766	Lake George to Fort Ticonderoga.....	Champlain Transportation Co.....	40		6	140 00		From June 10 to June 30, 1885.
5768	Brooklyn, N. Y., to Jersey City, N. J.....	Brooklyn Annex Co.....	3½		36	1,825 00		
5769	Sag Harbor, N. Y., to New London, Conn.....	New London and Long Island Steamboat Co.....	42		6	3,000 00		
5853	Penn Yan to Hammondport.....	Kouka Navigation Co.....	21		6	350 00		From March 15 to December 15.
6884	Catandigua to Naples.....	Catandigua Lake Steam Navigation Co.....	22		6	500 00		From April 1 to December 10.
6941	Fisher's Island, N. Y., to New London, Conn.....	Thomas L. Beebe.....	10	206		1,000 00	10,178 83	Six trips per week for 6 months and three trips per week for 6 months.
MARYLAND.								
10092	Baltimore to Queenstown.....	Chester River Steamboat Co.....	40		3	375 00		From May 1 to December 31 six times a week on 110 miles and twice a week on the residue; and from January 1 to April 30 twice a week on 110 miles and once a week on the residue.
10094	Baltimore to Wilson's Wharf.....	Eastern Shore Steamboat Co.....	272			4,200 00		
10095	Baltimore to Saint Michael's.....	H. C. Dodson.....	71		3	468 00		
10097	Washington, D. C., to Glymont, Md.....	Thomas Adams.....	29½		6	2,130 00		
10098	Baltimore to Benedict.....	Henry Williams.....	123½		2	1,800 00		
10099	Baltimore to Freeport.....	Maryland Steamboat Co.....	200		2	1,800 00		
10100	Baltimore to Cambridge.....	do.....	95		6	2,400 00		
10100				800½			13,173 00	

Line No.	Route	Company	Stops	Days	Passengers	Freight	Total
VIRGINIA.							
11088	Norfolk to Fredericksburgh	Henry Williams		200		1,200 00	
11090	Norfolk to Cape Charles	R. R. Cooke	284		10,971 62		
11091	Newport News to Norfolk	Old Dominion Steamship Co	15		1,500 00		
11092	Franklin City to Chincoteague Isl. and.	Old Dominion Steamship Co	7		500 00		
11098	Norfolk, Va., to Baltimore, Md	Baltimore Steam Packet Co	200		18,000 00		
11099	Norfolk to Richmond	Virginia Steamboat Co.	151		7,000 00		
11100	Fredricksburgh, Va., to Baltimore, Md.	Henry Williams	293 1/2		5,000 00		44,171 62
WEST VIRGINIA.							
12099	Parkersburgh, W. Va., to Pomeroy, Ohio.	J. W. Williamson and E. F. Maddy	87 1/2		7,800 00		7,800 00
NORTH CAROLINA.							
13094	Edenton to Williamston	John D. Biggs	51		3,000 00		
13095	Elizabeth City to Fairfield	Morris K. King	109		2,750 00		
13097	Edenton to Franklin, Va.	Albemarle Steam Navigation Co	97		3,500 00		
13098	Plymouth to Windsor	Charles T. Harden	28		883 00		
13099	Wilmington to Smithville	John W. Harper	28		1,100 00		
13100	Wilmington to Fayetteville.	Samuel W. Skinner	112	425	1,450 00		12,683 00
SOUTH CAROLINA.							
14099	Charleston to Montrieville	Mount Pleasant and S. J. Ferry Co.	7 1/2		982 00		
14100	Charleston to Edisto Island	Carl Berlin	48		600 00		1,582 00
GEORGIA.							
15100	Brunswick to Saint Simon's Mills	Urbanus Dart	12		1,000 00		1,000 00
FLORIDA.							
16087	Fernandina, Fla., to Oakwell, Ga	John Richardson	16		2,000 00		
16088	Jacksonville, Fla., to Palatka.	De Bary Baya Merchants' Line	37		8,800 00		
16089	Palatka to Enterprise	Charles D. Owens	126		14,965 00		
16090	Palatka to Enterprise	De Bary Baya Merchant's Line	126 1/2		14,400 00		

D.—Steamboat service as in operation on the 30th of June, 1885—Continued.

No. of route.	State and termini.	Name of contractor.	Dis- tance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
FLORIDA—Continued.								
16091	Tampa to Key West	J. D. Emerson	Miles. 246		2	Dollars. 23,000 00		
16094	Palmha to Crescent City	John W. Miller	293		6	7,475 00		
16096	Chattahoochee to Apalachicola	S. P. Wroford	141		2	1,509 00		
16097	Jacksonville to Fort George	J. B. Colegrove	253	828½	6		73,834 00	
ALABAMA.								
17098	Mobile to Demopolis	Frank S. Stone	254		1	2,375 00		
17099	Mobile to Point Clear	Peter Burke	26		7½	2,375 00		Six months.
17100	Rome, Ga., to Gadsden	John J. Seay	155	435	3	2,750 00		
MISSISSIPPI.								
18098	English Lookout to Gainesville	J. Poitevent and J. A. Tatro	243		6	1,500 00		
18099	Vicksburg to Folsomia	E. C. Carroll	200		1	2,000 00		
18100	Vicksburg to Greenwood	E. C. Carroll	205½	499	1	2,480 00	5,900 00	
TENNESSEE.								
19097	Johnsonville, Tenn., to Waterloo, Ala.	E. O. Hopkins	148		2	3,000 00		
19098	Louisa to Kingston	James H. Welker	30		6	1,648 00		
19099	Chattanooga to King's Creek	W. C. Henegar	109	287	2	1,485 00	6,143 00	
KENTUCKY.								
20095	Henderson, Ky., to Evansville, Ind	A. O. Darland and G. C. Perkins	12		14	1,799 00		
20096	Bowling Green, Ky., to Evansville, Ind.	Green and Barron River Nav. Co	198		2	4,800 00		
20097	Loniaville, Ky., to Evansville, Ind	William W. Hite	217		6	15,000 00		
20098	Not lot.							
20099	Evansville, Ind., to Paducah, Ky	William H. Caldwell	150		6	13,000 00		
20100	Paducah, Ky., to Clay, Ill	do	50	627	6	2,000 00	36,590 00	

Line No.	Origin	Destination	Agent	Days	Passes	Fares	Notes
21147	OHIO. McConnellsville to Marietta Zanesville to McConnellsville		Francis A. Porter James K. Jones and Elias M. Stan- bery, { C. P. B. S. and P. Packet Co., John } Kyle, president William Boy	473	6	3,000 00	{ 65 1/2 miles. } { 62 1/2 miles.
21148				294	12	8,500 00	
21149				174	9	9,000 00	
21150				494	6	2,610 98	
				2534		18,110 98	
24085	MICHIGAN. An Gies to Standish MacKinnaw City to Mackinac Manistee, Mich., to Milwaukee, Wis. Harbor Spas to Saint James Oscoda to Alpena		J. E. Mason J. B. Colegrove Fint and Pere Marquette R. R. Co Charles W. Caskey Cole & Holt	37	6	485 77	\$10 per round trip; estimated 8 mos. \$25 per round trip; 9 months. \$15 per round trip; 7 1/2 months.
24086				12	6	2,460 00	
24097				126	6	2,340 00	
24098				49	3	2,691 00	
24099				54	6	2,760 00	
				253		10,736 77	
28099	MISSOURI. Cairo, Ill., to Memphis, Tenn		John A. Scudder	263	3	14,514 35	14,514 35
28093	ARKANSAS. Terrene, Miss., to Jacksonville, Ark. Memphis, Tenn., to Sunk Land, Ark. Terrene, Miss., to Pine Bluff, Ark. Arkansas City, Ark., to Vicksburgh, Miss. Memphis, Tenn., to Arkansas City, Ark. Memphis, Tenn., to Friar's Point, Miss. Memphis, Tenn., to Elmot, Miss		Edward C. Postal Ohio K. Joplin G. H. Van Etten John A. Scudder John B. Adams James Lee, Jr James Lee, sr	302	1	1,950 00	
28094				350	1	4,200 00	
28095				140	2	6,700 00	
28096				194	3	20,000 00	
28097				216	3	24,000 00	
28098				111	3	10,000 00	
28099				97	2	10,104 16	76,954 16
				1,474			
30091	LOUISIANA. Natchez, Miss., to Vicksburgh, Miss. Natchez, Miss., to Bayou Sara, La. Monroe to Red River Landing Lake Charles to Cameron Eaton Rouge to Bayou Sara New Orleans to Hope Villa		James G. Stewart do John W. Blanks, Joseph W. Carlton, and Edward Conery, John Miller James G. Stewart Milton B. Muncy	100	3	11,750 00	
30092				110	3	12,950 00	
30093				285	1	12,333 33	
30094				55	3	4,090 00	
30095				37	6	8,950 00	
30097	115	2	4,400 00				

D.—Steamboat service as in operation on the 30th of June, 1885—Continued.

No. of route.	Stops and termini.	Name of contractor.	Dis- tance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
LOUISIANA—Continued.								
30695	New Orleans to Grand Isle	John F. Kranz	85		3	\$3,950 00		{ Four months, Eight months, Five months, Six months.
30699	New Orleans to Covington	William G. Coyle	59		6	3,600 00		
30100	New Orleans to Port Eads	Noble E. McGinnis	79		6	22,719 16		
			37		3			
			12	974	1		84,742 49	
TEXAS.								
31100	Houston to Lynchburgh	Leon F. Ablic	27	27	3	600 00	600 00	
WASHINGTON.								
43088	Vashon to Old Tacoma	William R. Ballard	14		2	400 00		One trip per month.
43089	Seattle to Holbard	Charles O. Poole	14		2	340 00		
43090	Duham to Hoquiam	George H. Emerson	12		2	990 00		
43091	Mukilteo to Mount Vernon	Washington Steamboat and Transportation Co., Daniel Longfellow, General manager.	50½		2	2,500 00		
43093	Stellacoom City to Artoadale	Emmet B. Hunt	10		1	400 00		
43095	Port Townsend to Seah Bay	Lozen B. Hastings and James Morgan.	102½		2	6,363 65		
43096	Port Townsend, Wash., to Sitka, Alaska.	Charles Goodall	1,343			18,000 00		
43097	Port Townsend to Seimialmo	J. Gilmore and Harry Lott	140		2			
43098	Seattle to Sehome	James C. Brittain	17		1	5,202 96		
43099	Tacoma to Port Townsend	Oregon Railway and Navigation Company.	173		3	8,742 53		
			98	1,971½	6	29,700 00	72,888 14	
OREGON.								
44098	Myrtle Point to Bandon	Claff Reed	39		3	600 00		{
44099	Portland to The Dalles	Oregon Railway and Navigation Company	111		6	7,487 00		
44100	Portland to Astoria	do	82		6			
			38		3			
			20	290	2	5,000 00	13,087 00	

Eighty-one miles one way, six times a week from May 1 to October 31, and twice a week the residue of each year.

Line No.	Route	Company	Length	Days	Value	Total
CALIFORNIA.						
46992	San Francisco to Stockton	California Steam Navigation Co.	125	6	2,000 00	
46993	Eureka to Arcata	George W. B. Yocom	8	12	1,200 00	
46995	Lakeport to Lower Lake	R. S. Floyd	22½	3	1,672 03	
46996	San Francisco to Eureka	Charles Goodall	216	1	6,500 00	
46998	Tahoe to Tahoe	W. W. Lapham	81		5,463 21	
46999	San Francisco to Sacramento	Central Pacific Railroad Co., Charles Crocker, second vice-president.	171	6	6,000 00	22,835 24
				623½		

E.—Table showing the increase and decrease in mail-transportation and cost during the year ended June 30, 1885.

States and Territories.	STAR SERVICE.				STEAMBOAT SERVICE.				RAILROAD SERVICE.				Total annual trans- portation.		Total annual cost.	
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.		Miles.	Miles.	Increase.	Decrease.
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.						
Maine.....	Miles.	82	\$440			Miles.	824	\$75	\$1,300			Miles.	40,167		\$2,722	
New Hampshire.....		27	1,103				22						14,205		1,151	
Vermont.....		3	611						981				31,741		764	
Massachusetts.....		128	1,117				22		163				63,731		628	
Rhode Island.....		1	80				5		163				3,976			
Connecticut.....		0		\$755												
New York.....		117	6,472						793				71,545		24,764	
New Jersey.....		35	5,844										26,237		2,720	
Pennsylvania.....		29		291									123	13	124	136,927
Delaware.....		17														166
Maryland.....		2		264												
Virginia.....		141	3,745				151	8,672	775				7,035		3,900	
West Virginia.....		175	3,344				92		8,000				10,667		21,325	
North Carolina.....		103	8,192				111		4,473				166,903		6,011	
South Carolina.....		35	20,988						200				29,882		36,839	
Georgia.....		212	5,667				4	525					91,253		50,670	
Florida.....		167	7,432				2,133	3,836					790,356		84,456	
Alabama.....		571	7,965				14	261					10,096		30,364	
Mississippi.....		154	3,413				6						40,822		61,225	
Tennessee.....		158	5,523				148	2,924					391,738		61,225	
Kentucky.....		27	12,919						1,016				291,095		28,400	
Ohio.....		13	19,395				6	133					1,087,728		70,382	
Indiana.....		18	8,750										1,113,812		27,613	
Illinois.....		43	3,965				98	144,145					144,145		152,895	
Michigan.....		184	9,409				12	47,208					644,279		51,173	
Wisconsin.....		72	1,768				103	1,386					365,656		54,847	
Minnesota.....		62											721,139		72,008	
Wisconsin.....		62											206,901		206,772	
Minnesota.....		62											443,320		112,435	
Iowa.....		131	1,753				397						110,672		112,435	
Low.....		328	7,127				190	10,486					14,201		10,842	
Missouri.....		364		6,619			1	1,510					5,453		344	
Arkansas.....		42	240										450,463		568	
Louisiana.....		606	24,228				174	6,167					557,786		77,101	
Texas.....		273	33				465						5,273		2,206	
Indian Territory.....		46	2,133										34,330		36,463	
Kansas.....		720	10,020				131						703,872		39,450	
Nebraska.....		1,028	32,664				202						438,588		63,106	

TABLE F.—Division of inspection, contract bureau, deductions, fines, and remissions, year ending June 30, 1885.

States and Territories.	STAR ROUTES.			RAILROAD ROUTES.			STEAMBOAT ROUTES.			TOTALS FOR THE YEAR.		
	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.
	\$.	\$.	\$.	\$.	\$.	\$.	\$.	\$.	\$.	\$.	\$.	\$.
Alabama	\$2,715 30	\$225 07	\$39 00	\$187 17			\$5 70			\$2,938 37	\$225 07	\$39 00
Alaska	12 50									12 50		
Arkansas	2,940 41	405 15	71 00	658 34	\$56 85		4,550 98	\$20 19		8,179 73	442 00	91 19
Arizona Territory	2,087 04	404 11	126 00							2,838 30	464 11	126 00
California	3,632 60	688 09	135 00	3,274 28	60 88		105 59	\$3 85		6,012 52	732 82	135 00
Colorado	4,341 30	147 78	90 00	13,966 70	84 33	\$2 00				18,298 06	232 11	98 00
Connecticut	46 88		4 50	6 00						52 88		4 50
Dakota Territory	2,659 97	27 72	232 92	2,149 27	37 96					4,849 24	65 68	232 92
Delaware	3 38					1 00				3 38		1 00
District of Columbia												
Florida	1,875 78	338 28	132 00	424 01			1,501 29	27 39	60 00	3,801 08	265 67	192 00
Georgia	1,438 43	7 46	35 40	1,106 92	35 70					2,545 35	103 16	46 40
Idaho Territory	1,508 29	26 39		1,109 20						1,617 49	26 39	
Illinois	1,098 21	13 34	24 00	4,648 31	103 39	6 90				5,656 52	206 73	30 90
Indiana	619 43	46 00	47 35	7,063 97	1,624 78	3 00				7,683 40	1,670 78	50 35
Indian Territory	1,765 47	35 56	12 00	8 67						1,774 14	35 56	12 00
Iowa	1,229 11	38 56	50 94	5,528 32		2 00				6,757 43	38 56	52 94
Kansas	3,568 78	18 21	95 88	3,377 51	814 59	5 00				6,946 29	830 80	100 88
Kentucky	2,051 28	72 20	46 87	1,279 68	636 26	1 00				5,585 20	804 40	47 87
Louisiana	3,541 98	388 81	165 00	6,781 78	35 78					11,432 57	424 59	179 00
Maine	489 48		13 00	111 77						679 16		13 00
Maryland	153 81	349 28	69 01	2,015 24	565 33					3,434 61	945 61	66 01
Massachusetts	44 32			28 65						2,465 69		12 00
Michigan	1,132 34	87 66	173 18	1,906 80	6 22	16 00				3,145 14	93 88	188 18
Minnesota	739 24	32 98	259 45	2,309 77	11 96	25 00			5 00	3,139 01	44 94	284 45
Mississippi	2,652 06	329 40	196 50	693 64	203 51	2 00				3,899 53	523 91	248 50
Missouri	4,209 85	857 54	650 61	5,486 86	881 88	25 00				11,340 83	1,739 42	675 61
Montana Territory	1,274 04	28 39	504 12	65 79						1,339 83	28 39	504 12
Nebraska	2,188 71	14 34	96 00	1,741 05	309 65					3,929 76	389 99	96 00
Nevada	1,140 61	340 94	100 00	3,564 17						4,704 78	340 94	100 00
New Hampshire	291 05	4 07	8 50	86 94						347 99	4 07	8 50
New Jersey	191 94		26 40	750 80	335 46	1 00				942 74	355 46	27 40
New Mexico Territory	1,440 65	13 37	19 00	4,204 11	84 79					5,351 05	98 16	19 00
New York	660 69	13 14	3,088 21	2,096 97	109 13	1 00				9,890 89	127 68	3,089 21
North Carolina	1,875 64	50 24	165 55	2,952 15						2,249 66	50 24	182 55
Ohio	254 56	31 08	204 06	6,990 21	4,072 04	71 00	\$10 00			9,699 87	4,083 12	280 85
Oregon	4,410 90	225 47	295 97	4,658 77			1,096 11			10,165 84	225 47	295 97

Pennsylvania.....	731 57	4 02	832 03	41 02	3,500 90	18 14	39 35	4,252 47	22 16	832 02	41 02
Rhode Island.....	1,031 19	35 51	25 00		545 90			39 35			
South Carolina.....	1,115 57	4 38	45 00		568 72	145 93	147 87	1,577 09	35 51	25 00	
Tennessee.....	10,730 93	2,767 13	827 75	105 50	5,403 71	9 87	1 00	1,822 16	150 31	45 00	
Texas.....	371 91	5 76			909 04	134 76		16,135 64	2,777 00	840 75	105 50
Utah.....	233 67	13 38	25 50		13 21			1,280 95	140 82		
Vermont.....	1,403 52	142 42	559 82	400 91	963 20	411 68	582 32	246 88	13 38	25 50	
Virginia.....	1,169 36		99 00		578 09	1 71	815 37	2,979 04	554 10	559 82	400 91
Washington.....	1,279 44	9 03	61 51		804 34	28 53	3 00	2,563 72	1 71	169 00	
West Virginia.....	978 56	396 32	243 03		1,526 11	4 54		2,000 42	37 56	64 51	
Wisconsin.....	1,377 08	69 42	295 00	250 00	1,973 14			2,504 67	400 88	243 03	
Wyoming.....								3,350 22	69 42	285 00	250 00
Total.....	75,874 82	8,688 00	10,266 14	1,214 46	105,256 35	11,085 65	171 96	205,173 94	19,855 64	10,680 02	1,224 46

RECAPITULATION.

Total deductions.....	\$205,173 94
Total fines.....	10,680 02
Total deductions and fines.....	215,853 96
Remissions on deductions.....	\$19,855 64
Remissions on fines.....	1,224 46
Net deductions and fines (mail service).....	21,080 10
Fines imposed on and deductions made from pay of railway mail-service employees.....	194,773 86
Fines imposed on and deductions made from pay of mail messengers.....	3,844 55
Fines imposed on and deductions made from pay of mail messengers.....	2,081 54
	\$200,200 25

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in States and Territories readjustment of the rates based upon returns of the weight of the mails, the speed with which they are con-acts of March 3, 1873, July 12, 1876, and June 17, 1878.

[ABBREVIATIONS.—r. p. o., railway post-office

Order.	State.	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	N. J. . . .	7004	New York, N. Y., Philadelphia, Pa.	Pennsylvania R. R. . . .	90.89	138,401	32	<i>Feet and inches</i> r. p. o., 60 by 8.7, 81 r. p. o., 40 by 8.7, 1 l.; apt., 15.3 by 8.7, 1 1/2 l.; apt., 20 by 8.3, 1 l. to Metuchen, 26.18 m.; apt., 15.6 by 8.2, 1 l., Tren- ton to Philadel- phia, 34.07 m.	172.14
2	N. Y. . . .	6011	New York, Buffalo	New York Central and Hudson River R. R.	442	99,901	31	r. p. o., 60 by 9.5 l., 50 by 9, 11., 49.5 by 9, 11.; r. p. o., 50 by 9, 11. to Syracuse, 291.5 m.; apt., 15.5 by 8.8, 1 l. to Al- bany, 144 m.	90.23
3	Pa.	8001	Philadelphia, Pitts- burgh.	Pennsylvania R. R.	352.90	91,679	29	r. p. o., 60 by 8.7, 51., 40 by 8.7, 11.; apt., 15.10 by 9.5, 1 l. to Harrisburgh, 104.7 m.; apt., 15 by 8.7, 1/2 l. residue, 248.2 m.	70.13
4	Ohio . . .	21095	Buffalo, N. Y., Chicago, Ill.	Lake Shore and Michigan Southern Rwy.	540	69,142	28	See parts	87.41
Pt.	Ohio . . .	21095	Buffalo, N. Y., Cleve- land, Ohio.	do	183.20			49.5 by 9, 11., r. p. o.; 50 by 9, 11., r. p. o.; 60 by 9, 5 l., r. p. o.	
Pt.	Ohio . . .	21095	Cleveland, Elyria	do	25.50			17.8 by 9, 11., r. p. o.; 40 by 9, 11., r. p. o.; 49.5 by 9, 11., r. p. o.; 50 by 9, 11., r. p. o.; 60 by 9, 5 l., r. p. o.	
Pt.	Ohio . . .	21095	Elyria, Millbury	do	79.30			17 by 8.9, 1/2 l., r. p. o.; 40 by 9, 11., r. p. o.; 49.5 by 9, 1/2 l., r. p. o.; 50 by 9, 1/2 l., r. p. o.; 60 by 9, 3 l., r. p. o.	
Pt.	Ohio . . .	21095	Millbury, Toledo	do	8			17.8 by 9, 11., r. p. o.; 40 by 9, 11., r. p. o.; 49.5 by 9, 1 l., r. o.; 50 by 9, 1 l., r. p. o.; 60 by 9, 5 l., r. p. o.	
Pt.	Ohio . . .	21095	Toledo, Ohio, Elkhart, Ind.	do	142.70			36 by 9, 11.; 49.5 by 9, 1/2 l.; 50 by 9, 1/2 l.; 60 by 9, 2 l.	
Pt.	Ohio . . .	21095	Elkhart, Ind., Chicago, Ill.	do	101.30			36 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 11.; 60 by 9, 5 l.	
5	Md.	10001	Bay View (n. o.), Md., Philadelphia, Pa.	Philadelphia, Wilming- ton and Baltimore R. R. Co.	91.8	58,491	30	r. p. o., 60 by 8.7, 31. l.; apt., 20 by 8.6, 1/2 l. to Wilmington, 65.1 m., and 1 1/2 l. res., 26.7 m.; apt., 16 by 6.5, 1 l. be- tween Wilming- ton and Philadel- phia, 26.7 m.	74.48
6	Md.	10013	Bay View (n. o.), Md., Washington, D. C.	Baltimore and Potomac R. R.	45.4	57,708	32	r. p. o., 60 by 8.7, 3 l.; apt., 14.7 by 8.7, 41.6 m.	78.07
7	Ohio . . .	21007	Elyria, Millbury	Lake Shore and Mich- igan Southern Rwy.	74.9	32,042	28	r. p. o., 49.5 by 9, 1/2 l.; 50 by 9, 1/2 l.; 60 by 9, 2 l.; apt., 17.8 by 8.9, 1/2 l.	27.28

ADJUSTMENT OF PAY ON RAILROADS.

in which the contract term expired June 30, 1885; and, also, in other States and on certain new routes, the veved, the accommodations for mails and agents, and the number of trips per week, in accordance with the

apt., apartment; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dollars.	Dolla.	Dollars.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.		
1,574 91	425 00	1,381 68	425 00	143,143 56	38,828 25	123,715 62	38,054 50	July 1, '85	Weighed 60 days from Jan. 8, 1885. 1.35 m. increase.
1,185 03	370 00	1,020 02	370 00	523,783 26	157,520 00	450,848 84	157,440 00	July 1, '85	Weighed 60 days from Jan. 8, 1885. r. p. o., \$370 for 291.5 m., \$330 for residue; \$330 formerly for 125.5 m.
1,096 97	275 00	996 08	275 00	387,120 71	97,047 50	351,616 24	97,075 00	July 1, '85	Weighed 60 days from Jan. 8, 1885. .1 m. decrease.
856 86		1,068 75		462,164 40	149,071 85	442,424 73	149,071 85	July 1, '85	Weighed 60 days from Jan. 7, 1885.
330 00									
385 62									
220 31									
385 62									
102 50									
352 50									
742 14	100 00	566 81	100 00	68,128 45	9,180 00	53,434 56	9,600 00	July 1, '85	Weighed 60 days from Jan. 8, 1885; 4.2 m. decrease; curtailed. (See route 10016.)
733 59	100 00	555 75	100 00	33,304 98	4,540 00	25,119 90	4,520 00	July 1, '85	Weighed 60 days from Jan. 8, 1885; .2 m. increase.
459 99	145 31	400 77	145 31	34,453 25	10,883 71	36,758 67	10,883 71	July 1, '85	Weighed 60 days from Jan. 7, 1885.

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

Order.	State	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>	
8	Ohio	21045	Toledo, Ohio, Elkhart, Ind.	Lake Shore and Michigan Southern Rwy.	134.26	30,210	28	r. p. o., 49.5 by 9, 1/2 l.; 50 by 9, 1/2 l.; 60 by 9, 3 l.	23.84
9	W. Va.	12002	Grafton, Parkersburgh.	Baltimore and Ohio R. R.	104.5	24,107	29	r. p. o., 51.7 by 8.10, 2 l.; apt., 20.9 by 8.9, 1 l.	21.15
10	Nebr.	34001	Union Pacific Transfer (n. o.), Nebr., Ogden City, Utah.	Union Pacific Rwy	1,034.08	23,960	22	r. p. o., 60 by 9, 1 l., 50 by 9, 1 l., 374.42 m.; apt., 12.6 by 6, 1 l., 34.57 m.	14.28
11	Mass.	3001	Boston, Mass., Portland, Me.	Boston and Maine R. R.	109.35	23,490	25	r. p. o., 60 by 9.1, 2 l.; apt., 19.5 by 8.5; 1 l., 67.4 m.	42.78
12	Ohio	21002	Pittsburgh, Pa., Chicago, Ill.	Pennsylvania Co.	468.20	23,000		r. p. o., 60 by 8.4, 1 l.; apt., 22 by 9; 1 l. bet. Pittsburgh and Crestline, 188.7 m.	19.22
18	Md.	10003	Baltimore, Md., Belaire, Ohio.	Baltimore and Ohio R. R.	396.39	21,912	31	r. p. o., 51.7 by 8.10; 3 l. to Grafton, 293.75 m.; 1 l. res., 96.64 m.; apt., 21 by 8.10; 1 l. to Harper's Ferry, 95 m.; apt., 19.8 (av.) by —; 1 l. between Grafton and Belaire 96.64 m.	30.75
14	Va.	11018	Washington, D. C., Alexandria, Va.	Alexandria and Washington R. R.	7.42	21,616	21	r. p. o., 40.6 by 9.4, 2 l.; 40 by —, 1 l.	45
15	Va.	11002	Alexandria, Lynchburgh.	Virginia Midland Rwy	166.40	21,338	29	r. p. o., 49.3 by 9.2, 2 l.; 40 by —, 1 l.	18.50
16	Va.	11001	Washington, D. C., Richmond, Va.	Fredericksburgh and Potomac R. R.	115.90	19,326	26	r. p. o., 50.2 by 8.9, 3 l.	20
17	Me.	6	Portland, Bangor	Maine Central R. R.	138	15,122	23	r. p. o., 60 by 9.1, 2 l.; apt., 15.1 by 6 (av.); 1 l. part to Augusta, 74.78 m.; 1 l. part to Brunswick, 108.18 m.	19.09
18	Va.	11016	Lynchburgh, Danville Junction (n. o.).	Virginia Midland Rwy	65.72	14,964	29	r. p. o., 49.3 by 9.2, 2 l.	14
19	Va.	11008	Richmond, Petersburg.	Richmond and Petersburg R. R.	23.39	14,840	27	r. p. o., 50.2 by 8.9, 2 l.	32
20	Va.	11038	North Danville, Va., Charlotte, N. C.	Richmond and Danville R. R.	143.21	14,436	28	r. p. o., 50 by 9, 2 l.	14
21	Va.	11009	Petersburgh, Va., Weldon, N. C.	Petersburgh R. R.	64	13,596	27	r. p. o., 50.2 by 8.9, 2 l.	17
22	R. I.	4002	Providence, R. I., Groton, Conn.	New York, Providence and Boston R. R.	61.8	12,702	30	r. p. o., 55 by 8.8, 1 l.; apt., 18 by 6.10 (av.), 2 l.	43.06
23	N. Y.	6001	New York, Dunkirk	New York, Lake Erie and Western R. R.	459.55	12,297	26	r. p. o., 50 by 9.2 l. to Hornellsville, 331.16 m.; 1 l. residue, 128.39 m. Apt., 16.6 by 6.10; 1 l. to Port Jervis, 87.39 m.	29.86
24	Md.	10002	Baltimore, Md., Sunbury, Pa.	Northern Central Rwy	138.01	11,371	27	r. p. o., 39.3 by 8.7, 1 l.; apt., 15 by 8.7, 1 l. to Sclina Grove Junc. (n. o.), 132.9 m.; 2 l. residue, 5.11 m.	22.53
25	Tex.	31010	Marshall, Texarkana	Texas and Pacific Rwy	72.26	9,250	21	apt., 21 by 9.6, 2 l.	14
26	N. Y.	6016	Buffalo, Lewiston	New York, Central and Hudson River R. R.	29.48	8,979	26	no apt.	62.05
27	Ga.	15003	Atlanta, West Point	Atlanta and West Point R. R.	87.36	7,483	30	r. p. o., 49.1 by 9.1 (40 ft. auth.), 2 l.	14
28	Pa.	8006	Sunbury, Williamsport	Pennsylvania R. R.	39.81	7,227	25	r. p. o., 40 by 8.4, 1 l.; apt., 15 by 8.8, 1 l.	24.05

States and Territories in which the contract term expired June 30, 1885, &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.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
440 33	190 00	463 41	190 00	59,118 70	25,509 40	82,319 37	25,551 20	July 1, '85	Weighed 60 days from Jan. 7, 1885; .22 m. decrease.
374 49	80 00	280 44	80 00	39,134 20	8,360 00	29,305 98	8,360 00	July 1, '85	Weighed 60 days from Jan. 8, 1885.
373 64	75 00	434 34	75 00	388,373 85	61,064 50	449,142 30	61,064 50	Apr. 1, '85	Weighed 30 days from Apr. 16, 1884.
367 65	100 00	360 48	100 00	40,202 52	10,935 00	41,502 75	10,908 00	July 1, '85	Weighed 30 days from Feb. 11, 1885. .27 m. increase.
363 38	60 00	389 88	60 00	170,134 51	25,297 00	182,541 81	25,297 00	July 1, '85	Weighed 60 days from Jan. 7, 1885. r. p. o., \$50 for 279.50 m.; former r. p. o., \$50 for 279.50 m.
351 41	120 00	302 67	120 00	137,186 94	39,115 60	119,230 38	39,104 40	July 1, '85	Weighed 60 days from Jan. 8, 1885. 3.91 m. decrease. Curtailed. (See route No. 12015.) r. p. o., \$40 for 96.36 m.; former r. p. o., \$40 for 96.36 m.
347 99	105 00	254 79	80 00	2,582 08	779 10	1,783 53	560 00	July 1, '85	Weighed 30 days from Feb. 12, 1885. .42 m. increase.
345 42	105 00	246 24	80 00	57,477 88	17,472 00	41,206 91	13,416 80	July 1, '85	Weighed 30 days from Feb. 12, 1885. 1.31 m. decrease.
324 05	120 00	314 64	120 00	37,557 39	13,908 00	36,498 24	13,920 00	July 1, '85	Weighed 30 days from Feb. 11, 1885. .10 m. decrease.
278 13	100 00	271 89	100 00	38,464 74	13,800 00	37,444 69	13,772 00	July 1, '85	Weighed 30 days from Feb. 11, 1885. .28 m. increase.
277 02	80 00	176 13	80 00	18,205 75	5,257 60	11,684 46	5,307 20	July 1, '85	.62 m. decrease. Weighed 80 days from Feb. 12, 1885.
276 17	80 00	218 03	80 00	6,459 61	1,871 20	5,099 72	1,871 20	July 1, '85	Weighed 30 days from Feb. 11, 1885.
271 04	80 00	215 46	80 00	38,815 63	11,456 80	30,539 30	11,339 20	July 1, '85	Weighed 30 days from Feb. 11, 1885. 1.47 m. increase. Formerly part of Route 11006.
262 49	80 00	201 78	80 00	16,799 84	5,120 00	13,178 25	5,224 80	July 1, '85	Weighed 30 days from Feb. 11, 1885. 1.31 m. decrease.
253 08	50 00	223 16	50 00	15,640 34	3,090 00	13,858 23	3,105 00	July 1, '85	Weighed 30 days from Feb. 11, 1885. .3 m. decrease.
248 81	80 00	224 87	80 00	114,340 63	31,628 40	103,339 00	31,662 00	July 1, '85	Weighed 60 days from Jan. 8, 1885. r. p. o., \$40 for 128.39 m.; formerly \$40 for 127.55 m.
238 55	25 00	191 52	25 00	32,922 28	3,450 25	26,391 45	3,445 00	July 1, '85	Weighed 30 days from Feb. 11, 1885. .21 m. increase.
216 32	.....	201 78	.....	15,631 28	.....	14,580 62	.....	Mar. 1, '85	Weighed 30 days from Mar. 11, 1885.
212 90	.....	91 49	.....	6,276 29	.....	2,653 21	.....	July 1, '85	Weighed 30 days from Mar. 26, 1885. .48 m. increase.
197 51	50 00	171 80	50 00	17,254 47	4,368 00	14,883 07	4,330 00	July 1, '84	Weighed 30 days from Mar. 19, 1884. .78 m. increase.
194 09	25 00	176 13	25 00	7,726 72	995 25	7,011 73	995 25	July 1, '85	Weighed 30 days from Feb. 11, 1885. Formerly part of Route 8022.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Lbs.			
29	Ala...	17001	Montgomery, West Point.	Western Rwy. Co. of Alabama.	86.21	6,851	30	r. p. o., 49.1 by 9.1, 2 l. (40 ft. auth.)	14
30	N. Y.	6106	Albany, Troy	New York Central and Hudson River R. R.	7.50	6,600	20	no apt	66
31	Va...	11013	Lynchburgh, Bristol	Norfolk and Western R. R.	204.40	6,222	26	r. p. o., 41.1 by 8.8, 1 l. to Roanoke, 54.24 m.; 2 l. residue, 150.16 m.	14
32	Ala...	17012	Mobile, Montgomery	Louisville and Nashville R. R.	180.57	6,146	24	r. p. o., 49.1 by 9.1, 2 l.	14
33	Minn.	26001	Saint Paul, Missoula	Northern Pacific R. R.	1,280.84	10,412	22	apt., 24 by 9.2, 1 l.	10.87
34	Ala...	17013	Mobile, New Orleans	Louisville and Nashville R. R.	141.43	5,897	26	r. p. o., 49.1 by 9.1, 2 l.	14
35	N. Y.	6008	Buffalo, Hornellsville	New York, Lake Erie and Western R. R.	92.35	5,787	28	apt. 15 by 9.2 l. to Attica, 31.13 m., 1 l. residue, 61.22	28.14
36	Pa....	8004	Philadelphia, Bethlehem.	Philadelphia and Reading R. R.	56.01	5,094	26	apt. 14.10 by 8.7, 2 l.	46.88
37	Conn.	5007	Boston, Mass., Hopewell Junction, N. Y.	New York and New England R. R.	214.94	5,042	25	apt. 18.11 by 9 (av.), 2 l. to Hartford, 117.39 m.; 1 l. residue, 97.64 m.	17.81
38	N. Y.	6026	Albany, Mooers	Delaware and Hudson Canal Co.	188.75	4,930	28	apt. 20 by 8.11, 1 l. to West Troy, 6.24 m.; 2 l. thence to Mechanicsville, 12.91 m.; 1 l. thence to West Chazy, 157.81 m.; no apt. residue, 11.79 m.	18.87
39	Ill....	23020	Chicago, Cairo	Illinois Central R. R.	365.53	8,583	28	r. p. o., 49.11 by —, 1 l., 55.87 m.; r. p. o., 40 by —, 1 l., 55.87 m.; 41.4 by 9, 2 l., 252.10 m.; 44.4 by 9, 1 l., 365.53 m.	36.98
40	N. Y.	6013	Syracuse, Rochester	New York Central and Hudson River R. R.	104	4,375	23	r. p. o., 50 by 9, 1 l.; apt. 21 by 8.4, 1 l.	26.6
41	Wash. Terr.	43009	Wallula, Missoula	Northern Pacific R. R.	417.03	7,704	21	24 by 9.2, 1 l.	7
42	N. Y.	6018	Rochester, Niagara Falls.	New York Central and Hudson River R. R.	76.33	3,851	27	20.6 by 8.8, 1 l.	29.5
43	Del....	9501	Wilmington, Delmar	Philadelphia, Wilmington and Baltimore R. R.	97.12	3,711	28	apt., 19.11 by 8.6, 2 l., 47.4 m.; 1 l. res., 49.72 m.	20.00
44	N. Y.	6033	West Chazy, Rouse's Point.	Delaware and Hudson Canal Co.	14.78	3,665	27	apt., 20 by 6.8, 1 l.	12
45	Md....	10006	Baltimore, Williamsport	Western Maryland R. R.	93.14	3,576	29	r. p. o., 44.5 by 8.11 (40 feet auth.), 1 l., 86.6 m., Baltimore to Hagerstown; apt. 19.8 by 8.3, 1 l.	15.41
46	Pa....	8123	Pittsburgh, Pa., Youngstown, Ohio.	Pittsburgh and Lake Erie R. R.	65.83	3,575	23	apt., 18 by 9.4, 1 l.	26.45
47	Conn.	5014	New Haven, Willimantic.	New York, New Haven, and Hartford R. R.	64.06	3,481	27	apt., 10.5 by 6.10, 1 l.	15.84
48	Pa....	8010	Easton, Pa., Waverly, N. Y.	Lehigh Valley R. R.	205.57	3,459	27	apt., 21.7 by 8.4 (av.); 34 l. to Mauch Chunk, 45.5 m.; 24 l. thence to Penn Haven Junction, 6.6 m.; 1 l. thence to Wilkes-Barre, 46.4 m.; 4 l. residue, 105.97 m.	28.49

States and Territories in which the contract term expired June 30, 1885, &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.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
180 67	50 00	165 87	50 00	16,437 66	4,310 50	14,299 66	4,310 50	July 1, '84	Weighed 30 days from Mar. 19, 1884.
188 10		206 06		1,410 75		1,518 66		July 1, '85	Weighed 30 days from Feb. 11, 1885. .13 m. increase.
183 83	50 00	176 99	50 00	37,574 85	8,864 00	36,374 98	8,942 00	July 1, '84	Weighed 30 days from Feb. 11, 1885. 1 12 m. decrease. r. p. o., \$25 for 54.24 m.; former r. p. o., \$25 for 53.36 m.
182 67	50 00	159 89	50 00	28,915 16	9,028 50	25,124 24	8,983 50	July 1, '84	112.67 m. L. G., at \$146.37; formerly 112.67 m. L. G., at \$127.91; .9 m. increase. Weighed 30 days from Mar. 19, 1884.
182 63		103 29		236,973 08		96,257 02		Apr. 16, '84	124.18 m. from Aug. 15, 1883; 123.20 m. from Sept. 2, 1883; 136.82 m. from Jan. 21, 1884; 1.20 m. from July 1, 1884; 12.37 m. at \$228.29, not L. G. Weighed 30 days from Apr. 16, 1884.
180 41	50 00	151 34	50 00	25,515 38	7,071 50	21,444 87	7,085 00	July 1, '84	Weighed 30 days from Mar. 19, 1884. .27 m. decrease.
178 70		158 18		16,502 94		14,606 84		July 1, '85	Weighed 60 days from Jan. 8, 1885. .01 m. increase.
171 86		141 08		9,625 87		7,973 84		July 1, '85	Weighed 30 days from Feb. 11, 1885. .51 m. decrease.
171 00		206 06		36,754 74		23,435 55		July 1, '85	Weighed 30 days from Feb. 11, 1885. 27.36 m. increase; \$132.53 formerly on 163.08 m.; \$74.39 formerly on 24.5; covers part of route 3034.
169 29		152 19		81,953 48		28,781 95		July 1, '85	Weighed 30 days from Feb. 11, 1885. .04 m. decrease.
166 90	115	160 06	115	61,006 95	19,072 80	58,506 73	19,072 30	Nov. 3, '84	Weighed Nov. 11, 1884.
161 60	40	157 32	40	16,806 40	4,160 00	16,361 48	4,160 00	July 1, '85	Weighed 60 days from Jan. 8, 1885.
159 87		41 73		66,462 07		9,640 88		Apr. 16, '84	Weighed 30 days from Apr. 16, 1884. 126.49 m. from May 1, 1883; 59.51 m. from Aug. 1, 1883.
153 90		148 77		11,747 18		11,306 52		July 1, '85	Weighed 30 days from Feb. 11, 1885. .33 m. increase.
152 19		128 25		14,780 69		12,442 81		July 1, '85	Weighed 30 days from Feb. 11, 1885. .10 m. increase.
151 34		138 51		2,236 80		2,047 17		July 1, '85	Weighed 30 days from Feb. 11, 1885.
150 48	25	76 10	25	14,015 70	2,165 00	7,092 52	2,165 00	July 1, '85	Weighed 30 days from Feb. 12, 1885. .06 m. decrease; r. p. o. \$25 for 86.6 m.
150 48		148 77		9,906 09		10,120 82		July 1, 1885	Weighed 30 days from Feb. 11, 1885. 2.2 m. decrease.
148 77		137 66		8,131 76		7,518 98		July 1, 1885	Weighed 30 days from Feb. 11, 1885. .04 m. increase.
148 77		142 79		30,582 64		29,353 34		July 1, 1885	Weighed 30 days from Feb. 11, 1885.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.		Miles per hour.	Size, &c., of mail car or apartment.	Trips per week.
						Lbs.	Miles.			
49	Pa	8002	Philadelphia, Pottsville.	Philadelphia and Reading R. R.	93.10	3,447	25	apt., 14.9 by 8.6 (av.), 3 l.	35.85	
50	N. J.	7001	New York, N. Y., Easton, Pa.	do	73.94	3,412	22	apt., 15.6 (av.) by 7.5 l. to Elizabethport (n. o.), 10.62 m.; 2 l. residue, 63.32 m.	30.59	
51	Mass.	3055	Fitchburgh, Bellows Falls.	Cheshire R. R.	64.60	3,374	26	apt., 23.11 by 6.10, 1 l.	18	
52	Tex.	31006	Longview, Houston	International and Great Northern R. R.	236.23	3,294	20	apt., 21 by 9.5, 1 l.	9.45	
53	W. Va.	12015	Benwood Junction (n. o.), Wheeling.	Baltimore and Ohio R. R.	4	3,288	10	17.9 by 8.5, 2 l.	50	
54	N. J.	7013	Hoboken, N. J., Easton, Pa.	Delaware, Lackawanna and Western R. R.	84.24	3,229	26	apt., 12 by 8.6, 2 l. to Denville, 36.37 m.; 3 l. thence to Hackensacktown, 23.76 m.; 2 l. thence to Washington, 9.70 m.; 1 l. residue, 14.35 m.	29.67	
55	Nebr.	34029	Hastings, Oxford	Republican Valley R. R.	106.11	3,215	23	r. p. o., 40.2 by 9, 1 l.	7	
56	Pa	8063	Pittsburgh, Pa., Cumberland, Md.	Baltimore and Ohio R. R.	149.58	3,200	30	apt., 18 by 8.10, 1 l.	18.63	
57	Pa	8021	Williamsport, Pa., Elmira, N. Y.	Northern Central Rwy.	77.66	3,039	26	apt., 14.8 by 8.7, 1 l.	18	
58	Fla.	10018	Jacksonville, Palatka	Jacksonville, Tampa and Key West Rwy.	56.21	2,990	35	apt., 17.6 by 7.5, 2 l.	19	
59	Mo.	28018	Mount Pleasant, Saint Peters.	Saint Louis, Keokuk and Northwestern Rwy.	187.07	2,974	23	apt., 22 by 9, 1 l.	14.26	
60	N. Y.	6087	Utica, Watertown	Utica and Black River R. R.	91.79	2,964	28	apt., 18.6 by 6.6, 2 l. to Carthage, 17.67 m.; 1 l. residue, 74.10.	27.68	
61	N. J.	7018	Easton, Pa., Metuchen Station (n. o.), N. J.	Lehigh Valley R. R.	54.20	2,958	40	apt., 21.7 by 8.4 (av.), 1 l.	29	
62	N. J.	7028	Hoboken, Denville	Delaware, Lackawanna and Western R. R.	34.8	2,897	30	apt., 20.6 by 8.11, 1 l.	25.86	
63	Colo.	38001	Denver, El Moro	Denver and Rio Grande Rwy.	206.90	2,762	26	apt., 19.8 by 7.5, 2 l. to South Pueblo, 120.2 m.; 1 l. thence to Cucharas, 49.7 m.; no apt. residue.	19.8	
64	N. Y.	6006	Rouse's Point, Canada Line (n. o.).	Champlain and Saint Lawrence Rwy.	1.71	2,729	33	no apt.	12.5	
65	Me	11	Brunswick, Bath	Maine Central	9.17	2,697	22	apt., 15.3 by 6.8 (av.), 4 l.	23	
66	Pa	8041	Pittsburgh, Oil City	Allegheny Valley R. R.	132.61	2,690	24	apt., 16 by 8.9, 1 l.	19	
67	Tex.	31007	Palestine, Laredo	International and Great Northern R. R.	414.54	2,646	20	apt., 21 by 9.6, 1 l. to Taylor, 144.8 m.; 2 l. thence to San Antonio, 116.5 m.; 1 l. residue.	8.96	
68	Va.	11021	Hagerstown, Md., Roanoke, Va.	Shenandoah Valley R. R.	239.80	2,612	27	r. p. o., 44.5 by 9, 1 l. (40 fr. anth.)	14	
69	N. J.	7055	Rutherford Junction (n. o.), Ridgewood Junction (n. o.)	New York and Lake Erie and Western R. R.	9.98	2,607	39	apt., 16.6 by 6.10, 1 l.	12.5	
70	Pa	8019	Binghamton, N. Y., Washington, N. J.	Delaware, Lackawanna and Western R. R.	140.50	2,604	30	apt., 20.6 by 9, 1 l.	22.41	
71	Tex.	31022	Denson City, Gainesville.	Missouri Pacific Rwy.	40.51	2,549	15	apt., 22 by 9.6, 1 l. to Whitesboro, 25 m.; no clerk residue.	14	
72	Pa	8073	Allentown, Harrisburgh.	Philadelphia and Reading R. R.	90.4	2,443	26	apt., 14.4 by 8.6, 2 l.	30.58	
73	Colo.	38019	South Pueblo, Leadville.	Denver and Rio Grande Rwy.	158.92	2,442	24	apt., 19.8 by 7.5, 1 l.	14.2	

States and Territories in which the contract term expired June 30, 1885, &c.—Continued.

Pay per mile per annum for transportation.		Former pay per mile per annum for transportation.		Amount of annual pay for transportation.		Former amount of annual pay for transportation.		Date of adjustment or readjustment.	Remarks.
Dollars.	Dolla.	Dollars.	Dolla.	Dollars.	Dollars.	Dollars	Dollars.		
148 77		143 64		13,850 48		13,335 53		July 1, 1885	Weighed 30 days from Feb. 11, 1885. .26 m. increase.
147 92		136 80		10,937 20		10,123 20		July 1, 1885	Weighed 30 days from Feb. 11, 1885. .06 m. decrease.
147 06		141 08		9,500 07		9,105 30		July 1, 1885	Weighed 30 days from Feb. 11, 1885. .06 m. increase.
146 21		151 34		34,539 18		35,751 04		Mar. 1, 1885	Weighed 30 days from Mar. 11, 1885.
146 21				584 44				July 1, '85	Weighed 60 days from Jan. 8, 1885. New. Formerly part of route 10003.
145 35		123 12		12,244 28		10,371 82		July 1, '85	Weighed 30 days from Feb. 11, 1885.
145 35	25 00			15,423 08	2,632 75			Sept. 15, '84	Weighed 30 days from Jan. 21, 1885. New. Formerly part of route 34000.
145 35		111 15		21,741 45		16,708 05		July 1, '85	Weighed 30 days from Feb. 12, 1885. .74 m. decrease.
142 79		128 25		11,089 07		10,222 80		July 1, '85	Weighed 30 days from Feb. 11, 1885. 2.05 m. decrease.
141 93		111 15		7,977 88		6,247 74		Feb. 11, '85	Weighed 30 days from Feb. 11, 1885.
141 93		114 57		26,550 84		21,432 61		July 1, '84	Weighed 30 days from Aug. 12, 1884.
141 93		129 96		13,024 91		11,952 42		July 1, '85	Weighed 30 days from Feb. 11, 1885. .20 m. decrease.
141 08		92 34		7,646 53		4,986 36		July 1, '85	Weighed 30 days from Feb. 11, 1885. .20 m. increase.
140 22		121 41		4,809 54		4,148 57		July 1, '85	Weighed 30 days from Feb. 11, 1885. .13 m. increase.
138 51		130 82		28,657 71		27,066 65		July 15, 85	Weighed 30 days from July 15, 1885.
138 51		94 05		236 85		112 86		July 1, '85	Weighed 30 days from Feb. 11, 1885. .51 m. increase.
137 66		102 60		1,262 34		937 70		July 1, '85	Weighed 30 days from Feb. 11, 1885. .03 m. increase.
137 66		129 96		18,255 09		17,165 11		July 1, '85	Weighed 30 days from Feb. 11, 1885. .53 m. increase.
136 80		129 96		56,709 07		53,873 01		Mar. 1, '85	Weighed 30 days from Mar. 11, 1885.
136 80	25 00	129 11	25 00	32,804 64	5,995 00	30,972 19	5,997 25	July 1, '85	Weighed 30 days from Feb. 12, 1885. .09 m. decrease.
136 80		42 75		1,365 20		426 64		July 1, '85	Weighed 60 days from Jan. 8, 1885.
136 80		166 88		19,220 40		14,894 80		July 1, '85	4.06 m. decrease. Curtailed from May 13, 1885; weighed 30 days from Feb. 11, 1885.
135 95		103 40		5,507 33		4,191 16		Mar. 1, '85	Weighed 30 days from Mar. 11, 1885.
134 24		129 11		12,135 29		11,728 33		July 1, '85	Weighed 30 days from Feb. 11, 1885. .74 m. increase.
134 24		140 22		21,333 42		22,283 76		July 15, '85	Weighed 30 days from July 15, 1885.

REPORT OF THE POSTMASTER-GENERAL.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Lbs.		Feet and inches.	
74	N. Y.	6064	Syracuse, Oswego	Delaware, Lackawanna and Western R. R.	35.62	2,428	28	apt., 17 by 7, 2 1	19.94
75	N. Y.	6109	New Rochelle, Harlem River (n. o.).	New York, New Haven and Hartford R. R.	12.13	2,407	40	no apt	30
76	N. Y.	6063	Canandaigua, Elmira . .	Northern Central Rwy . .	69.99	2,367	26	apt., 14.8 by 8.7, 1 1 . .	18
77	Wyo.	37001	Granger, Wyo., Huntington, Oreg.	Oregon Short Line Rwy.	541.58	2,342	21	50.5 by 9.2 (not auth.), 1 1	7
78	N. Y.	6036	Rome, Ogdensburg	Rome, Watertown and Ogdensburg R. R.	142.27	2,258	30	apt., 24.8 by 7.4, 1 1 . . to DeKalb Junction, 122.8 m.; no apt. residue.	19.31
79	Nebr.	34016	Beatrice, Red Cloud . . .	Republican Valley R. R.	120.84	2,117	25	18.2 by 9, 1 1	13.44
80	N. H.	1012	Rochester, N. H., Worcester, Mass.	Worcester, Nashua and Rochester R. R.	95.04	2,103	25	apt., 15.2 by 8.9 (av.); 1 1 . . Rochester to Nashua, 48.47 m.; 2 1 . residue, 46.57 m.	11.93
81	N. Y.	6028	Albany, Binghamton . . .	Delaware and Hudson Canal Co.	143.22	2,087	25	apt., 17.5 by 8.10 (av.); 1 1	22.79
82	Nebr.	34026	Wymore, Table Rock . .	Republican Valley R. R.	49.42	2,050	26	apt., 8.3 by 7; 1 1	13
83	Me . . .	7	Portland, Me., Norton Mills, Vt. (Canada line).	Grand Trunk Rwy. Co. of Canada.	163.73	1,963	21	apt., 19 by 7.5, 2 1 . . to Gorham, 91.87 m.; 1 1 . thence to Island Pond, 57.75 m.; no apt. residue, 16.11 m.	11.16
84	Colo.	38007	Denver, Cheyenne	Denver Pacific Rwy. and Telegraph Co.	106.86	1,944	26	r. p. o., 59.9 by 9.3 (40 ft. auth.), 11, 46.20 m.; apt., 25 by 9; 1 1	31.52
85	Pa	8030	Harrisburgh, Pa., Martinsburgh, W. Va.	Cumberland Valley R. R.	94.87	1,942	28	apt., 24 by 8.8, 2 1 . . to Chambersburgh, 52.36 m.; 3 1 . thence to South Pennsylvania Junction (n. o.), 7.10 m.; 2 1 . residue, 35.41 m.	23.44
86	Me . . .	8	Portland, Rochester . . .	Portland and Rochester R. R.	55	1,941	23	apt., 15.4 by 8.9 (av.); 1 1	15
87	Tex . . .	31028	Whitesberough, Taylor.	Missouri Pacific Rwy . . .	234.43	1,937	21	22 by 9.6, 1 1	8.07
88	Utah	41003	Ogden City, Butte City	Union Pacific Rwy	417.27	1,923	19	r. p. o., 40 by 7.5, 1 1 . (not auth.), 409.4 m.; no apt. residue.	7
89	Va	11006	Richmond, North Danville.	Richmond and Danville R. R.	140.71	1,904	26	r. p. o., 41.6 by 8.11, 1 1	14
90	N. Y.	6065	Syracuse, Binghamton	Syracuse, Binghamton and New York R. R.	80.2	1,880	28	apt., 17 by 7, 2 1	19.88
91	Ill	23021	Debnque, Iowa, Centralia, Ill.	Illinois Central R. R.	345.14	3,794	26	r. p. o., 35.4 by 9.5, 11, 41.3 by 9.5, 11, 69.56 m.; 41.3 by 9.5, 1 1 . . 12.56 m.; apt., 31.5 by 9.11; 27.5 by 9.11	13.20
92	Colo.	38017	Julesburgh, La Salle Station (n. o.).	Colorado Central R. R.	151.16	1,850	30	r. p. o., 50.9 by 9.3, 1 1 . (40 ft. auth.),	7
93	Pa	8003	Philadelphia, West Chester.	Philadelphia, Wilmington and Baltimore R. R.	27.81	1,850	20	apt., 8 by 6.1, 4 1 . . to Wawa, 18.10 m.; 2 1 . residue, 9.71 m.	35.41
94	Mass . .	3049	South Framingham, Lowell	Old Colony R. R.	29.44	1,841	28	apt., 12.7 by 6.7 (av.), 2 1	12
95	Va	11005	Newport News, Va., Huntington, W. Va.	Chesapeake and Ohio Rwy.	406.18	1,781	28	apt., 20 by 8.7, 1 1	19.92
96	N. Y.	6065	Rochester, Corning	New York, Lake Erie and Western R. R.	94.97	1,738	28	apt., 14.6 by 9.4, 1 1 . . .	25
97	R. I. . . .	4001	Providence, R. I., Worcester, Mass.	Providence and Worcester R. R.	43.92	1,692	24	apt., 16.4 by 6.8, 2 1	35.85
98	Kans . .	33012	Atchison, Kans., Columbus, Nebr.	Burlington and Missouri R. R. in Nebr.	221.36	1,641	. . . . .	apt., 19 by 9, 1 1	8.64

States and Territories in which the contract term expired June 30, 1885, &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.
Dollars.	Dolls.	Dollars.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.						
134 24	94 91	.....	4,781 62	.....	3,378 79	.....	July 1, '85	Weighted 30 days from Feb. 11, 1885. .02 m. increase.	
133 38	148 77	.....	1,617 89	.....	1,765 90	.....	July 1, '85	Weighted 30 days from Feb. 11, 1885. .26 m. increase.	
133 38	111 15	.....	9,335 26	.....	7,757 15	.....	July 1, '85	Weighted 30 days from Feb. 11, 1885. .20 m. increase.	
132 53	112 01	.....	71,775 59	.....	58,279 92	.....	Apr. 15, '85	Weighted 30 days from Apr. 15, 1885. 21.27 m. from Dec. 1, 1884.	
131 67	122 27	.....	18,732 69	.....	17,361 11	.....	July 1, '85	Weighted 30 days from Mar. 20, 1885. .28 m. increase.	
129 11	48 74	.....	15,601 65	.....	5,889 74	.....	Jan. 15, '85	Weighted 30 days from Jan. 21, 1885.	
129 11	105 17	.....	12,270 61	.....	11,332 72	.....	July 1, '85	Weighted 30 days from Feb. 11, 1885. .72 miles increase. Covers route 3066 from July 1, 1885. Formerly \$131.67 for 46.93 m.	
129 11	102 60	.....	18,491 13	.....	14,695 39	.....	July 1, '85	Weighted 30 days from Feb. 11, 1885. .01 m. decrease.	
128 25	42 75	.....	5,183 86	.....	1,727 95	.....	Jan. 15, '85	Weighted 30 days from Jan. 21, 1885.	
126 54	99 18	.....	20,971 47	.....	16,419 24	.....	July 1, '85	Weighted 30 days from Feb. 11, 1885. .18 m. increase.	
125 69	25 00	98 33	25 00	13,431 23	1,155 00	10,507 54	1,155 00	Apr. 1, '84	Weighted 30 days from April 16, 1884.				
125 69	97 47	.....	11,924 21	.....	9,223 58	.....	July 1, '85	Weighted 30 days from Feb. 11, 1885. .34 m. increase.	
125 69	119 70	.....	6,912 95	.....	6,583 50	.....	July 1, '85	Weighted 30 days from Feb. 11, 1885.	
124 83	129 96	.....	20,263 89	.....	30,466 52	.....	Mar. 1, '85	Weighted 30 days from Mar. 11, 1885.	
124 83	130 82	.....	52,087 81	.....	54,587 26	.....	July 1, '85	Weighted 30 days from July 1, 1885.	
123 98	25 00	215 46	25 00	17,445 22	3,517 75	30,293 67	3,515 00	July 1, '85	Weighted 30 days from May 6, 1885. .11 m. increase.				
123 12	82 94	.....	9,886 53	.....	6,669 91	.....	July 1, '85	Weighted 30 days from Feb. 11, 1885. .01 m. decrease.	
122 44	47 00	110 13	47 00	42,258 94	3,582 07	38,019 26	3,582 07	Nov. 3, '84	Weighted 30 days from Nov. 11, 1884. r. p. o., \$25 for 12.51 m. Former r. p. o., \$25 for 12.51 m.				
121 41	25 00	127 40	25 00	18,332 33	3,770 00	19,257 78	3,770 00	Apr. 1, '84	Weighted 30 days from Apr. 16, 1884.				
121 41	116 28	.....	3,376 41	.....	3,192 35	.....	July 1, '85	Weighted 30 days from Feb. 11, 1885. 1.13 m. increase.	
121 41	99 18	.....	3,574 31	.....	3,099 12	.....	July 1, '85	Weighted 30 days from Feb. 11, 1885. .30 m. decrease.	
118 85	100 02	.....	58,970 09	.....	52,296 48	.....	July 1, '85	Weighted 30 days from Feb. 12, 1885. 2.91 m. increase.	
116 28	86 36	.....	11,943 11	.....	8,528 39	.....	July 1, '85	Weighted 30 days from Feb. 11, 1885. Covers part of route No. 6007. Former transportation, \$90.63 for 75.91 m.	
114 57	98 33	.....	5,031 91	.....	4,318 65	.....	July 1, '85	Weighted 30 days from Feb. 11, 1885.	
112 86	73 53	.....	24,982 68	.....	16,270 60	.....	Jan. 15, '85	Weighted 30 days from Jan. 21, 1885.	

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Lbs.			
99	Wyo.	37001	Granger, Weiser	Oregon Short Line Rwy.	520.31	1,636.12		Fret and inches. 50.5 by 9, 11	7
100	Conn.	5012	Bridgeport, Conn., Pittsfield, Mass.	Housatonic R. R.	110.55	1,623	27	apt., 14.7 by 6, 2 1 ..	12.84
101	Me.	15	Woolwich, Rockland ..	Knox and Lincoln R. R..	49.11	1,578	21	apt., 15.4 by 6.8 (av.), 2 1.	13
102	Wash. Ter.	43001	Portland, Tacoma	Northern Pacific R. R. .	145.5	2,565	20	apt., 22.6 by 9, 11 . . .	7
103	Minn.	26035	Junction (n. o.), Bound- ary Line (n. o.).	Saint Paul, Minneapolis and Manitoba Rwy.	2.63	2,496	20	apt., 40 by 8.9 (r. p. o. not authorized).	6
104	Conn.	5010	New Haven, Conn., Williamsburgh, Mass.	New Haven and North- ampton Co.	85.52	1,539	28	apt., 19.11 by 10.2 (av.), 2 1.	19.08
105	Del.	9502	Delmar, Del., Crisfield, Md.	New York, Philadelphia and Norfolk R. R.	38.23	1,534	13	apt., 20 by 8.4, 11	9
106	N. Y.	6008	Buffalo, Suspension Bridge.	New York, Lake Erie and Western R. R.	25.69	1,522	28	no apt.	22
107	N. Y.	6058	Buffalo, N. Y., Em- porium, Pa.	Buffalo, New York and Philadelphia R. R.	121.37	1,492	35	apt., 19.8 by 9.7, 1 1. to Hinesdale, 62.97 m.; 2 l. thence to Olean, 6.96 m.; 1 l. residue, 51.62 m.	12.84
108	N. Y.	6022	New York, Chatham...	New York Central and Hudson River R. R.	130.98	1,469	28	apt., 20.4 by 8.5, 2 1 . .	18.12
109	N. Y.	6088	Carthage, Ogdens- burgh.	Utica and Black River R. R.	60.77	1,458	28	apt., 18.6 by 6.6, 1 1 . .	12
110	Pa.	8017	Scranton, Northum- berland.	Delaware, Lackawanna and Western R. R.	80.48	1,449	30	apt., 16.10 by 8.8, 11 . .	24
111	Oreg.	44003	Umatilla, Huntington..	Oregon Rwy. and Navi- gation Co.	217.84	1,448	16	apt., 24.11 by 9, 11 . . .	7
112	Conn.	5013	South Norwalk, Dan- bury.	Danbury and Norwalk R. R.	23.6	1,435	19	apt., 11.6 by 6, 2 1	31
113	Pa.	8065	Corning, N. Y., An- trin, Pa.	Fall Brook Coal Co.	51	1,423	20	apt., 15 by 9.1, 11	15.23
114	N. Y.	6129	New York, Albany	New York, West Shore and Buffalo Rwy.	142.27	1,403	25	apt., 21 by 9, 2 1	25.05
115	Pa.	8022	Williamsport, Erie	Pennsylvania R. R.	247.06	1,383	25	apt., 15 by 8.8, 2 1. to Lock Haven, 24.5 m.; 1 l. thence to Sheffield, 144.3 m.; 2 l. residue, 78.8 m.	18.56
116	N. Y.	6053	Rouse's Point, Ogdens- burgh.	Ogdensburgh and Lake Champlain R. R.	118.16	1,381	35	apt., 13.1 by 6.10, 11 . .	12
117	Mont.	38001	Silver Bow, Garrison ..	Utah and Northern Rwy.	44.32	1,343	22	40 by 7.5, 1 1. (not authorized).	7
118	Mass.	3051	New Bedford, Fitch- burgh.	Old Colony R. R.	93.64	1,330	21	apt., 13.2 by 6.7 (av.), 2 l. 32.26 m.; no apt., 20.91; 1 l. residue.	23.92
119	Conn.	5001	Norwich, Conn., Wor- cester, Mass.	New York and New England R. R.	59.03	1,313	23	apt., 16.4 by 6.8, 1 1 . .	24.83
120	Pa.	8044	Erie, Homewood	Pennsylvania Co.	112.95	1,305	27	apt., 20 by 8.7, 11 . . .	12
121	N. Y.	6061	Buffalo, N. Y., Corry, Pa.	Buffalo, New York and Philadelphia R. R.	94.12	1,300	35	apt., 18 by 9, 1 1	19
122	Nebr.	34006	Crete, Beatrice	Omaha and Southwestern R. R.	30.66	1,275	23	apt., 18.2 by 9, 1 1 . . .	13
123	Tex.	31011	Whitaborough, Tex- arkana.	Texas and Pacific Rwy. .	173.67	1,269	10	apt., 21 by 9.6, 1 1 . . .	7
124	Minn.	26010	Hastings, Minn., Ips- wich, Dak.	Chicago, Milwaukee and Saint Paul Rwy.	330.24	1,826	24	apt., 20.9 by 9.3, 11 . .	9.6
125	Pa.	8055	Pittsburgh, Washing- ton.	Pittsburgh, Cincinnati and Saint Louis Rwy.	22 0	1,249	20	apt., 15 by 9.1, 2 1	24

States and Territories in which the contract term expired June 30, 1885, &c.—Continued.

Pay per mile per annum for transportation.		Former pay per mile per annum for transportation.		Amount of annual pay for transportation.		Former amount of annual pay for transportation.		Date of adjustment.		Remarks.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
112 01				58,279 92				Mar. 19, '84		Weighed 30 days from Apr. 16, 1884; 147.78 m. from Dec. 1, 1882; 175.27 m. from May 21, 1883; 71.33 m. from Sept. 1, 1883; 104.05 m. from Jan. 25, 1884; 21.88 m. from Mar. 19, 1884. New.
112 01		100 89		12,382 70		11,153 38		July 1, '85		Weighed 30 days from Feb. 11, 1885.
109 44		89 78		5,374 59		4,386 65		July 1, '85		Weighed 30 days from Feb. 11, 1885. .25 m. increase.
108 76		61 56		15,824 58		6,463 80		Nov. 20, '84		Weighed 30 days from Apr. 1, 1885. 40.5 m. from Sept 20, 1884.
108 08				284 25				July 20, '84		Weighed 30 days from Apr. 15, 1885. New.
107 73		101 75		9,213 06		8,666 04		July 1, '85		Weighed 30 days from Feb. 11, 1885. .35 m. increase.
107 73		82 94		4,118 51		3,151 72		July 1, '85		Weighed 30 days from Feb. 11, 1885. .23 m. increase.
107 73		75 24		2,767 58		1,935 17		July 1, '85		Weighed 30 days from Feb. 11, 1885. .03 m. decrease.
106 02		76 95		12,867 64		9,407 14		July 1, '85		Weighed 30 days from Feb. 11, 1885. .88 m. decrease.
105 17		97 47		13,775 16		12,719 83		July 1, '85		Weighed 30 days from Feb. 11, 1885. .48 m. increase.
104 31		93 20		6,338 91		5,663 76		July 1, '85		Weighed 30 days from Feb. 11, 1885.
104 31		89 78		8,394 86		7,262 30		July 1, '85		Weighed 30 days from Feb. 11, 1885. .41 m. decrease.
104 31		78 66		22,722 89		3,488 57		May 6, '85		Weighed 30 days from May 6, 1885. 126.50 m. from Sept. 20, 1884; 46.99 m. from Dec. 1, 1884.
103 46		96 62		2,441 65		2,281 19		July 1, '85		Weighed 30 days from Feb. 11, 1885. .01 m. decrease.
103 46		68 40		5,276 46		3,584 16		July 1, '85		Weighed 30 days from Feb. 11, 1885. 1.4 m. decrease.
102 66		102 60		14,590 90		14,590 90		July 1, '85		Service established Oct. 1, 1883. 147.4 m. from Oct. 1, 1883; 142.27 m. from May 26, 1884. Weighed 60 days from Jan. 8, 1885.
101 75		176 13	25	25,193 30		26,503 67	905 25	July 1, '85		40.01 m. decrease. Curtailed. See route 8006. \$78.66 formerly on 247.8 m.; \$25 r. p. o. formerly on 39.81 m. Weighed 30 days from Feb. 11, 1885.
101 75		90 63		12,124 53		10,810 34		July 1, '85		Weighed 30 days from Feb. 11, 1885, and Aug. 5, 1885. .12 m. decrease.
100 04		120 56		4,433 77		5,303 21		July 1, '85		Weighed 30 days from July 1, 1885.
99 18		80 37		9,287 21		7,455 92		July 1, '85		Weighed 30 days from Feb. 11, 1885. .87 m. increase.
98 33		88 07		5,868 33		5,344 96		July 1, '85		Weighed 30 days from Feb. 11, 1885. 1.61 m. decrease.
98 33		83 79		11,196 37		8,250 89		July 1, '85		Weighed 30 days from Feb. 11, 1885. 14.48 m. increase; formerly route No. 8020.
98 33		78 66		9,254 81		7,386 96		July 1, '85		Weighed 30 days from Feb. 11, 1885. .21 m. increase.
96 62		70 97		2,962 36		2,175 94		Jan. 15, '85		Weighed 30 days from Jan. 21, 1885.
96 62		84 65		16,779 09		14,701 16		Mar. 1, '85		Weighed 30 days from Mar. 11, 1885.
96 45		71 14		36,009 26		24,218 17		Apr. 15, '85		Weighed 30 days from Apr. 15, 1885. Formerly \$120.56 for 136.44 m.; \$96.45 for 262.80 m.; L. G.; \$88.92 for 119.11 m.; 26.33 m. from June 10, 1884.
95 79		92 34		2,192 90		2,114 58		July 1, '85		Weighed 30 days from Feb. 11, 1885. Exp. 8.5 m. not included.

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

Order.	State.	Number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Average weight of mails whole distance per day.			
126	N. Y.	6041	Utica, Norwich.....	Delaware, Lackawanna and Western R. R.	53.99	Lbs. 1242	30	apt., 17 by 7.2, 1 1	25.62
127	Va.	11611	Petersburgh, Norfolk..	Norfolk and Western R. R.	82.18	1236	28	apt., 15 by 8.5, 1 1	13
128	Kans.	33042	Wichita, Kingman.....	Wichita and Western R. R.	45.80	1206	22	apt., 12 by 7.7, 1 1	7
129	N. Y.	6073	Rondout, Hobart.....	Ulster and Delaware R. R.	78.36	1,203	20	apt., 20 by 8.10, 2 1	12
130	N. Y.	6038	Oswego, Suspension Bridge.	Rome, Watertown and Ogdensburg R. R.	151.13	1,201	30	apt., 22.11 by 6.10, 11; 11.9 by 7, 1 1	12
131	W. Va.	12001	Harper's Ferry, Lexington.	Baltimore and Ohio R. R.	165.54	1,176	22	apt., 21 by 9.1, 1 1	14.52
132	N. Y.	6020	Albany Junction (n. o.), Troy.	Delaware and Hudson Canal Company.	5.81	1,161	20	apt., 14 by 6.8, 1 1	30
133	Md.	10015	Peninsula Junction (Md.), Cape Charles, Va.	New York, Philadelphia and Norfolk R. R.	73.32	1,155	15	apt., 8.6 by 6.8, 1 1	6
134	Mass.	3057	Worcester, Winchendon	Fitchburgh R. R.	37.67	1,104	20	apt., 11.2 by 6.7 (av.), 2 1	16.31
135	Conn.	5018	Hartford, Conn., Rhinecliff, N. Y.	Hartford and Connecticut Western R. R.	110.75	1,101	26	apt., 13.3 by 6.9, 2 1	13
136	N. J.	7008	Trenton, Manunka Chunk (n. o.).	Pennsylvania R. R.	67.08	1,081	28	apt., 15.5 by 8.4, 1 1	16.47
137	N. Y.	6006	Dansville, Attica.....	New York, Lake Erie and Western R. R.	65.18	1,078	27	apt., 15.6 by 9.2, 1 1	12.07
138	N. Y.	6110	De Kalb Junction, Norwood.	Rome, Watertown and Ogdensburg R. R.	25.48	1,073	30	apt., 24.8 by 7.4, 1 1	18
139	Pa.	8025	Irvine, Corry.....	Buffalo, New York and Philadelphia R. R.	95.13	1,069	35	apt., 18 by 9, 1 1	21.31
140	Wis.	25016	Milwaukee, Pike.....	Milwaukee and Northern and Wisconsin and Michigan R. R.'s.	188.13	1,066	25	apt., 23.1 by 9.1, 1 1	9.68
141	N. Y.	6103	Corning, Geneva.....	Fall Brook Coal Co.	57.76	1,066	21	apt., 11 by 7.3, 1 1	10.73
142	Kans.	33035	Wellington, Attica....	Southern Kansas Rwy.	47.34	1,062	20	apt., 22 by 8.9, 1 1	7
143	N. H.	1014	Conway Junction (n. o.), Me., North Conway, N. H.	Boston and Maine R. R.	71.81	1,052	22	apt., 19.5 by 8.5, 1 1	8.53
144	N. Y.	6107	Mechanicsville, Eagle Bridge.	Boston, Hoosac Tunnel and Western Rwy. Co.	20.77	1,050	25	apt., 16 by 7, 1 1	12
145	N. Y.	6034	Oswego, Richland.....	Rome, Watertown and Ogdensburg R. R.	29.02	1,040	30	apt., 22.11 by 6.10, 1 1, for 24.51 m.; 2 1, residue 4.51 m.	20.33
146	N. Y.	6040	Chenango Forks, Norwich.	Delaware, Lackawanna and Western R. R.	30.31	1,036	30	apt., 17 by 7.2, 1 1	12.5
147	N. J.	7041	Cauden, Cape May....	West Jersey R. R.	81.74	1,025	28	apt., 14.5 by 8.4, 4 1, 17.54 m.; 2 1, residue, 64.26 m.	21.18
148	Vt.	2069	Richford, Newport....	Southeastern Rwy., W. C. Van Horn, William Farwell and William K. Blodgett, trustees.	31.57	1,022	23	apt., 17 by 7.1, 1 1	12
149	Fla.	16067	Sanford, Tampa.....	South Florida R. R.	116.39	1,017	21	apt., 7.8 by 5.4, 1 1	7.01
150	Mass.	3063	Lawrence, Mass., Manchester, N. H.	Manchester and Lawrence R. R.	27.07	1,013	23	apt., 10 by 6.9, 2 1	18
151	N. H.	1011	Nashua, Keene.....	Boston and Lowell R. R. Corporation.	55.81	1,012	23	apt., 14.2 by 7, 1 1	13.66
152	Ala.	17002	Montgomery, Selma....	Louisville and Nashville R. R.	51.23	1,007	16	apt., 13.1 by 8.9, 1 1	7
153	N. Y.	6015	Tomwanda, Lockport Junction (n. o.)	New York Central and Hudson River R. R.	12.16	981	26	no apt.	24

ADJUSTMENT OF PAY ON RAILROADS.

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States and Territories in which the contract term expired June 30, 1885, &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.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
95 76	82 08	.....	5, 170 08	.....	4, 431 50	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885.
94 91	102 60	.....	7, 799 70	.....	8, 427 56	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, .04 m. increase.
94 05	4, 815 94	.....	.....	.....	Aug. 1, '84	Weighed 30 days from Apr. 15, 1885, 26.7 m. from Apr. 1, 1884; 19.19 m. from Aug. 1, 1884. New.
94 05	71 82	.....	7, 369 75	.....	5, 609 21	.....	July 1, '85	1.01 m. increase \$86.96 formerly on 3.71 m. Weighed 30 days from Feb. 11, and Aug. 5, 1885.
94 05	78 66	.....	14, 213 77	.....	11, 212 20	.....	July 1, '85	Weighed 30 days from Mar. 26, 1885, .13 m. decrease. 8.46 m. from Apr. 28, 1884.
92 34	110 80	.....	15, 285 96	.....	17, 616 62	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, \$99.18 formerly for 62.41 m.
92 34	117 14	.....	536 49	.....	680 58	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, .39 m. decrease.
91 49	42 75	.....	6, 708 04	.....	416 81	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, 63.25 m. from Dec. 10, 1884, .32 m. increase.
89 78	78 66	.....	3, 382 01	.....	2, 982 78	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, .25 m. decrease.
89 78	77 81	.....	9, 943 13	.....	5, 441 25	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. Curtailed and extended to cover portion of route 6079 and all of 6097 from July 1, 1885. Formerly \$19.59 for 35.70 m., and \$42.75 for 6.82 m.
88 92	80 37	.....	6, 028 77	.....	5, 453 10	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, .95 m. decrease.
88 07	71 82	.....	5, 740 40	.....	5, 345 72	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. Covers part of route No. 6007, \$90.63 formerly on 35.00 m.
88 07	54 72	.....	2, 244 02	.....	1, 346 65	.....	July 1, '85	Weighed 30 days from Mar. 26, 1885, .87 m. increase.
88 07	61 56	.....	8, 378 09	.....	5, 855 58	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, .01 m. increase.
88 07	94 91	.....	16, 392 46	.....	15, 801 56	.....	Mar. 18, '85	Weighed 30 days from Mar. 18, 1885, 19.61 m. from Feb. 9, 1885.
88 07	76 10	.....	5, 086 92	.....	4, 432 82	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, .49 m. decrease.
88 07	43 61	.....	4, 169 23	.....	1, 565 16	.....	May 22, '85	Weighed 30 days from May 22, 1885, 11.45 m. from Jan. 12, 1885.
87 21	82 94	.....	6, 262 55	.....	5, 806 20	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, .72 m. increase.
87 21	76 10	.....	1, 811 35	.....	1, 557 76	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, .3 m. increase.
87 21	80 37	.....	2, 530 83	.....	2, 333 14	.....	July 1, '85	Weighed 30 days from Mar. 26, 1885, .01 m. decrease.
86 36	75 24	.....	2, 617 57	.....	2, 281 27	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, .01 m. decrease.
86 36	78 66	.....	7, 059 06	.....	6, 383 25	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, .59 m. increase.
86 36	70 11	.....	2, 726 38	.....	2, 243 52	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, and Aug. 3, 1885, .43 m. decrease.
85 50	59 85	.....	9, 951 34	.....	6, 965 94	.....	Apr. 1, '85	Weighed 30 days from April 1, 1885.
85 50	135 95	.....	2, 314 48	.....	3, 678 80	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, .01 m. increase.
85 50	72 68	.....	4, 771 75	.....	3, 181 67	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885, .16 m. increase, \$42.75 formerly on 29.61 m.
85 50	64 98	.....	4, 380 10	.....	3, 287 33	.....	July 1, '84	Weighed 30 days from Mar. 19, 1884, .64 m. decrease.
84 65	48 74	.....	1, 029 34	.....	1, 072 28	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. Curtailed, 9.61 m. decrease.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail car or apartment.	Trips per week.
					Miles.	Lbs.			
154	N. J.	7005	Camden, Monmouth Junction.	Pennsylvania R. R.	53.23	969	25	apt., 8 by 6, 21, 47 57 m.; 31 residue, 5.60 m.	19.36
155	Va.	11015	Portsmouth, Weldon	Seaboard and Roanoke R. R.	78.98	957	25	apt., 12.6 by 9.6, 11.	12
156	Pa.	8081	Pittsburgh, West Brownsville.	Pennsylvania R. R.	54.42	953	18	apt., 15.6 by 8.3, 11.	18
157	Pa.	8008	Chester, Pa., Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R.	58.74	945	21	apt., 8.2 by 6.5 (av.), 21.50 4 m.; no apt. residue, 8.34 m.	15.16
158	Va.	11023	Richmond, Lynchburgh	Richmond and Allegheny R. R.	147.07	942	27	apt., 16.2 by 8.2, 11.	18
159	Pa.	8027	Lancaster, Middletown	Pennsylvania R. R.	30.98	938	19	apt., 15 by 8.6, 11., 11.4 m.; no apt. residue.	23.23
60	N. Y.	6075	Elmira, Cortland	Elmira, Cortland and Northern R. R.	70.91	932	25	apt., 16 by 8.11, 11.	7.21
161	N. Y.	6080	Canastota, Cortland	do	49.27	931	25	do	10.23
162	Colo.	38005	Denver, Leadville	Denver, South Park and Pacific R. R.	151.98	920	17	apt., 15 by 5 (av.), 11.	11.4
163	N. Y.	6098	Whitehall, Castleton	Delaware and Hudson Canal Co.	14.35	929	28	apt., 20 by 8 11, 11.	15.5
164	Colo.	38020	Golden, Silver Plume	Colorado Central R. R.	39.53	902	12	apt., 16.3 by 7.5, 11., to Georgetown, 35.12 m.; no apt. residue, 4.41 m.	12.3
165	N. J.	7051	Glassborough, Bridgeton.	West Jersey R. R.	20.2	897	27	apt., 15.1 by 8.2, 2 1.	18
166	Pa.	8018	Scranton, Carbondale	Delaware and Hudson Canal Co.	17.45	890	20	apt., 10.4 by 6.9, 8 1.	24
167	Tex.	31039	San Antonio, El Paso	Galveston, Harrisburgh and San Antonio Rwy.	634.28	883	22	apt., 37.1 by 9, 11, 170.90 m.; no apt. residue.	7
168	N. Y.	6024	Eagle Bridge, N. Y., Rutland, Vt.	Delaware and Hudson Canal Co.	62.86	883	25	apt., 14 by 6.8, 11	13.67
169	Pa.	8024	Bradford, Pa., Carlisle, N. Y.	New York, Lake Erie and Western R. R.	11.58	879	22	no apt	26
170	Me.	3	Farmington, Brunswick.	Maine Central R. R.	67.65	870	21	apt., 19.2 by 7.9, 11., 36.39 m.; 2 1., 15.06 m.	10.43
171	R. I.	4063	Providence, R. I., Willimantic, Conn.	New York and New England R. R.	58.61	862	23	apt., 14.2 by 6.8, 11.	19.26
172	Va.	11012	Petersburgh, Lynchburgh.	Norfolk and Western R. R.	123.70	857	28	apt., 15.1 by 8.5, 11.	7
173	N. J.	7047	Jamesburgh, South Amboy.	Pennsylvania R. R.	13.63	853	25	apt., 8 by 6, 2 1.	12
174	N. Y.	6072	Lyons, N. Y., Sayre, Pa.	Geneva, Ithaca and Sayre R. R.	92.58	848	27	apt., 15 by 8.8, 11	10.77
175	N. H.	1002	Concord, Portsmouth	Concord R. R. Corporation.	59.10	847	22	apt., 15 by 6, 1 1.; 10 by 6, 1 1., 40.0 m.; no apt. residue.	10.14
176	Mass.	3044	South Braintree, Fall River.	Old Colony R. R.	35.17	847	20	no apt	33.22
177	N. J.	7037	Jersey City, N. J., Middletown, N. Y.	New York, Susquehanna and Western R. R.	88.40	825	25	apt., 14.1 by 6.10, 21., 9.5 m.; 1 1. residue, 78.9 m.	16.4
178	Me.	24	Bangor, Bar Harbor	Maine Central R. R.	50.23	832	16	apt., 16 by 6.7, 1 1.	16
179	Pa.	8104	Greensburg, Fairchance.	Pennsylvania R. R.	44.72	814	21	apt., 15 by 8.6, 11.	18.09
180	Md.	10017	Baltimore, Md., Harper's Ferry, W. Va.	Baltimore and Ohio R. R.	81.13	813	23	apt., 19.5 by 8.9, 1 1.	19.28
181	N. Y.	6095	Saratoga Springs, North Creek.	Adirondack Rwy.	58.72	808	25	apt., 13.5 by 5.7, 1 1.	6
182	Pa.	8150	Williamsport, Stokesdale Junction (n. o.).	Fall Brook Coal Co.	78.52	803	30	apt., 11 by 7.3, 1 1.	12
183	Md.	10020	Valley Junction (n. o.), Pa., Glyndon, Md.	Baltimore and Hanover R. R.	20.32	790	22	apt., 17.3 by 8.6, 2 1.	12
184	W. Va.	12006	Clarksburgh, Weston	Clarksburgh, Weston and Glenville R. R. and Transportation Co.	27.07	787	18	apt., 10 by 6, 1 1.	18

States and Territories in which the contract term expired June 30, 1885, &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.
Dollars. Do.	Dollars. Dols.	Dollars. Dols.	Dollars. Dols.	Dollars.	Dollars.	Dollars.	Dollars.		
88 79	70 11	4,460 14		8,738 26				July 1, '85	Weighed 30 days from Feb. 11, 1885. .09 m. decrease.
82 94	67 55	6,550 60		5,357 39				July 1, '85	Weighed 30 days from Feb. 12, 1885. .33 m. decrease.
82 94	60 71	4,513 59		2,897 15				July 1, '85	Weighed 30 days from Feb. 11, 1885. .2 m. decrease. \$42.75 formerly on 23 32 m.
82 94	85 50	4,871 59		5,073 57				July 1, '85	Weighed 30 days from Feb. 11, 1885. .6 m. decrease.
82 94	59 85	12,197 98		8,827 87				July 1, '85	Weighed 30 days from Feb. 12, 1885. .43 m. decrease.
82 08	74 39	2,542 83		2,353 69				July 1, '85	Weighed 60 days from Jan. 8, 1885. .66 m. decrease.
82 08	76 10	5,820 29		5,400 05				July 1, '85	Weighed 30 days from Feb. 11, 1885. .05 m. decrease.
82 08	65 84	4,044 08		3,231 42				July 1, '85	Weighed 30 days from Feb. 11, 1885. .19 m. decrease.
82 08	88 07	12,474 51		13,384 88				July 15, '85	Weighed 30 days from July 15, 1885.
82 08	66 69	1,177 84		956 33				July 1, '85	Weighed 30 days from Feb. 11, 1885. .01 m. increase.
81 23		3,211 02		2,702 48				July 15, '85	Weighed 30 days from July 15, 1885. 8.31 m. from Aug. 20, 1884; 3.90 m. decrease from Dec. 1, 1884. Curtailed to end at Silver Plume.
80 87	74 39	1,623 47		1,564 42				July 1, '85	Weighed 30 days from Feb. 11, 1885. .83 m. decrease.
80 37	64 13	1,402 45		1,124 76				July 1, '85	Weighed 30 days from Feb. 11, 1885. .12 m. decrease.
80 37	96 62	50,977 08		9,190 49				Feb. 11, '85	Weighed 30 days from Feb. 11, 1885. 39.5 m. from July 1, '82; 37.5 m. from Sept. 18, '82; 462.16 m. from Oct. 1, '83.
80 37	68 40	5,053 66		4,300 30				July 1, '85	Weighed 30 days from Feb. 11, 1885. .01 m. increase.
79 52	70 97	920 84		823 26				July 1, '85	Weighed 30 days from Feb. 11, 1885. .02 m. decrease.
79 52	73 53	5,379 52		4,091 95				July 1, '85	Weighed 30 days from Feb. 11, 1885. .24 m. decrease.
79 52	132 53	4,660 66		7,767 58				July 1, '85	Weighed 30 days from Feb. 11, 1885. Formerly part of route No. 5007.
78 66	53 87	9,730 24		6,668 56				July 1, '85	Weighed 30 days from Feb. 11, 1885. .09 m. decrease.
78 66	56 43	1,072 13		801 30				July 1, '85	Weighed 30 days from Feb. 11, 1885. .57 m. decrease.
78 66	75 24	7,282 34		6,968 72				July 1, '85	Weighed 30 days from Feb. 11, 1885. .04 m. decrease.
78 66	78 66	4,653 52		4,692 85				July 1, '85	Weighed 30 days from Aug. 5, 1885. .50 m. decrease.
78 66	68 40	2,766 47		2,355 01				July 1, '85	Weighed 30 days from Feb. 11, 1885. .74 m. increase.
77 81	60 71	6,878 40		5,366 76				July 1, '85	Weighed 30 days from Feb. 11, 1885. .36 m. increase.
76 95		3,865 19						July 1, '84	Weighed 30 days from Aug. 24, 1884. New.
76 95	64 13	3,441 20		2,820 41				July 1, '85	Weighed 30 days from Feb. 11, 1885. .6 m. increase.
76 95	70 11	6,242 95		5,688 02				July 1, '85	Weighed 30 days from Feb. 11, 1885.
76 95	72 68	4,518 50		4,212 53				July 1, '85	Weighed 30 days from Feb. 11, 1885. .76 m. increase.
76 95	63 27	6,042 11		4,907 96				July 1, '85	Weighed 30 days from Feb. 11, 1885.
76 10	72 68	1,549 35		1,475 40				July 1, '85	Weighed 30 days from Feb. 11, 1885. Lap for 7.2 m. .02 m. increase.
76 10	68 40	2,060 02		1,796 50				July 1, '85	Weighed 30 days from Feb. 11, 1885. .82 m. increase.

REPORT OF THE POSTMASTER-GENERAL.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail car or apartment.	Trips per week.
					Miles.	Average weight of mails whole distance per day.			
185	Pa	8035	Tyrone, Curwinstown	Pennsylvania R. R.	47.48	785	19	Feet and inches. apt., 10.9 by 8.1' 11	18
186	N. Y.	6081	Fonda, Northville	Fonda, Johnstown and Gloversville R. R.	27.03	783	20	apt., 8.9 by 6.6 (av.), 2 1.	14.23
187	N. J.	7015	Philadelphia, Pa., At- lantic City, N. J.	Camden and Atlantic R.R.	59.52	769	28	apt., 17 by 7.7 (av.), 2 1.	12
188	Pa	8039	Blairsville, Allegheny	Pennsylvania R. R.	67.84	760	23	apt., 15.3 by 8.8, 1 1	12
189	N. Y.	6084	Sayre, Pa., North Fair Haven, N. Y.	Southern Central R. R.	118.11	754	25	apt., 12.6 by 6.6, 2 1	17.28
190	W. Va.	12005	Wheeling Junction (n. o.), Wheeling.	Pittsburgh, Cincinnati and Saint Louis Rwy.	24	752	25	no apt	24
191	N. Y.	6012	Troy, Schoenectady	New York Central and Hudson River R. R.	22.12	747	80	do	18
192	Mass	3074	Boston, Cook Street Sta- tion (n. o.).	Boston and Albany R. R.	9.14	747	17	do	85.75
193	Va.	11020	Norfolk, Edenton	Norfolk Southern R. R.	75.07	745	22	apt., 12 by 6.7, 1 1	6
194	Mass	3020	Ayer, Lowell	Boston and Lowell R. R. Corporation.	17.03	745	22	apt., 11.2 by 7, 2 1	18
195	N. Y.	6091	Buffalo, Jamestown	New York, Lake Erie and Western R. R.	69.24	740	27	apt., 16 by 9, 1 1	13.6
196	N. Y.	6004	Newburgh, Greycourt (n. o.).	do	19.09	718	26	no apt	20.93
197	N. Y.	6037	Syracuse, Pulaski	Rome, Watertown and Ogdensburg R. R.	38.61	708	30	apt., 8.8 by 6.9, 1 1	15
198	Me	24	Bangor, Bar Harbor	Maine Central R. R.	50.45	699	17	apt., 16 by 6.7, 1 1	6
199	Pa	8042	Branch Junction, Indi- ana.	Pennsylvania R. R.	19.25	699	19	apt., 11.2 by 8, 2 1	13.75
200	N. Y.	6048	Owego, Cornwall Sta- tion (n. o.).	New York, Ontario West- ern Rwy.	274.20	698	25	apt., 15 by 7.4, 1 1	11
201	Vt.	2011	South Lunenburg, Swanton.	Boston and Lowell R. R. Corporation.	117.96	698	16	apt., 13 by 6.8, 1 1	6.89
202	Vt.	2012	Wells River, Montpelier	Montpelier and Wells River R. R.	38.85	697	23	apt., 12 by 7, 1 1	16.48
203	Pa	8034	Huntingdon, Mount Dallas Station (n. o.)	Huntingdon and Broad Top Mountain R. R. and Coal Co.	45.15	676	23	apt., 7.10 by 6.5, 1 1	12
204	N. Y.	6857	Utica, Randallville	Delaware and Hudson Can- al Co.	31.3	676	25	apt., 17 by 7, 1 1	13.8
205	Me	13	Bangor, Bucksport	Maine Central R. R.	20.55	676	17	apt., 15.6 by 7.5, 2 1	12
206	Pa	8102	Hanover Junction, Get- tysburgh.	Hanover Junction, Hano- ver and Gettysburgh R. R.	29.93	671	22	apt., 17.3 by 8.6, 2 1. 23.93 m. No apt., residue, 6 m.	16.79
207	N. Y.	6102	Rochester, Salamanca	Rochester and Pittsburgh R. R.	109.23	668	80	apt., 15 by 8.9, 1 1	18
208	Mass	3003	Salem, Rockport	Boston and Matue R. R.	19.69	667	21	no apt	26
209	Pa	8125	Allegheny, New Castle	Pittsburgh and Western R. R.	61.03	659	30	apt., 18.7 by 8.7, 1 1 1. 57.8 m.; 1 residue, 3.23 m.	13.45
210	R. I.	4006	Providence, Pascoag	Providence and Spring- field R. R.	23.17	658	19	apt., 6.4 by 5.2, 2 1	12
211	Nebr	34027	Aurora, Grand Island	Republican Valley R. R.	19.92	654	20	18.4 by 9, 1 1	6
212	N. Y.	6021	Rochester, Charlotte	New York Central and Hudson River R. R.	9.04	652	20	no apt	24
213	Mass	3058	South Vernon Junction, Mass., Keene, N. H.	Connecticut River R. R.	23.93	645	25	apt., 18.2 by 7, 2 1	12
214	Pa	8018	Penn Haven Junction (n. o.), Sugarloaf.	Lehigh Valley R. R.	23.6	645	25	apt., 20 by 8.3, 21, 14.8 m.; 10 by 6.6, 1 1, residue, 8.8 m.	20.88
215	R. I.	4004	Providence, Bristol	Providence, Warren and Bristol R. R.	15.35	629	18	no apt	21
216	Mass	3046	South Braintree, Ply- mouth.	Old Colony R. R.	26.52	629	23	do	19.21
217	Pa	8038	Tyrone, Lock Haven	Pennsylvania R. R.	55.25	624	23	apt., 11 by 8.6, 1 1	12

ADJUSTMENT OF PAY ON RAILROADS.

States and Territories in which the contract term expired June 30, 1885, &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 re-adjustment.	Remarks.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
78 10		68 69		3,613 22		3,178 44		July 1, '85	Weighed 30 days from Feb. 11, 1885. .18 m. decrease.
78 10		71 82		2,056 08		1,933 30		July 1, '85	Weighed 30 days from Feb. 11, 1885. .11 m. increase.
75 24		76 95		4,478 28		4,570 29		July 1, '85	Weighed 30 days from Feb. 11, 1885. .01 m. increase.
75 24		73 53		5,104 28		5,002 97		July 1, '85	Weighed 30 days from Feb. 11, 1885. .2 m. decrease.
74 39		52 16		8,786 20		6,241 10		July 1, '85	Weighed 30 days from Feb. 11, 1885. .81 m. decrease. 1.72 m. from Aug. 20, 1883.
74 39		74 39		1,785 36		1,785 36		July 1, '85	Weighed 30 days from Feb. 11, 1885. 2.13 m. decrease.
74 39		185 54		1,645 50		4,081 8		July 1, '85	Weighed 30 days from Feb. 11, 1885. .12 m. increase.
74 39		49 59		679 92		453 27		July 1, '85	Weighed 30 days from Feb. 11, 1885. Formerly part of route No. 3032.
74 39		64 13		5,584 45		4,748 81		July 1, '85	Weighed 30 days from Feb. 11, 1885. 1.02 m. increase.
74 39		93 20		1,266 86		1,560 16		July 1, '85	Weighed 30 days from Feb. 11, 1885. .20 m. increase.
74 39		64 98		5,150 76		4,567 01		July 1, '85	Weighed 30 days from Feb. 11, 1885. .12 m. decrease.
72 68		66 69		1,367 46		1,271 11		July 1, '85	Weighed 30 days from Feb. 11, 1885. .03 m. increase.
72 68		70 11		2,806 17		2,697 83		July 1, '85	Weighed 30 days from Mar. 26, 1885. .13 m. increase.
71 82		76 95		3,623 31		3,865 19		July 1, '85	Weighed 30 days from Feb. 11, 1885. .22 m. increase.
71 82		64 98		1,382 53		1,243 71		July 1, '85	Weighed 30 days from Feb. 11, 1885. .11 m. increase.
71 82		61 56		19,693 04		15,354 91		July 1, '85	Weighed 30 days from Feb. 11, 1885. .02 m. decrease. 24.77 m. from Oct. 29, 1883.
71 82		70 11		8,471 88		8,272 98		July 1, '85	Weighed 30 days from Feb. 11 and Aug. 5, 1885. .04 m. increase.
71 82		64 98		2,790 20		2,521 22		July 1, '85	Weighed 30 days from Feb. 11, 1885. .05 m. increase.
70 97		74 39		3,204 29		3,358 70		July 1, '85	Weighed 30 days from Feb. 11, 1885.
70 97		58 14		2,221 36		1,836 64		July 1, '85	Weighed 30 days from Feb. 11, 1885. .29 m. decrease.
70 97		67 55		1,458 43		1,311 13		July 1, '85	Weighed 30 days from Feb. 11, 1885. 1.14 m. increase.
70 97		64 98		2,124 13		2,055 62		July 1, '85	Weighed 30 days from Feb. 11, 1885. \$71.82 formerly on 16.86 m. .07 m. increase.
70 97		48 74		7,752 05		5,319 48		July 1, '85	Weighed 30 days from Feb. 11, 1885. .09 m. increase.
70 97		63 27		1,307 39		1,245 78		July 1, '85	Weighed 30 days from Feb. 11, 1885.
70 11		57 29		4,278 81		3,574 53		July 1, '85	Weighed 30 days from Feb. 11, 1885. .67 m. decrease. 3.1 m. from Aug. 27, 1883.
70 11		60 26		1,624 44		1,603 36		July 1, '85	Weighed 30 days from Feb. 11, 1885. .02 m. increase.
70 11				1,396 50				Aug. 1, '84	Weighed 30 days from Jan. 21, 1885. New.
70 11		42 75		633 79		384 75		July 1, '85	Weighed 30 days from Feb. 11, 1885. .04 m. increase.
70 11		57 29		1,677 73		1,393 29		July 1, '85	Weighed 30 days from Feb. 11, 1885. .39 m. increase.
70 11		56 43		1,654 53		1,393 82		July 1, '85	Weighed 30 days from Feb. 11, 1885. 1.1 m. decrease.
69 26		64 98		1,063 14		935 06		July 1, '85	Weighed 30 days from Feb. 11, 1885. .96 m. increase.
69 26		64 98		1,836 77		1,720 76		July 1, '85	Weighed 30 days from Feb. 11, 1885. .1 m. decrease.
69 26		60 71		3,826 61		3,342 08		July 1, '85	Weighed 30 days from Feb. 11, 1885. .2 m. increase.

REPORT OF THE POSTMASTER-GENERAL.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Lbs.				
218	Pa	8155	Hunters' Run, Gettysburgh.	Gettysburgh and Harrisburgh R. R.	22.79	620	25	apt., 9.9 by 0.7, 11	12	
219	Fla	16003	Pensacola, Whiting	Louisville and Nashville R. R.	44.84	1033	26	apt., 14 by 9.2, 11	14	
220	Me	4	Belfast, Burnham Village	Maine Central R. R.	33.29	612	16	apt., 14 by 7.2, 11	12	
221	N. Y.	6019	Dunkirk, N. Y., Titusville, Pa.	Dunkirk, Allegheny Valley and Pittsburgh R. R.	91.28	805	25	apt., 16.6 by 6.6, 11	12	
222	N. Y.	6042	Owego, Ithaca	Delaware, Lackawanna and Western R. R.	35.11	601	27	apt., 7.8 by 6.6, 11	12	
223	N. J.	7017	Jersey City, N. J., Nyack, N. Y.	Northern R. R. Co. of New Jersey.	28.59	598	28	apt., 8.10 by 6.8, 2 1/2	24	
224	Me	14	Oldtown, Greenville	Bangor and Piscataquis R. R.	78.07	596	20	apt., 18 by 7, 11	6	
225	Pa	8020	Elmira, N. Y., Hoytville, Pa.	New York, Lake Erie and Western R. R.	64.94	588	20	apt., 12 by 9.5, 1 1/2, 49.25 m.	10.55	
226	Mass.	3069	Lynn, Marblehead	Boston and Maine R. R.	6.38	588	17	no apt	10.16	
227	Iowa	27008	Burlington, Iowa, Bogard, Mo.	Chicago, Burlington and Kansas City Rwy.	212.71	585	20	apt., 13.9 by 9.4, 11	6	
228	Md.	19007	Annapolis, Annapolis Junction.	Annapolis and Elkridge R. R.	21.08	585	24	apt., 8.9 by 6.6, 11	21.14	
229	Pa	8076	Red Bank Furnace, Driftwood.	Allegheny Valley R. R.	109.91	584	20	apt., 16.3 by 8.8 (av.), 11	10.02	
230	Md	10004	Araby, Frederick	Baltimore and Ohio R. R.	3.85	583	22	no apt	37	
231	Va	11004	Alexandria, Round Hill	Washington, Ohio and Western R. R.	50.63	573	15	apt., 16 by 6.2, 11	12	
232	Pa	8043	Meadville, Oil City	New York, Lake Erie and Western R. R.	36.67	572	25	apt., 15.9 by 6.10, 1 1/2	18	
233	Iowa	27003	Cedar Rapids, Iowa, Watertown, Dak.	Burlington, Cedar Rapids and Northern Rwy.	399.8	567	24	apt., 19.10 by 9.1, 1 1/2	6	
234	Conn.	5017	New Haven, Ansonia	New Haven and Derby R. R.	13.27	565	17	no apt	24	
235	Pa	8075	Landsdale, Doylestown.	Philadelphia and Reading R. R.	10.71	564	27	do	30	
236	Pa	8040	Pittsburgh, Pa., Wheeling, W. Va.	Baltimore and Ohio R. R.	63.3	560	25	apt., 14.6 by 8.8, 1 1/2	22.05	
237	Mo	28051	Bird's Point, Mo., Texarkana, Ark.	Texas and St. Louis Rwy.	419.05	556	17	apt., 23.8 by 8, 1 1/2	7	
238	Pa	8160	Philadelphia, Chestnut Hill Station (n. o.).	Pennsylvania R. R.	11.86	548	21	no apt	37	
239	N. Y.	6009	Goshen, Montgomery	New York, Lake Erie and Western R. R.	10.65	547	24	apt., 18.7 by 7.1, 1 1/2	12	
240	Md	10012	Clayton, Del., Chestertown Md.	Baltimore and Delaware Bay R. R., Fred. Gerker, lessee.	31.11	546	17	apt., 10 by 6, 1 1/2	6	
241	Va	11031	Newport News, Fortress Monroe.	Chesapeake and Ohio Rwy.	10.75	546	15	no apt	13	
242	Kans	33038	Fort Scott, Anthony	Saint Louis, Fort Scott and Wichita R. R.	215.11	543	20	apt., 20 by 6.11, 1 1/2	7	
243	Pa	8032	Columbia, Pa., Frederick, Md.	Pennsylvania R. R.	69.30	542	24	apt., 14.10 by 8.5, 1 1/2	17.52	
244	W. Va	12013	Wheeling, Parkersburgh.	Ohio River R. R.	93.27	541	20	apt., 16 by 8.6, 1 1/2	12	
245	N. J.	7006	Camden, Hightstown	Pennsylvania R. R.	50.32	539	24	apt., 7 by 6, 1 1/2	11.91	
246	Pa	8005	Philadelphia, Norristown.	Philadelphia and Reading R. R.	16.21	534	21	no apt	18	
247	N. Y.	8045	Oil City, Pa., Ashtabula, Ohio.	Lake Shore and Michigan Southern Rwy.	88.46	529	21	apt., 17.9 by 7.10 (av.), 11	10.78	
248	Nev	45004	Mound House, Keeler	Carson and Colorado R. R.	293.00	529	15	apt., 8.8 by 7.9, 1 1/2	7	
249	Va	11003	Manassas, Strasburgh.	Virginia Midland Rwy.	62.93	528	20	apt., 12.6 by 7, 1 1/2	6	

ADJUSTMENT OF PAY ON RAILROADS.

States and Territories in which the contract term expired June 30, 1885, &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.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
69 26				1,578 43				Aug. 1, '84	Weighted 30 days from Aug. 7, 1884. .83 m. increase.
69 00		42 41		3,097 99		1,920 74		July 1, '84	Weighted 30 days from Mar. 19, 1884. .45 m. decrease.
68 40		60 71		2,277 03		2,061 10		July 1, '85	Weighted 30 days from Feb. 11, 1885. .66 m. decrease.
68 40		59 00		6,243 55		5,378 44		July 1, '85	Weighted 30 days from Feb. 11, 1885. .12 m. increase.
68 40		64 98		2,401 52		2,217 76		July 1, '85	Weighted 30 days from Feb. 11, 1885. .98 m. increase.
67 55		60 71		1,931 25		1,729 19		July 1, '85	Weighted 30 days from Feb. 11, 1885. .14 m. increase.
67 85		82 94		5,273 62		6,209 10		July 1, '85	Weighted 30 days from Feb. 11 and July 15, 1885. .03 m. increase. \$64.13 formerly on 14.01 m.
67 55		66 69		4,386 69		4,398 19		July 1, '85	Weighted 30 days from Feb. 11, 1885. 1.01 m. decrease.
67 55		42 75		430 96		259 40		July 1, '85	Weighted 30 days from Feb. 11, 1885. .31 m. increase.
67 55		89 78		14,368 56		17,207 23		Mar. 18, '85	Weighted 30 days from Mar. 18, 1885. 6.43 m. from Aug. 15, 1884; 14.62 m. from Nov. 1, 1884.
67 55		66 69		1,423 95		1,407 82		July 1, '85	Weighted 30 days from Feb. 11, 1885. .03 m. decrease.
67 55		57 29		7,424 42		6,327 67		July 1, '85	Weighted 30 days from Feb. 11, 1885. .54 m. decrease.
67 55		56 43		260 00		175 49		July 1, '85	Weighted 30 days from Feb. 11, 1885. .74 m. increase.
66 69		57 29		3,376 51		2,990 53		July 1, '85	Weighted 30 days from Feb. 23, 1885. 1.57 m. decrease.
66 69		60 71		2,445 52		2,223 20		July 1, '85	Weighted 30 days from Feb. 11, 1885. .05 m. increase.
66 69		66 69		19,974 77		14,065 58		Jan. 1, '85	Weighted 30 days from Mar. 18, 1885. Lap on 23.14 m. 79.61 m. from Jan. 1, 1885.
66 69		60 71		884 97		806 83		July 1, '85	Weighted 30 days from Feb. 11, 1885. .02 m. decrease.
66 69		52 16		714 24		566 97		July 1, '85	Weighted 30 days from Feb. 11, 1885. .16 m. decrease.
66 69		50 45		4,221 47		3,508 47		July 1, '85	Weighted 30 days from Feb. 11, 1885. 7.70 m. decrease.
65 84		44 46		27,590 25		5,573 95		July 1, '85	Weighted 30 days from July 22, 1885. 293.68 m. from Oct. 1, 1883.
65 84				780 86				Jan. 1, '85	Weighted 30 days from Feb. 11, 1885. New.
65 84		64 13		701 19		682 98		July 1, '85	Weighted 30 days from Feb. 11, 1885.
65 84		64 98		2,048 28		2,126 79		July 1, '85	Weighted 30 days from Feb. 11, 1885. 1.62 m. decrease.
65 84				707 78				Oct. 23, '82	Weighted 30 days from Feb. 12, 1885. New.
65 84		52 16		14,162 84		8,272 57		July 10, '85	Weighted 30 days from July 10, 1885. 21.62 m. from Nov. 10, 1884; 17.55 m. from Feb. 16, 1885; 27.34 m. from June 10, 1885.
65 84		50 45		4,562 71		3,507 28		July 1, '85	Weighted 30 days from Feb. 11, 1885. .22 m. decrease.
65 84		63 27		6,140 89		5,901 19		July 1, '85	Weighted 30 days from Feb. 11, 1885.
64 98		66 69		3,269 79		3,353 17		July 1, '85	Weighted 30 days from Feb. 11, 1885. .04 m. increase.
64 98		57 29		1,053 32		943 56		July 1, '85	Weighted 30 days from Feb. 11, 1885. .26 m. decrease.
64 98		59 85		5,748 13		5,240 46		July 1, '85	Weighted 30 days from Feb. 11, 1885. .9 m. increase.
64 98		53 87		19,039 14		17,869 80		May 15, '85	Weighted 30 days from May 15, 1885. 74.22 m. from July 2, 1883; 69 m. from Sept. 1, 1883.
64 98		57 29		4,089 19		3,583 48		July 1, '85	Weighted 30 days from Feb. 11, 1885. .38 m. increase.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Average weight of mails whole distance per day.			
250	Pa.	8053	Freeport, Butler.	Pennsylvania R. R.	21.99	526	23	<i>Feet and inches.</i> apt., 8.4 by 5.2, 21.	12
251	Mass.	3024	Ayer, Greenville.	Fitchburgh R. R.	23.06	521	24	apt., 8.9 by 6.3, 11.	12
252	Tex.	31025	Texarkana, Ark., Gateville, Tex.	Texas and Saint Louis Rwy.	304.42	519	15	apt., 23.8 by 8.1 l., to McGregor, 277.20 m.; no apt. residue.	7
253	N. H.	1013	Dover, Alton Bay.	Boston and Maine R. R.	28.42	516	24	apt., 11.1 by 6.7, 21.	15.85
254	Mass.	3045	Buzzard's Bay, Wood's Holl.	Old Colony R. R.	17.83	514	10	no apt.	12
255	Conn.	5016	Hartford, Conn., Spring field, Mass.	New York and New Eng- land R. R.	32.6	511	24	apt., 14.10 by 7.7, 21	12
256	N. Y.	6122	Addison, N. Y., Pike Mills, Pa.	Addison and Northern Pennsylvania Rwy.	47.24	509	18	apt., 8 by 5.6, 11.	6
257	N. Y.	6043	Richfield Junction (n. o.), Richfield Springs.	Delaware, Lackawanna and Western R. R.	22.06	509	30	no apt.	15
258	Pa.	8114	Washington, Waynes- burgh.	Waynesburgh and Wash- ington R. R.	29.73	503	15	do.	12
259	Del.	9503	Clayton, Del., Oxford, Md.	Philadelphia, Wilming- ton and Baltimore R. R.	54.7	497	26	apt., 13 by 6.2, 1 l., 43.99 m.; no apt. residue.	8.41
260	W. Va.	12013	Wheeling, Parkers- burg.	Ohio River R. R.	03.27	491	20	apt., 16 by 8.6, 11.	12
261	Dak.	35901	Sioux City, Iowa, Scot- land, Dak.	Chicago, Milwaukee and Saint Paul Rwy.	90.37	491	18	apt., 13.7 by 7.6, 1 l., 21.15 m.; 21. thence for 40.4 m.; no apt. residue, 22.82 m.	8.6
262	N. J.	7023	Jamesburgh, Sea Girt (n. o.).	Pennsylvania R. R.	27.43	488	26	apt., 7 by 6.6, 1 l.	14.48
263	Wis.	25051	Superior Junction (n. o.), Wis., Duluth, Minn.	Chicago, Saint Paul, Min- neapolis and Omaha Rwy.	69.94	481	36	apt., 13.6 by 8 (av.), 1 l.	6
264	Miss.	18000	Lexington, Aberdeen.	Illinois Central R. R.	121.33	482	16	apt., 15 by 7.3, 1 l.	7.32
265	Mass.	3028	South Framingham, Milford.	Boston and Albany R. R.	12.32	478	24	no apt.	24
266	N. J.	7026	Highlands, Whiting.	Philadelphia and Read- ing R. R.	42.22	471	26	apt., 8.3 by 6.9, 1 l., 30.65 m.; no apt. residue, 11.57 m.	16.07
267	Va.	11027	Clifton Forge, Lynch- burgh.	Richmond and Alle- gheny R. R.	84.2	467	27	apt., 16.2 by 8.10, 1 l.	12
268	N. Y.	6122	Addison, N. Y., Gaines, Pa.	Addison and Northern Pennsylvania Rwy.	41.25	465	15	apt., 8.3 by 5.6, 1 l.	9.93
269	Vt.	2014	Burlington, Cambridge Junction (n. o.).	Burlington and Lamoile R. R.	34.4	462	22	apt., 8.6 by 6.10, 1 l.	12
270	N. Y.	6085	Dutchess Junction, Millerton.	Newburgh, Dutchess and Connecticut R. R.	57.90	459	20	apt., 9.8 by 6.8, 1 l.	6.40
271	Vt.	2007	Saint Albans, Richford.	Missisquoi R. R., W. C. Smith and B. P. Cheney, trustees.	28.79	458	10	apt., 8.4 by 6.10, 1 l.	6
272	N. J.	7038	Rahway, Perth Amboy.	Pennsylvania R. R.	7.58	458	28	no apt.	27
273	N. H.	1009	Concord, Claremont Junction.	Boston and Lowell R. R. Corporation.	56.92	452	21	apt., 14.2 by 7, 1 l., 55.02 m.; no apt. residue, 1.90 m.	12.20
274	Mass.	3036	Boston, Dedham.	Boston and Providence R. R.	10.25	449	15	no apt.	26.39
275	Va.	11067	Richmond, West Point	Richmond and Danville R. R.	38.72	438	26	apt., 10.6 by 6.10, 1 l.	10
276	Md.	10011	Cumberland, Md., Pied- mont, W. Va.	Cumberland and Penn- sylvania R. R.	33.79	435	18	apt., 10 by 8.2, 2 l.	12
277	N. Y.	6083	Montgomery, Kingston.	Walkkill Valley R. R.	33.13	435	25	apt., 18.8 by 8.10, 1 l.	6
278	Ark.	29014	Newport, Batesville.	Saint Louis, Iron Mount- ain and Southern Rwy.	29.6	431	8	no apt.	6
279	Pa.	8082	Valley Junction (n. o.), Pa., Ebbvale, Md.	Bachman Valley R. R.	12.84	431	22	apt., 17.3 by 8.6, 2 l., 7.2 m.; no apt. res- idue, 5.64 m.	9.36
280	Iowa	27002	Cedar Rapids, Decorah.	Burlington, Cedar Rapids and Northern Rwy.	122.29	425	23	apt., 13.8 by 9.1, 1 l.	6
281	N. J.	7049	Eatontown, Port Mon- mouth.	Philadelphia and Read- ing R. R.	9.47	425	16	apt., 7.7 by 6.6, 1 l.	12.81

States and Territories in which the contract term expired June 30, 1885, &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.	*	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
64 88		58 14		1,428 91		1,287 21		July 1, '85	Weighed 30 days from Feb. 11, 1885. .15 m. increase.
64 98		61 56		1,550 92		1,466 97		July 1, '85	Weighed 30 days from Feb. 11, 1885. .13 m. increase.
64 13		65 84		19,522 45		19,964 98		July 22, '85	Weighed 30 days from July 22, 1885. 45.63 m. ext. from Dec. 18, 1882.
64 13		54 72		1,822 57		1,555 14		July 1, '85	Weighed 30 days from Feb. 11, 1885.
64 13		44 46		1,143 43		792 72		July 1, '85	Weighed 30 days from Feb. 11, 1885.
64 13		42 75		2,680 63		1,411 17		July 1, '85	Weighed 30 days from Feb. 11, 1885. .41 m. decrease.
64 13		61 56		2,640 87		2,539 35		July 1, '85	Weighed 30 days from Feb. 11, 1885. .07 m. increase.
64 13		50 45		1,414 70		1,111 91		July 1, '85	Weighed 30 days from Feb. 11, 1885. .02 m. increase.
64 13		64 13		1,906 58		1,857 84		July 1, '85	Weighed 30 days from Feb. 11, 1885. .76 m. increase.
63 27		51 30		3,460 86		2,795 85		July 1, '85	Weighed 30 days from Feb. 11, 1885. .20 m. increase.
63 27				5,901 19				July 1, '84	Weighed 30 days from Nov. 19, 1884. New.
63 27		102 60		5,717 70		4,829 03		Apr. 15, '85	Weighed 30 days from Apr. 15, 1885. \$64.98 formerly on 41 m. 28.27 m. from Feb. 2, 1885.
63 27		53 87		1,735 49		1,488 90		July 1, '85	Weighed 30 days from Feb. 11, 1885. .21 m. decrease.
62 42		34 20		3,591 89		2,171 70		Aug. 15, '85	Weighed 30 days from Aug. 12, 1885. \$49.93 for 6.2 m. l. g. 6.44 m. from Mar. 20, 1885.
62 42		42 75		7,573 41		7,251 48		Feb. 11, '85	Weighed 30 days from Feb. 11, 1885. 86.85 m. from Sept. 1, 1884; 13.03 m. from Jan. 1, 1885.
62 42		42 75		769 01		526 25		July 1, '85	Weighed 30 days from Feb. 11, 1885. .01 m. decrease.
61 56		42 75		2,599 06		1,797 21		July 1, '85	Weighed 30 days from Feb. 11, 1885. .18 m. increase.
61 56		51 30		5,183 35		4,487 21		July 1, '85	Weighed 30 days from Feb. 12, 1885. 3.27 m. decrease.
61 56		42 75		2,539 35		1,763 43		Nov. 6, '84	Weighed 30 days from Nov. 6, 1884.
60 71		42 75		2,088 42		1,473 59		July 1, '85	Weighed 30 days from Feb. 11 and Aug. 5, 1885. .07 m. decrease.
60 71		55 58		3,520 57		3,221 29		July 1, '85	Weighed 30 days from Feb. 11, 1885. .02 m. increase.
60 71		69 26		1,747 84		2,002 30		July 1, '85	Weighed 30 days from Feb. 11, 1885. .12 m. decrease.
60 71		42 75		460 18		313 78		July 1, '85	Weighed 30 days from Feb. 11, 1885. .24 m. increase.
60 71		52 16		3,455 61		2,962 68		July 1, '85	Weighed 30 days from Feb. 11, 1885. .12 m. increase.
59 85		46 17		613 46		473 24		July 1, '85	Weighed 30 days from Feb. 11, 1885.
59 00		50 45		2,284 48		2,043 22		July 1, '85	Weighed 30 days from Feb. 11, 1885. 1.78 m. decrease.
59 00		53 87		1,993 61		1,818 65		July 1, '85	Weighed 30 days from Feb. 11, 1885. .03 m. increase.
59 00		53 01		1,954 67		1,779 54		July 1, '85	Weighed 30 days from Feb. 11, 1885. .44 m. decrease.
59 00				1,746 40				May 15, '83	Weighed 30 days from Feb. 11, 1885. New.
59 00		54 72		787 56		709 71		July 1, '85	Weighed 30 days from Feb. 11, 1885. .13 m. decrease.
58 14		54 72		7,109 94		5,411 81		Mar. 18, '85	Weighed 30 days from Mar. 18, 1885. 23.39 m. from Jan. 10, 1885.
58 14		42 75		550 58		418 95		July 1, '85	Weighed 30 days from Feb. 11, 1885. .33 m. decrease.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Average weight of mails whole distance per day.			
282	Colo.	38031	Como, Buena Vista...	Denver, South Park and Pacific R. R.	47.44	423	15	apt., 15 by 7.6 (av.), 11.	9.4
283	Ind.	22013	Terre Haute, South Bend.	Terre Haute and Indianapolis R. R.	186.49	419	27	apt., 16 by 9.2, 11...	8.04
284	N. Y.	6032	Fort Edward, Lake George.	Delaware and Hudson Canal Co.	15.95	418	15	no apt	17.5
285	Pa.	8031	Columbia, Sinking Spring.	Reading and Columbia R. R.	39.73	417	20	apt., 12 by 8.7, 11...	15.53
286	N. Y.	6130	Buffalo, Ashford Junction (n. o.).	Rochester and Pittsburgh R. R.	49.28	416	30	apt., 15 by 8.9, 11...	6
287	Mass	3064	Braintree Junction (n. o.), Kingston Station (n. o.).	Old Colony R. R.	32.20	416	20	no apt	21.08
288	Ohio	21094	Columbus, Clinton Valley.	Columbus and Cincinnati Midland R. R.	72.73	441	24	16 by 7.2, 11	12
289	Ind.	22020	Fort Wayne, Connersville.	Fort Wayne, Cincinnati and Louisville R. R.	109.54	414	22	11.10 by 7.7, 11	7.85
290	Pa.	8072	Mount Dallas Station (n. o.), Pa., Cumberland, Md.	Pennsylvania R. R.	45.20	414	22	apt., 7.10 by 6.5, 11.	13
291	Pa.	8052	Carlisle, Pine Grove Furnace.	South Mountain Rwy. and Mining Co.	18.07	413	25	apt., 9.9 by 6.7, 1 l. to Hunter's Run, 10.35 miles.	10.91
292	N. J.	7053	Princeton Junction, Princeton.	Pennsylvania R. R.	3.44	410	15	no apt	39
293	Idaho	42001	Shoshone, Ketchum...	Oregon Short Line Rwy.	69.89	409	18	apt., 10.2 by 6.8, 11.	6
294	N. Y.	6069	Cayuga, Ithaca	Geneva, Ithaca and Sayre R. R.	38.97	408	21	apt., 10.4 by 7, 11...	6
295	Dak.	35013	Ripon, Portland	Saint Paul, Minneapolis and Manitoba Rwy.	37.71	408	18	apt., 16 by 8.9, 1 l.	6
296	Pa.	8036	Altoona, Henrietta	Pennsylvania R. R.	27.92	407	15	no apt	16.28
297	Mass	3068	Springfield, Athol ...	Boston and Albany R. R.	47.89	404	20	apt., 10.11 by 6.4, 1 l.	6
298	Mich	24065	Owasso, Saint Louis ...	Toledo, Ann Arbor and North Michigan Rwy.	40.88	402	16	apt., 11.3 by 9.4, 1 l.	12
299	Pa.	8009	Honesdale, Lackawanna.	New York, Lake Erie and Western R. R.	24.94	401	22	no apt	12
300	Minn	28053	Birch Cooley, Minn., Watertown, Dak.	Wisconsin, Minnesota and Pacific Rwy.	123.3	399	24	apt., 20 by 9, 11	6
301	N. Y.	6086	Cooperstown, Cooperstown Junction (n. o.).	Cooperstown and Susquehanna Valley R. R.	16.50	395	20	no apt	27.4
302	Conn	5021	Farmington Station (n. o.), New Hartford.	New Haven and Northampton Co.	14.37	395	21	apt., 10 by 6, 2 l.	18
303	Va.	11033	New River Depot, Pocahontas.	Norfolk and Western R. R.	73.69	394	23	15 by 8.7, 1 l.	6
304	Ga.	15036	Dupont, Gainesville ...	Savannah, Florida and Western Rwy.	119.27	393	22	18 by 9.3, 1 l.	7
305	Pa.	8051	Greenville, Butler ...	Shenango and Allegheny R. R.	58.25	393	23	13 by 7.6, 1 l.	13.90
306	Cal	46043	Lodi, Barson	San Joaquin and Sierra Nevada R. R.	22.90	391	20	no apt	7
307	Mass	3030	Palmer, Winchendon...	Boston and Albany R. R.	50.18	390	17	10 by 6, 1 l.	14.88
308	Md.	10005	Weverton, Hagerstown.	Baltimore and Ohio R. R.	24.56	389	22	27 by 9, 2 l.	15
309	Pa.	8133	Kinzua Junction (n. o.), Eldred.	Bradford, Bordell and Kinzua R. R.	14.25	389	15	9.7 by 6.11, 1 l.	8
310	N. Y.	6056	Schoharie Junction (n. o.), Schoharie.	Schoharie Valley R. R.	4.50	389	20	no apt	18
311	Me.	19	Mechanic's Falls, Gilbertville.	Rumford Falls and Buckfield R. R.	27.45	388	19	10 by 6.9, 1 l.	17.57
312	Me.	18	Oakland, North Anson.	Somerset Rwy.	25.77	388	17	17 by 7, 1 l.	6
313	Dak.	35019	Fargo, Dak., Ortonville, Minn.	Fargo and Southern Rwy.	118.20	386	27	15.6 by 7.6, 1 l.	6

ADJUSTMENT OF PAY ON RAILROADS.

States and Territories in which the contract term expired June 30, 1885, &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.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
58 14				2,819 78				Oct. 1, '84	Weighed 30 days from July 15, 1885. 1.06 m. from Aug. 1, 1885. Formerly part of route 38005.
58 14		47 03		10,842 52		9,148 69		Feb. 11, '85	Weighed 30 days from Feb. 11, 1885. 10.51 m. from July 7, 1884; 23.52 m. from Jan. 1, 1885.
58 14		04 13		927 33		1,022 87		July 1, '85	Weighed 30 days from Feb. 11, 1885.
58 14		51 30		2,309 90		2,059 18		July 1, '85	Weighed 30 days from Feb. 11, 1885. .41 m. decrease.
58 14		49 59		2,865 13		2,344 61		July 1, '85	Weighed 30 days from Feb. 11, 1885.
58 14		55 58		1,872 10		1,789 67		July 1, '85	Weighed 30 days from Feb. 11, 1885.
57 29				4,166 70				Jan. 1, '85	Weighed 30 days from Feb. 11, 1885. New.
57 29		55 58		6,275 54		6,107 68		July 1, '84	.35 m. decrease. Weighed 30 days from October 15, 1884.
57 29		57 29		2,594 66		2,594 66		July 1, '85	Weighed 30 days from Feb. 11, 1885.
57 29		42 75		1,086 79		808 83		July 1, '85	.05 m. increase. Weighed 30 days from Feb. 11, 1885.
57 29		52 16		197 07		175 77		July 1, '85	.07 m. increase. Weighed 30 days from Feb. 11, 1885.
57 29		48 74		4,009 72		2,822 04		May 6, '85	12.69 m. extension from Dec. 10, 1884. Weighed 30 days from May 6, 1885.
57 29		47 85		2,232 59		1,874 50		July 1, '85	.18 m. decrease. Weighed 30 days from Feb. 11, 1885.
57 29		42 75		2,160 40		1,612 10		Apr. 15, '85	Weighed 30 days from Apr. 15, 1885.
57 29		53 87		1,599 53		1,471 09		July 1, '85	.7 m. decrease. Formerly 6.30 miles, at \$42.75 per mile Weighed 30 days from Feb. 11, 1885.
57 29		48 74		2,743 01		2,334 15		July 1, '85	Weighed 30 days from Feb. 11, 1885.
56 43				2,306 85				Nov. 10, '84	Weighed 30 days from Feb. 21, 1885. New.
56 43		49 59		1,407 36		1,295 78		July 1, '85	1.19 m. decrease. Weighed 30 days from Feb. 11, 1885.
56 43				6,957 81				Dec. 1, '84	Weighed 30 days from Apr. 15, 1885. New.
56 43		52 16		931 09		847 60		July 1, '85	.25 m. increase. Weighed 30 days from Feb. 11, 1885.
56 43		51 30		810 89		733 59		July 1, '85	.07 m. increase. Weighed 30 days from Feb. 11, 1885.
56 43		52 16		4,158 32		3,838 45		July 1, '85	.10 m. increase. Weighed 30 days from Feb. 11, 1885.
56 43		42 75		6,730 40		5,736 95		Feb. 11, '85	31.65 m. from June 2, 1884. 15 m. from Sept. 1, 1884. Weighed 30 days from Feb. 11, 1885.
56 43		53 87		3,287 04		3,086 21		July 1, '85	.06 m. increase. Weighed 30 days from Feb. 11, 1885.
55 58				1,272 78				Dec. 1, '84	New. Weighed 30 days from May 6, 1885.
55 58		50 45		2,789 00		2,505 85		July 1, '85	.51 m. increase. Weighed 30 days from Feb. 11, 1885.
55 58		58 14		1,365 04		1,427 91		July 1, '85	Weighed 30 days from Feb. 11, 1885.
55 58		47 03		792 01		670 17		July 1, '85	Weighed 30 days from Feb. 11, 1885.
55 58		48 74		250 11		213 48		July 1, '85	.12 m. increase. Weighed 30 days from Feb. 11, 1885.
55 58		49 54		1,525 67		1,450 26		July 1, '85	2.02 m. decrease. 1.63 m. formerly at \$42.75 per m. Weighed 30 days from Feb. 11, 1885.
55 58		55 58		1,432 29		1,432 29		July 1, '85	Weighed 30 days from Feb. 11, 1885.
55 58				6,569 55				Feb. 10, '85	Weighed 30 days from Apr. 15, 1885. New.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Lbs.		Feet and inches.	
314	Dak . . .	35015	Fargo, La Moure	Fargo and Southwestern R. R.	88.34	383	20	23.9 by 9, 11	6
315	N. Y. . .	6017	New York (155th street), Brewster's Station.	New York City and Northern R. R.	54.62	380	25	9.10 by 8.11, 11	6
316	Dak . . .	35008	Everest, Park River	Casselton Branch R. R.	115.11	378	20	16 by 8.9, 11 to junction, 56.76 m.; 1 l. thence to Larimore, 78.41 m.; no apt. residue.	6
317	N. J. . .	7024	Jersey City, N. J., Stony Point, N. Y.	West Jersey and New York R. R.	42.32	378	30	8.2 by 6.9, 11	18
318	Pa. . . .	8014	Port Clinton, Williamsport.	Philadelphia and Reading R. R.	122.07	376	23	15 by 8.8, 11	9.3
319	Pa. . . .	8011	Penn Haven Junction (n. o.), Mount Carmel.	Lehigh Valley R. R.	46.89	374	25	12.8 by 6, 11	15
320	N. H. . .	1004	Hooksett, Pittsfield	Concord R. R. Corporation	20.35	372	13	apt., 8 by 7, 11	12
321	Pa. . . .	6156	New Castle Junction (n. o.), New Castle.	Pittsburgh and Lake Erie R. R.	3.05	370	20	no apt	29.5
322	Md. . . .	10010	Townsend, Del., Centreville, Md.	Philadelphia, Wilmington and Baltimore R. R.	35.26	369	20	apt., 13.6 by 6.2, 11	12
323	La. . . .	30008	Vicksburgh, Shreveport.	Vicksburgh, Shreveport and Pacific R. R.	172.60	583	17	apt., 11 by 6.9, 11	6
324	N. Y. . .	6035	Watertown, Cape Vincent.	Rome, Watertown, and Ogdensburgh R. R.	25.77	364	24	no apt	12
325	N. J. . .	7027	Newark, Mont Clair	Delaware, Lackawanna, and Western R. R.	6.60	358	24	do	12
326	Pa. . . .	8145	Mercersburgh Junction (n. o.), Mercersburgh.	Cumberland Valley R. R.	2.64	358	21	apt., 8.9 by 8.3, 11	12
327	Mass . .	3047	Loring, Pratt's Junction.	Old Colony R. R.	4.83	356	21	no apt	18
328	N. Y. . .	6118	Phoenicia, Hunter	Stony Clove and Catskill Mountain R. R.	14.77	355	14	do	6
329	N. Y. . .	6054	Chatham, N. Y., Bennington, Vt.	Lebanon Springs R. R.	57.60	354	23	apt., 14.2 by 8.8, 11	13.85
330	Mass . .	3007	East Salisbury, Amesbury.	Boston and Maine R. R.	4.49	353	19	no apt	21
331	N. Y. . .	6123	Rochester, Hinsdale	Buffalo, New York and Philadelphia R. R.	100.02	350	22	apt., 15.10 by 8.10, 11	6
332	Iowa . .	27047	Cedar Rapids, Ottumwa.	Chicago, Milwaukee and Saint Paul Rwy.	90.94	350	23	apt., 23 by 9.2, 11	6
333	N. Y. . .	6071	Syracuse, Earlville	Syracuse, Ontario and New York Rwy.	44.30	348	20	apt., 8 by 6, 11	18
334	Md. . . .	10024	Baltimore, Md., Delta, Pa.	Maryland Central R. R.	45.58	345	15	do	12
335	Pa. . . .	8158	Park Place, Mahanoy City.	Lobigb Valley R. R.	3.27	345	25	apt., 12.8 by 6, 11	9
336	Mo. . . .	28038	North Springfield, Bolivar.	Saint Louis and San Francisco Rwy.	39.42	344	12	no apt	7
337	N. Y. . .	6049	Wellsville, N. Y., Eldred, Pa.	Bradford, Eldred and Cuba R. R.	33.18	344	15	apt., 9.7 by 6.11, 11	6
338	N. J. . .	7046	Bordentown, Trenton	Pennsylvania R. R.	6.08	343	25	no apt	30
339	Pa. . . .	8086	Mount Jewett, Callery.	Pittsburgh and Western R. R.	139.11	341	18	apt., 10.10 by 7.4, 11	8.96
340	Va. . . .	11033	New River Depot, Pochontas.	Norfolk and Western R. R.	73.59	337	23	apt., 15.4 by 8.7, 11	6
341	N. C. . .	13011	Bennettsville, Greensborough.	Cape Fear and Yadkin Valley R. R.	155.34	336	14	apt., 11 by 6.10	6
342	N. J. . .	7025	Waterloo, Franklin Furnace.	Delaware, Lackawanna and Western R. R.	23.49	336	20	apt., 6.9 by 3.11 (av.), 21.11 m.; 11. thence 3.3 m.	18.23

States and Territories in which the contract term expired, June 30, 1885, &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.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
55 58				4,909 92				Dec. 1, '83	56.93 m. from Apr. 16, 1883; 31.41 m. from Dec. 1, 1883. Weighed 30 days from Apr. 15, 1885. New.
55 58		50 45		3,035 77		2,759 61		July 1, '85	.08 m. decrease. Weighed 30 days from Feb. 11, 1885.
54 72		59 00		6,298 81		3,722 26		Apr. 15, '85	32.50 m. from Oct. 15, 1885; 47 m. from Dec. 1, 1884. Weighed 30 days from Apr. 15, 1885.
54 73		52 16		2,315 75		2,203 23		July 1, '85	.08 m. increase. Weighed 30 days from Feb. 11, 1885.
54 72		49 59		6,079 67		6,033 11		July 1, '85	.41 m. increase. Weighed 30 days from Feb. 11, 1885.
54 72		44 46		2,565 82		2,126 52		July 1, '85	.94 m. decrease. Weighed 30 days from Feb. 11, 1885.
54 72		48 74		1,113 55		991 85		July 1, '85	Weighed 30 days from Feb. 11 and Aug. 5, 1885.
54 72		148 77		166 89		453 74		July 1, '85	Weighed 30 days from Feb. 11, 1885.
54 72		42 75		1,929 42		1,504 37		July 1, '85	Weighed 30 days from Feb. 11, 1885.
54 04		52 67		9,327 30		7,840 06		Feb. 1, '85	.07 m. increase. Weighed 30 days from Jan. 28, 1885. 25.76 m. from Apr. 16, 1884; 21.49 m. from June 16, 1884; 26.95 m. from Aug. 18, 1884.
53 87		47 03		1,388 22		1,214 31		July 1, '85	Weighed 30 days from Feb. 11, 1885.
53 87		47 03		355 54		309 92		July 1, '85	.65 m. decrease. Weighed 30 days from Feb. 11, 1885.
53 87		42 75		142 21		128 25		July 1, '85	.01 m. increase. Weighed 30 days from Feb. 11, 1885.
53 87		49 59		260 19		239 51		July 1, '85	.06 m. increase. Weighed 30 days from Feb. 11, 1885.
53 01		49 50		782 95		730 46		July 1, '85	Weighed 30 days from Feb. 11 and Aug. 5, 1885.
53 01		55 58		3,053 37		3,212 52		July 1, '85	.04 m. increase. Weighed 30 days from Feb. 11, 1885.
53 01		43 61		238 01		174 87		July 1, '85	.20 m. decrease. Weighed 30 days from Feb. 11, 1885.
53 01		46 17		5,302 06		4,613 30		July 1, '85	.48 m. increase. Weighed 30 days from Feb. 11, 1885.
53 01				4,820 72				Aug. 15, '84	.19 m. increase. Weighed 30 days from Mar. 18, 1885.
53 01		49 59		2,348 34		2,187 41		July 1, '85	Weighed 30 days from Feb. 11, 1885.
53 01		47 88		2,416 19		2,178 54		July 1, '85	.19 m. increase. Weighed 30 days from Feb. 11, 1885.
53 01		44 46		173 34		232 97		July 1, '85	.08 m. increase. Weighed 30 days from Feb. 11, 1885.
53 01				2,089 65				Nov. 20, '84	.197 m. decrease. Weighed 30 days from Feb. 11, 1885.
53 01		42 75		1,758 87		1,416 73		July 1, '85	New. Weighed 30 days from Feb. 11, 1885.
52 16		48 74		317 13		294 38		July 1, '85	.04 m. increase. Weighed 30 days from Feb. 11, 1885.
52 16		64 13		7,255 97		2,794 78		July 1, '85	.04 m. increase. Weighed 30 days from Feb. 11, 1885. 17.9 m. from Mar. 10, 1884; 13 m. from Feb. 2, 1885; covers route 8112, from July 1, 1885; 95.53 m. increase. 30.9 m. formerly at \$52.16 per mile; 64.3 m. formerly at \$65.84 per mile.
52 16				3,838 45				May 1, '83	Weighed 30 days from Sept. 15, 1884. New.
52 16		42 75		8,102 51		1,025 03		May 1, '85	Weighed 30 days from May 6, 1885. 7.35 m. from Feb. 15, 1884; 29.71 m. from Feb. 15, 1884; 9.29 m. from May 1, 1884; 23.26 m. from May 1, 1884; 19.30 m. from July 21, 1884; 21.49 m. from Feb. 16, 1885.
52 16		42 75		1,225 23		1,038 49		July 1, '85	Weighed 30 days from Feb. 11, 1885. 1.27 m. decrease.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
						Lbs.	Feet and inches.			
343	N. J.	7043	Keyport, Freehold.....	Freehold and New York Rwy.	14.99	334	25	no apt.....	20.24	
344	Pa.	8096	New Castle, Stoneborough.	Buffalo, New York and Philadelphia R. R.	35.33	333	25	apt., 14.6 by 8.6, 11..	12	
345	Pa.	8117	Philadelphia, Newtown (Third and Berks st. station).	Philadelphia, Newtown and New York R. R.	23.28	332	20	no apt.....	18	
346	N. Y.	6127	Bradford Junction (n. o.), N. Y., Punxsutawney, Pa.	Rochester and Pittsburgh R. R.	120.94	329	30	apt., 15 by 8.9, 11..	6	
347	Pa.	8056	Perkiomen Junction (n. o.), Emaus.	Perkiomen R. R.	37.38	329	22	apt., 8.5 by 6.4, 11..	7.78	
348	Miss.	18018	Jackson, Yazoo City...	Illinois Central R. R.	46.18	327	11	apt., 15 by 9.4, 11..	6	
349	Pa.	8071	South Penn Junction (n. o.), Richmond Furnace.	Cumberland Valley R. R.	19.36	319	21	apt., 8.9 by 8.3, 11..	9.49	
350	Me.	2	Newport, Dexter.....	Maine Central R. R.	14.92	318	18	no apt.....	12	
351	Pa.	8159	Pittsburgh, New Haven.	Pittsburgh and Lake Erie R. R.	59.51	317	21	apt., 10 by 8.6, 11..	6	
352	Mass.	3050	Fair Haven, West Wareham.	Old Colony R. R.	15.59	315	22	no apt.....	12	
353	N. H.	1010	Contocook, Peterborough.	Boston and Lowell R. R. Corporation.	32.72	311	16	apt., 8.9 by 6.6 (av.), 11..	16.60	
354	Md.	10023	Perryville, Port Deposit.	Pennsylvania R. R.	4.49	306	17	apt., 8 by 6.6, 11..	12	
355	Pa.	8047	Downingtown, New Holland.	.....do.....	28.29	303	14	apt., 7.7 by 6.5, 11..	18
356	Pa.	8092	York, Peach Bottom...	York and Peach Bottom Rwy.	40.69	302	15	apt., 12.4 by 7.6 (av.), 11..	6	
357	Nebr.	34030	Kenesaw, Kearney.....	Burlington and Missouri River R. R., in Nebr.	24.68	302	20	no apt.....	7	
358	Tenn.	19013	Tullahoma, Sparta.....	Nashville, Chattanooga and St. Louis Rwy.	62.07	300	15	10.5 by 6.3, 11..	6	
359	Tex.	31047	Houston, Alvin.....	Gulf, Colorado and Santa Fe Rwy.	24.68	299	27	no apt.....	31	
360	Iowa.	27056	Des Moines, Cedar Falls.	Wisconsin, Iowa and Nebraska Rwy.	107.40	298	21	apt., 15.4 by 8.8, 11..	8.51	
361	Nebr.	34028	Odell, Nebr., Concordia, Kana.	Chicago, Iowa and Kansas R. R.	72.79	298	24	8.3 by 7, 11.....	6	
362	R. I.	4007	Kingston Depot (n. o.), Narragansett Pier.	Narragansett Pier R. R.	9.15	298	20	no apt.....	15.60	
363	Pa.	8103	Jenkintown, Pa., Bound Brook, N. J.	Philadelphia and Reading R. R.	49.27	297	27	apt., 13.7 by 6.2, 11..	15.12	
364	Conn.	5010	Litchfield, Hawleyville.	Shepaug R. R.	32.98	296	21	apt., 6.6 by 6.4, 11..	12	
365	Tex.	31099	Sierra Blanca, El Paso	Texas and Pacific Rwy.	91.5	1,209	21	21 by 9, 11.....	11.22	
366	Idaho.	42001	Shoshone, Hailey.....	Oregon Short Line Rwy.	57.90	293	25	no apt.....	7	
367	Pa.	8077	Chambersburgh, Waynesborough.	Mont Alto R. R.	23.43	292	25	.. do.....	12	
368	N. J.	7032	Whiting, Tuckerton...	Tuckerton R. R.	20.7	292	30	apt., 7.6 by 6.8, 21..	12	
369	R. I.	4005	Warren, R. I., Fall River, Mass.	Fall River, Warren and Providence R. R.	9.14	290	21	no apt.....	18	
370	Me.	16	Houlton, New Brunswick Line (n. o.).	New Brunswick Rwy.	4	290	25	.. do.....	12	
371	N. J.	7022	Woodbury, Riddleton Junction (n. o.).	West Jersey R. R.	22.21	286	22	.. do.....	16.81	
372	Wis.	25058	Clintonville, Oconto...	Milwaukee, Lake Shore and Western Rwy.	56.75	281	25	apt. 14 by 7.8, 11....	6	
373	Mass.	3018	Winchester, Woburn..	Boston and Lowell R. R. Corporation.	2.38	281	14	no apt.....	30	
374	Ark.	29009	Nashville, Hope.....	Arkansas and Louisiana Rwy.	28.33	279	15	.. do.....	9.71	

States and Territories in which the contract term expired June 30, 1885, &c.—Continued.

Pay per mile per annum for transportation.		Former pay per mile per annum for transportation.		Amount of annual pay for transportation.		Former amount of annual pay for transportation.		Date of adjustment or readjustment.	Remarks.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
52 16		44 46		781 87		660 45		July 1, '85	Weighed 30 days from Feb. 11, 1885.
52 16		46 36		1,842 81		1,630 48		July 1, '85	Weighed 30 days from Feb. 11, 1885. .16 m. increase.
52 16		42 75		1,214 28		1,158 52		July 1, '85	Weighed 30 days from Feb. 11, 1885. .02 m. decrease.
51 30		52 16		6,204 22		6,297 27		July 1, '85	Weighed 30 days from Feb. 11, 1885. .21 m. increase.
51 30		43 01		1,917 59		1,639 73		July 1, '85	Weighed 30 days from Feb. 11, 1885. .22 m. decrease.
51 30				1,974 19				Aug. 1, '84	Weighed 30 days from Feb. 11, 1885. New.
50 45		42 75		977 72		828 49		July 1, '85	Weighed 30 days from Feb. 11, 1885.
50 45		46 17		752 71		687 93		July 1, '85	Weighed 30 days from Feb. 11, 1885. .02 m. increase.
50 45		50 45		3,002 27		2,961 41		July 1, '85	Weighed 30 days from Feb. 11, 1885. .81 m. increase. 58.7 m. from Dec. 15, 1884.
50 45		46 17		786 51		719 79		July 1, '85	Weighed 30 days from Feb. 11, 1885.
50 45		42 75		1,650 72		1,400 00		July 1, '85	Weighed 30 days from Feb. 11, 1885. .04 m. decrease.
49 59		42 75		222 65		175 70		July 1, '85	.38 m. increase. Weighed 30 days from Feb. 11, 1885.
49 59		52 16		1,402 90		1,444 31		July 1, '85	.6 m. increase. Weighed 30 days from Feb. 11, 1885.
49 59		48 74		2,012 85		1,953 01		July 1, '85	.52 m. increase. Weighed 30 days from Feb. 11, 1885.
49 59				1,223 88				Sept. 15, '84	Formerly part of route 34002. Weighed 30 days from Jan. 21, 1885.
49 59		49 59		3,078 03		2,893 21		Dec. 22, '84	7.10 m. from May 5, 1884; 6.71 m. from Dec. 22, 1884. Weighed 30 days from Feb. 11, 1885.
49 59				1,223 88				Oct. 8, '83	Weighed 30 days from Oct. 24, 1884.
49 59		42 75		5,325 96		4,143 75		Mar. 18, '85	10.47 m. from July 1, 1884. Weighed 30 days from Mar. 18, 1885.
49 59				3,609 65				Oct. 1, '84	Weighed 30 days from Jan. 21, 1885. New.
49 59		42 75		453 74		390 73		July 1, '85	.01 m. increase. Weighed 30 days from Feb. 11, 1885.
49 59		42 75		2,443 29		2,129 80		July 1, '85	.55 m. decrease. Weighed 30 days from Feb. 11, 1885.
49 59		44 46		1,635 47		1,456 06		July 1, '85	.23 m. increase. Weighed 30 days from Feb. 11, 1885.
48 74				4,459 71				Oct. 1, '83	Part. Weighed 30 days from Feb. 18, 1885, in order to fix pay on 91.5 m. on lap service.
48 74				2,822 04				Aug. 10, '83	Weighed 30 days from Apr. 16, 1884.
48 74		42 75		1,141 97		1,001 '3		July 1, '85	Weighed 30 days from Feb. 11, 1885.
48 74		43 01		1,447 57		1,291 73		July 1, '85	.08 m. increase. Weighed 30 days from Feb. 11, 1885.
48 74		48 74		445 48		484 96		July 1, '85	Weighed 30 days from Feb. 11, 1885. .81 m. decrease.
48 74		44 46		194 96		174 72		July 1, '85	.07 m. increase. Weighed 30 days from Feb. 11, 1885.
48 74		42 75		1,082 51		482 22		July 1, '85	Weighed 30 days from Feb. 11, 1885. .54 m. decrease. Covers route 7057. 11.47 m. formerly at \$54.72.
47 88				2,717 19				Dec. 25, '84	Weighed 30 days from Mar. 18, 1885. New.
47 88		42 75		113 95		95 33		July 1, '85	Weighed 30 days from Feb. 11, 1885.
47 88		42 75		1,356 44		1,303 39		Feb. 11, '85	Weighed 30 days from Feb. 11, 1885. 6 m. from June 16, 1884. 11.99 m. from Nov. 10, 1884.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Lbs.		Feet and inches.	
375	Conn.	5024	Bethel, Hawleyville...	Danbury and Norwalk R. R.	6.08	277	22	apt., 6.8 by 6.4, 11...	6
376	Pa.	8091	Larabee, Clermont....	Buffalo, New York and Philadelphia R. R.	22.3	273	15	apt., 8.9 by 6.9, 11...	8.51
377	Pa.	8067	Lewisburgh, Boalsburgh.	Pennsylvania R. R.	56.54	268	15	apt., 11 by 8.5, 1 l., 41.99 m.	7
378	N. Y.	6060	Skaneateles Junction (n. o.), Skaneateles.	Skaneateles R. R.	5.18	268	15	no apt.	21
379	Mass.	3052	East Thompson, Southbridge.	New York and New England R. R.	18	267	22	do	13.02
380	N. Y.	6008	Stapleton, Tottenville..	Staten Island Rapid Transit R. R.	13.95	264	20	do	18
381	Pa.	8080	Mechanicsburgh, Dillsburgh.	Cumberland Valley R. R.	8.84	263	19	do	18
382	N. Y.	6096	Bath, Hammondsport..	Bath and Hammondsport R. R. (Allen Wood, Rese.)	9.4	260	16	do	18
383	N. Y.	6031	Nineveh Junction (n. o.), Jefferson Junction (n. o.).	Delaware and Hudson Canal Co.	21.7	259	30	apt., 8.11 by 6.7, 1 l.	6
384	N. J.	7052	Greycourt (n. o.), N. Y., Belvidere, N. J.	Lehigh and Hudson River Rwy.	63.36	257	25	apt., 13.1 by 6.6, 1 l.	6.97
385	Md.	10014	Bowie, Pope's Creek...	Baltimore and Potomac R. R.	49.01	256	15	apt., 9.7 by 8.9, 1 l.	6
386	Pa.	8037	Cresson, Ebensburg...	Pennsylvania R. R.	11.59	255	14	no apt.	15
387	N. J.	7034	Jersey City, N. J., Greenwood Lake, N. Y.	New York and Greenwood Lake Rwy.	51.46	255	21	apt., 10 by 6.9, 1 l.	10.33
388	Ala.	17017	Selma, Pine Apple Station (n. o.).	Louisville and Nashville R. R.	47.80	252	12	7.10 by 6.5, 1 l.	6
389	E. I.	4008	Auburn, Hope.	New York, Providence and Boston R. R.	10.62	252	18	no apt.	12
390	Va.	11029	Balcony Falls, Lexington.	Richmond and Alleghany R. R.	22.13	251		do	12
391	N. H.	1021	Rollingsford (n. o.), Great Falls.	Boston and Maine R. R.	2.68	247	22	do	24
392	Pa.	8070	Rockwood, Johnstown.	Baltimore and Ohio R. R.	45.09	246	25	18 by 8.6, 1 l.	18
393	Conn.	5003	Middletown, Berlin Depot (n. o.).	New York, New Haven and Hartford R. R.	10.99	246	20	no apt.	24
394	N. Y.	6113	Summitville, Ellenville	New York, Ontario and Western Rwy.	8.55	245	25	do	12
395	Pa.	8023	Sunbury, Mount Carmel.	Northern Central Rwy.	27.47	244	20	14.6 by 8, 1	18
396	Pa.	8015	Sunbury, Sugarloaf.	Pennsylvania R. R.	44.41	242	22	10.1 by 6.6, 1 l.	6
397	N. Y.	6014	Canandaigua, Tonawanda.	New York Central and Hudson River R. R.	86.42	241	20	6.1 by 5.9, 1 l.	6
398	Iowa	27072	Clinton, Elmira (n. o.).	Burlington, Cedar Rapids and Northern Rwy.	09.51	240	26	13.8 by 9.1, 1 l.	6
399	N. J.	7033	Bridgeton, Port Norris	Cumberland and Maurice River R. R.	21.30	240	25	12 by 8, 2 l.	32
400	Va.	11032	Keysville, Clarksville..	Richmond and Mecklenburgh R. R.	31.63	238	15	4.4 by 3.6, 1 l.	6
401	Pa.	8054	Wilmington, Del., Reading, Pa.	Wilmington and Northern R. R.	71.90	237	20	7.9 by 6.3, 1 l.	9
402	Pa.	8064	Holidaysburgh, Williamsburgh.	Pennsylvania R. R.	14.28	237	13	no apt.	12
403	N. Y.	6074	Vail's Gate Junction (n. o.), Newburgh Junction (n. o.).	New York, Lake Erie and Western R. R.	12.60	237	20	do	21.48
404	N. Y.	6050	Walton, Delhi.	New York, Ontario and Western Rwy.	17.29	236	17	do	9
405	Conn.	5006	Waterbury, Watertown.	Naugatuck R. R.	6.42	235	16	do	12
406	Kans.	33041	Ottawa, Emporia.	Southern Kansas Rwy.	57.28	235	12	apt., 12 by 7.7, 1 l.	6

ADJUSTMENT OF PAY ON RAILROADS.

States and Territories in which the contract term expired June 30, 1885, &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.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
47 88		47 03		291 11		307 57						July 1, '85	Weighed 30 days from Feb. 11, 1885. .46 m. decrease.
47 88		42 75		1,067 72		942 21						July 1, '85	Weighed 30 days from Feb. 11, 1885. .26 m. increase.
47 03		42 75		2,659 07		1,814 73						July 1, '85	Weighed 30 days from Feb. 11, 1885. .10 m. increase. 14.19 m. from Feb. 9, 1885.
47 03		42 75		243 61		220 59						July 1, '85	Weighed 30 days from Feb. 11, 1885. .02 m. increase.
47 03		42 75		846 54		772 06						July 1, '85	Weighed 30 days from Feb. 11, 1885. .06 m. decrease.
47 03		42 75		656 06		555 75						July 1, '85	Weighed 30 days from Feb. 11, 1885. .95 m. increase.
47 03		42 75		415 74		378 33						July 1, '85	Weighed 30 days from Feb. 11, 1885. .01 m. increase.
47 03		42 75		442 08		401 85						July 1, '85	Weighed 30 days from Feb. 11, 1885.
46 17		44 46		1,001 88		964 72						July 1, '85	Weighed 30 days from Feb. 11, 1885.
46 17		47 03		2,925 33		1,950 80						July 1, '85	Weighed 30 days from Feb. 11, 1885. 21.72 m. increase, formerly at \$42.75 per m. Covers route 6062.
46 17		60 71		2,262 79		2,983 28						July 1, '85	Weighed 30 days from Feb. 11, 1885. .13 m. decrease.
46 17		43 61		535 11		479 27						July 1, '85	Weighed 30 days from Feb. 11, 1885. .6 m. increase.
46 17		42 75		2,375 90		2,184 52						July 1, '85	Weighed 30 days from Feb. 11, 1885. .36 m. increase.
46 17		34 20		2,206 92		1,677 85						July 1, '84	1.26 m. decrease. Weighed 30 days from Mar. 19, 1884.
46 17		42 75		490 32		460 41						July 1, '85	.15 m. decrease. Weighed 30 days from Feb. 11, 1885.
46 17		42 75		1,021 74		876 37						July 1, '85	1.63 m. increase. Weighed 30 days from Feb. 11, 1885.
45 32		47 03		121 45		117 57						July 1, '85	.18 m. increase. Weighed 30 days from Feb. 11, 1885.
45 32		42 75		2,043 47		1,939 56						July 1, '85	.28 m. decrease. Weighed 30 days from Feb. 11, 1885.
45 32		38 48		498 06		429 05						July 1, '85	.16 m. increase. Weighed 30 days from Feb. 11, 1885.
45 32		43 61		387 48		372 86						July 1, '85	Weighed 30 days from Feb. 11, 1885.
45 32		42 75		1,244 94		1,173 06						July 1, '85	.03 m. increase. Weighed 30 days from Feb. 11, 1885.
45 32		42 75		2,012 66		1,861 32						July 1, '85	.80 m. increase. Weighed 30 days from Feb. 11, 1885.
45 32		42 75		8,916 55		8,676 50						July 1, '85	.42 m. increase. Weighed 30 days from Feb. 11, 1885.
45 32				8,150 19								Jan. 15, '85	Weighed 30 days from March 18, 1885.
45 32		42 75		965 31		880 05						July 1, '85	.70 m. decrease. Weighed 30 days from Feb. 11, 1885.
45 32		42 75		1,433 47		1,387 70						Sept. 15, '84	8.28 m. from Feb. 20, 1884; 5.58 m. from June 2, 1884. Weighed 30 days from Sept. 15, 1884.
45 32		42 75		3,258 50		3,124 17						July 1, '85	1.18 m. decrease. Weighed 30 days from Feb. 11, 1885.
45 32		42 75		647 16		615 17						July 1, '85	.11 m. decrease. Weighed 30 days from Feb. 11, 1885.
45 32		51 30		571 03		646 38						July 1, '85	Weighed 30 days from Feb. 11, 1885.
45 32		43 61		783 58		777 13						July 1, '85	.53 m. decrease. Weighed 30 days from Feb. 11, 1885.
44 46		42 75		285 43		274 02						July 1, '85	.01 m. increase. Weighed 30 days from Feb. 11, 1885.
44 46				2,546 66								Apr. 10, '84	Weighed 30 days from Apr. 16, 1885. New.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail car or apartment.	Trips per week.
					Miles.	Average weight of mails whole distance per day.			
407	Me	16	Houlton, New Brunswick Line (n.o.).	New Brunswick Rwy	8.93	234	17	<i>Feet and inches.</i> no apt	6.5
408	Iowa	27082	Winfield, Oskaloosa	Burlington and Western Rwy.	71.41	234	20	apt., 6 by 8	6
409	Va	11024	Owl Run, Warrenton	Virginia Midland Rwy	9.25	233	18	no apt	14
410	N. Y.	6131	Tannersville Junction (n.o.), Kaaterskill.	Kaaterskill R. R.	8.99	233	24	do	12.50
411	Mass.	3033	Cook Street Station (n.o.), Bellingham.	New York and New England R. R.	22.64	232	20	do	12.06
412	Wis	25057	Menominee, Crevitz	Milwaukee and Northern R. R.	22.79	232	25	apt., 23.1 by 9.1, 11	6
413	Pa	8064	Carbondale, Susquehanna.	New York, Lake Erie and Western R. R.	39.51	231	23	apt., 8.11 by 6.7, 11. to Jefferson Junction, 35.94 m.	6
414	W. Va	12011	Weston, Buckhannon	Weston and Buckhannon R. R.	16.29	231	13	no apt	12
415	Vt.	2013	White River Junction, Woodstock.	Woodstock R. R.	14.44	231	17	do	12
416	Mass	3053	Greenfield, Turner's Falls.	Fitchburgh R. R.	4.87	231	16	do	19.79
417	Pa	8106	Millersburgh, Williamstown.	Northern Central Rwy	21.04	228	20	do	10.26
418	Mass	3023	South Acton, Hudson	Fitchburgh R. R.	8.83	225	22	do	27
419	Me	22	Bridgton Junction (n.o.), Bridgton.	Bridgton and Saco River R. R.	16.30	224	16	do	12
420	W. Va	12010	Charleston, Point Pleasant.	Ohio Central R. R.	57.70	223	20	apt., 8.3 by 6, 11	6
421	Pa	8107	Meadville, Linesville	Meadville and Linesville Rwy.	21.10	221	25	no apt	14.94
422	Pa	8100	Tamaqua, Mauch Chunk.	Philadelphia and Reading R. R.	16.32	221	20	do	15.75
423	Pa	8132	Bradford, Smethport	Bradford, Bordell and Kinzua R. R.	26.18	220	15	apt. 9.7 by 6.11, 11. to 9.9 m.	6
424	N. Y.	6027	Cobleskill, Cherry Valley.	Delaware and Hudson Canal Co.	22.86	220	22	no apt	12
425	Md	10025	Brandywine, Mechanicsville.	Southern Maryland R. R.	20.3	220	15	do	6
426	Pa	8137	Junction, Quarryville	Reading and Columbia R. R.	23.5	219	15	do	14.31
427	N. Y.	6119	Herkimer, Poland	Herkimer, Newport and Poland Narrow Gauge Rwy.	17.06	219	15	do	12
428	Pa	8059	Lebanon, Tower City	Philadelphia and Reading R. R.	43.15	218	17	apt., 8 by 6.3, 11.	9.78
429	N. Y.	6115	Theresa Junction (n.o.), Clayton.	Utica and Black River R. R.	16.25	218	20	no apt	12
430	Mass	3066	Spencer, South Spencer (n.o.).	Spencer R. R.	2.18	217	18	do	24
431	Pa	8124	Columbia, Pa., Port Deposit.	Pennsylvania R. R.	39.62	216	20	apt., 8 by 6, 11	6
432	Va	11032	Keyaville, Clarksville	Richmond and Mecklenburg R. R.	31.63	216	15	apt., 4.4 by 3.6, 11.	6
433	N. J.	7021	Eimer, Salem	West Jersey R. R.	17.35	213	18	no apt	16.78
434	Mo	28045	Cape Girardeau, Wappapello.	Cape Girardeau, Southwestern Rwy.	52.01	212	15	apt., 15 by 7.2, 11	8.04
435	N. J.	7002	Somerville, Flemington	Philadelphia and Reading R. R.	16.01	212	22	no apt	15
436	Pa	8128	Portland, Nazareth	Baukor and Portland Rwy	25.54	211	20	do	13.93
437	Va	11020	Fredericksburgh, Orange, C. H.	Potomac, Fredericksburgh and Piedmont R. R.	39	211	13	apt., 7 by 7.4, 11	6
438	N. Y.	6055	Schoharie, Middleburgh	Middleburgh and Schoharie R. R.	5.95	210	20	no apt	18
439	Conn.	5002	New Britain, Berlin Junction (n.o.).	New York, New Haven and Hartford R. R.	3	209	18	do	18
440	Iowa	27049	Belle Plaine, Muchachinock.	Chicago and Northwestern Rwy.	62.90	208	18	apt., 24 by 9.3, 11	6
441	Pa	8089	Reading, Slatington	Philadelphia and Reading R. R.	44.13	207	21	apt., 8.3 by 7, 11	6

States and Territories in which the contract term expired June 30, 1885, &c.—Continued.

Pay per mile per annum for transportation.		Former pay per mile per annum for transportation.		Amount of annual pay for transportation.		Former amount of annual pay for transportation.		Date of adjustment or readjustment.		Remarks.	
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.				
44 46	49 59	.....	174 72	.....	194 88	.....	Sept. 1, '84		Weighed 30 days from Sept. 16, 1884.	
44 46	42 75	.....	3,174 88	.....	2,039 17	.....	Mar. 18, '85		Weighed 30 days from Mar. 18, 1885. 23.71 m. from Oct. 1, 1884.	
44 46	42 75	.....	411 25	.....	392 01	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. .08 m. increase.	
44 46	399 09	.....		.....	July 14, '84		Weighed 30 days from Aug. 1, 1884. New.	
44 46	49 59	.....	1,006 57	.....	1,542 25	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. 9.1 m. decrease.	
44 46	1,013 24	.....		.....	July 1, '84		Weighed 30 days from Mar. 18, 1885. New.	
46 46	42 75	.....	1,756 61	.....	1,673 23	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. .37 m. increase.	
44 00	42 75	.....	724 25	.....	696 39	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885.	
44 46	42 75	.....	642 00	.....	617 31	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885.	
44 46	42 75	.....	216 52	.....	186 81	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. .05 m. increase.	
44 46	42 75	.....	935 43	.....	899 46	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885.	
44 46	42 75	.....	392 58	.....	392 44	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. .35 m. decrease.	
44 46	43 61	.....	724 69	.....	723 48	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. 29 m. decrease.	
43 61	2,516 29	.....		.....	Aug. 20, '83		Weighed 30 days from Mar. 16, 1885. New.	
43 61	42 75	.....	920 17	.....	902 02	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885.	
43 61	42 75	.....	711 71	.....	585 07	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. 2.62 m. increase.	
43 61	42 75	.....	1,141 70	.....	1,113 03	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. .13 m. increase.	
43 61	42 75	.....	996 92	.....	977 26	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885.	
43 61	885 28	.....		.....	Feb. 16, '85		Weighed 30 days from May 1, 1885. New.	
43 61	42 75	.....	1,024 83	.....	1,004 02	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885.	
43 61	42 75	.....	743 98	.....	726 98	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. .06 m. increase.	
43 61	42 75	.....	1,881 77	.....	1,855 35	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. 25 m. decrease.	
43 61	42 75	.....	708 06	.....	693 83	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. .02 m. increase.	
43 61	95 06	.....		.....	July 11, '85		Weighed 30 days from Aug. 5, 1885. New.	
43 61	38 48	.....	1,727 82	.....	1,524 57	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885.	
43 61	45 32	.....	1,379 38	.....	1,433 47	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885.	
43 61	44 46	.....	756 03	.....	756 26	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. .34 m. increase.	
43 61	42 75	.....	2,268 15	.....	1,920 33	.....	Feb. 11, '85		Weighed 30 days from Feb. 11, 1885. 7.09 m. from Nov. 20, 1884.	
43 61	42 75	.....	698 19	.....	686 56	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. .05 m. decrease.	
42 75	42 75	.....	1,091 83	.....	1,094 82	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. .07 m. decrease.	
42 75	42 75	.....	1,067 25	.....	1,059 98	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. .17 m. increase.	
42 75	42 75	.....	254 36	.....	235 12	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. .45 m. increase.	
42 75	128 25	.....		.....	Aug. 1, '85		Weighed 30 days from Aug. 19, 1885. New.	
42 75	2,688 97	.....		.....	Dec. 15, '84		Weighed 30 days from Mar. 18, 1885. New.	
42 75	42 75	.....	1,886 55	.....	1,869 45	.....	July 1, '85		Weighed 30 days from Feb. 11, 1885. .40 m. increase.	

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail car or apartment.	Trips per week.
					Miles.	Lbs.			
					Average weight of mails whole distance per day.		Feet and inches.		
442	Pa.	8060	Towanda, Bernice	Pennsylvania and New York Canal and R. R. Co.	23.68	207	25	apt., 8.4 by 8, 11.....	12
443	N. Y.	6078	Port Jervis, Monticello.	Port Jervis and Monticello R. R.	24.70	206	18	no apt	6
444	Mo.	28047	Jefferson City, Bagnell.	Missouri Pacific Rwy ..	45.54	205	13	apt., 10.6 by 7.4, 11..	6
445	Pa.	8144	Port Allegheny, Coudersport.	Coudersport and Port Allegheny R. R.	17.57	205	17	no apt	12
446	Pa.	8116	Honesdale, Carbondale.	Delaware and Hudson Canal Co.	17.48	205	12	...do	12
447	Pa.	8119	Shenandoah, Mahanoy Plane.	Philadelphia and Reading R. R.	6.92	205	18	...do	15
448	Mass.	3058	Witchendon, Mass., Peterborough, N. H.	Cheshire R. R.	16.58	203	19	apt., 15 by 6.6, 11...	9.59
449	Md.	10019	Emmitsburgh, Rocky Ridge.	Emmitsburg R. R.	6.94	203	20	no apt.....	18
450	N. M.	39009	San Antonio, Carthage	Atchison, Topeka and Santa Fé R. R.	7.99	200	11	...do	7
451	Mass.	3012	Boston, Medford.	Boston and Maine R. R..	5.31	200	15	do	24
452	N. Y.	6079	Poughkeepsie, Boston Corners.	Poughkeepsie, Hartford and Boston R. R.	38.11	199	25	apt., 7.5 by 7, 11, ...	6
453	N. J.	7086	Summit, Bernardsville.	Delaware, Lackawanna and Western R. R.	14.68	199	20	no apt	12
454	Mass.	3002	Boston, East Saugus...	Boston and Maine R. R.	10.74	199	17	...do	24.93
455	Mass.	3031	North Brookfield, East Brookfield.	Boston and Albany R. R.	4.52	199	18	...do	27
456	Pa.	8050	Pottsville, Frackville...	Philadelphia and Reading R. R.	11.55	197	15	...do	13.55
457	Mass.	3072	Boston, Waltham	Fitchburgh R. R.	11.05	197	17	...do	29.41
458	Mass.	3019	Somerville Station (n. o.), Bedford.	Boston and Lowell R. R. Corporation.	12.58	196	16	...do	20.65
459	N. Y.	6070	Silver Springs, Perry	Silver Lake Rwy	7.31	196	20	...do	15
460	Pa.	8046	Bethlehem, Bangor....	Lehigh and Lackawanna R. R.	32.2	194	25	...do	12
461	Va.	10228	Danville, Stuart	Danville and New River R. R.	76.52	193	15	apt., 8.9 by 5, 11....	6
462	Mass.	3034	North Grafton Station (n. o.), Grafton.	Grafton Centre R. R.	3	193	12	no apt	30
463	Mass.	3071	Van Deusen, State Line	Housatonic R. R.	11.12	192	23	...do	9.36
464	N. Y.	6101	Sydney Plains, New Berlin.	New York, Ontario and Western Rwy.	25.08	191	16	apt., 15 by 6.11, 11..	6
465	Dak.	35016	Jamestown, New Rockford.	Jamestown and Northern R. R.	59.67	190	13	no apt	6
466	Pa.	8109	Abington Station (n. o.), Breadyville.	Northeast Pennsylvania R. R.	9.83	190	19	...do	12
467	N. J.	7050	Manchester, Barnegat.	Philadelphia and Reading R. R.	22.24	188	25	...do	16.17
468	N. J.	7048	Branchville Junction (n. o.), Branchville.	Delaware, Lackawanna and Western R. R.	6.37	188	20	apt., 6.9 by 4 (av.), 11.	15
469	Ill.	23061	Alton Junction (n. o.), Chicago and Alton Junction (n. o.)	Indianapolis and Saint Louis Rwy.	4.15	187	..	no apt	12
470	Pa.	8147	Clarion Junction (n. o.), Clarion.	Pittsburgh and Western R. R.	6.42	185	15	...do	18
471	N. J.	7039	Woodbury, Penn's Grove.	Delaware River R. R.	20.97	183	30	...do	15
472	N. J.	7058	Two Bridges Junction (n. o.), N. Y., Stroudsburg, Pa.	New York, Susquehanna and Western R. R.	47.85	180	25	apt., 14.1 by 6.9, 11..	6
473	N. Y.	6082	Johnsonville, Greenwich.	Greenwich and Johnsonville Rwy.	15.34	180	22	no apt.....	18
474	N. Y.	0126	Buffalo (Erie Street), Black Rock (N. Y. C. and H. R. R. Sta.).	Grand Trunk Rwy. of Canada.	4.59	180	15	apt., 24.9 by 6.8, 11..	6

States and Territories in which the contract term expired June 30, 1885, &c.—Continued.

Pay per mile per annum for transportation.		Former pay per annum for transportation.		Amount of annual pay for transportation.		Former amount of annual pay for transportation.		Date of adjustment or readjustment.	Remarks.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42 75	42 75	.....	1, 012 32	.....	1, 032 41	.....	July 1, '85	.47 m. decrease. No allowance for lap service between Towanda and Monroeton, 5.4 m. Weighed 30 days from Feb. 11, 1885.
42 75	43 61	.....	1, 055 92	.....	1, 077 16	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75	42 75	.....	1, 946 83	.....	1, 601 41	.....	Jan. 1, '85	8.08 m. extension, from Jan. 1, 1885 Weighed 30 days from Feb. 11, 1885.
42 75	42 75	.....	751 11	.....	718 07	.....	July 1, '85	.59 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75	42 75	.....	747 27	.....	835 75	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75	42 75	.....	295 83	.....	294 97	.....	July 1, '85	.214 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75	46 17	.....	708 79	.....	767 34	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75	42 75	.....	296 68	.....	310 36	.....	July 1, '85	.32 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75	341 57	.....	.....	.....	Nov. 1, '84	Weighed 30 days from Apr. 15, 1885. New.
42 75	42 75	.....	227 00	.....	227 00	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75	42 75	.....	1, 629 20	.....	1, 920 75	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. 6.82 m. decrease.
42 75	42 75	.....	627 57	.....	629 28	.....	July 1, '85	.04 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75	42 75	.....	459 13	.....	400 41	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .40 m. decrease.
42 75	42 75	.....	193 23	.....	186 81	.....	July 1, '85	.15 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75	42 75	.....	493 76	.....	496 75	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .07 m. decrease.
42 75	42 75	.....	472 38	.....	465 97	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .15 m. increase.
42 75	42 75	.....	537 79	.....	537 36	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .01 m. increase.
42 75	42 75	.....	312 50	.....	291 98	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .48 m. increase.
42 75	42 75	.....	1, 376 55	.....	1, 376 55	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75	42 75	.....	3, 271 23	.....	1, 912 63	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .21 m. decrease; 13.25 m. from Nov. 5, 1883; 18.74 m. from Aug. 25, 1884.
42 75	128 25	.....	.....	.....	Aug. 5, '85	Weighed 30 days from Aug. 19, 1885. New.
42 75	62 42	.....	475 38	.....	687 86	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .1 m. increase.
42 75	42 75	.....	1, 072 17	.....	1, 087 56	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .36 m. decrease.
42 75	2, 550 89	.....	.....	.....	July 1, '84	Weighed 30 days from Apr. 15, 1884. 43.48 m. from May 1, 1883; 16.19 m. from July 1, 1884. New.
42 75	52 16	.....	420 23	.....	518 47	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .11 m. decrease.
42 75	42 75	.....	950 76	.....	958 45	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .18 m. decrease.
42 75	42 75	.....	272 31	.....	283 43	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .26 m. decrease.
42 75	177 41	.....	.....	.....	July 1, '84	Weighed 30 days from Feb. 11, 1885. Formerly part of route 22043.
42 75	42 75	.....	274 45	.....	287 70	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .31 m. decrease.
42 75	42 75	.....	896 46	.....	875 52	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .49 m. increase.
42 75	42 75	.....	2, 045 58	.....	2, 045 58	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75	42 75	.....	655 73	.....	649 82	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885. .35 m. decrease.
42 75	42 75	.....	196 22	.....	196 22	.....	July 1, '85	Weighed 30 days from Feb. 11, 1885.

REPORT OF THE POSTMASTER-GENERAL.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles	Lbs.		Feet and inches.	
475	N. Y.	6029	Plattsburgh, Au Sable Fork.	Delaware and Hudson Canal Co.	28.52	179	13	no apt	6
476	Me	20	Farmington, Phillips ..	Sandy River R. R.	18.25	179	13	do	12
477	N. J.	7009	Lambertville, Flemington.	Pennsylvania R. R.	12.46	179	21	do	15
478	Pa	8126	Bowmansdale, Shippenburgh.	Harrisburg and Potomac R. R.	32.45	178	20	do	11.32
479	N. H.	1003	Manchester, North Weare.	Concord Railroad Corporation.	19.95	177	15	do	12
480	Pa	8048	West Chester, Phoenixville.	Pennsylvania R. R.	18.43	175	23	do	16.72
481	Fla	16021	Wahnetta, Bartow.....	South Florida R. R.	17.53	171	16	do	6
482	Ark	29006	Brinkley, Tupelo.....	Batesville and Brinkley R. R.	41.78	170	15	do	6
483	Me.	1	Boundary Line (n. o.), Presque Isle.	New Brunswick Rwy	30.51	170	15	do	6
484	Pa	8108	Lewiston Junction (n. o.), Selin's Grove Junction (n. o.).	Pennsylvania R. R.	44.60	169	24	apt., 6.6 by 6.3, 1 l.	6.18
485	Pa	8057	Pottstown, Barto's....	Philadelphia and Reading R. R.	13.22	169	15	no apt	11.25
486	Pa	8134	Lumber Yard (n. o.), Ebersvale.	Lehigh Valley R. R.	6.23	169	25	do	12
487	N. Mex	39008	Nutt Station (n. o.), Lake Valley.	Atchison, Topeka and Santa Fé R. R.	13.73	167	17	do	7
488	Mass	3004	Salem, Marblehead ...	Boston and Maine R. R.	3.99	167	22	do	18
489	Minn	26042	Wadena, Milnor.....	Northern Pacific R. R.	118.86	166	23	apt., 23.4 by 8.8, 1 l. to Fergus Falls, 51.62 m.; no apt. residue.	6
490	N. J.	7014	Dover, Chester	Delaware, Lackawanna, and Western R. R.	14.05	165	17	no apt	12
491	Nebr	34013	Lincoln, Marysville ..	Omaha and Republican Valley R. R.	78.27	164	....	do	8.09
492	Pa	8028	Harrisburg, Auburn..	Philadelphia and Reading R. R.	59.05	163	28	8 by 6.8, 1 l.	10.82
492a	N. Y.	6025	Schenectady, Ballston.	Delaware and Hudson Canal Co.	15.20	162	30	no apt	21
493	Pa	8058	Jeddo, Freeland	Lehigh Valley R. R.	2.47	161	25	do	18
494	Pa	8079	Wilkes Barre, Scranton	Philadelphia and Reading R. R.	18.75	160	18	do	12
495	Iowa	27084	Des Moines, Cainesville	Des Moines, Osceola and Southern R. R.	117.37	158	16	8 by 5.2, 1 l.	6
496	Pa	8078	Tunkhannock, Montrose.	Montrose Rwy.	29.11	158	15	6.1 by 6, 1 l.	6
497	N. Y.	6039	Watertown, Sackett's Harbor.	Utica and Black River R. R.	12.52	157	16	no apt.	12
498	Mo	28055	Clinton, Lowry City ...	Kansas City and Southern Rwy.	19.37	156	20	do	6
499	Conn	5025	Windsor Locks, Suffield.	New York, New Haven and Hartford R. R.	4.90	156	28	do	24
500	Minn	26028	Heron Lake, Pipestone.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	55.54	154	20	do	6
501	N. Y.	6131	Kaaterskill Junction (n. o.), Kaaterskill.	Kaaterskill R. R.	7.40	154	20	do	12
502	Pa	8099	Osceola Mills, Ramey	Pennsylvania R. R.	9.04	152	14	do	12.2
503	Md	10016	Bay View (n. o.), Canton Docks (n. o.).	Northern Central Rwy	2.10	152	24	do	5.5
504	Tex	31029	Beaumont, Rockland ..	Sabine and East Texas Rwy.	75.85	151	15	7 by 7, 1 l.	6
505	Kans.	33044	Lawrenceburg, Belleville.	Junction City and Fort Kearney Rwy.	17.44	151	20	no apt.	7

States and Territories in which the contracts expired June 30, 1885, &c.—Continued.

Pay per mile per annum for transportation.		Former pay per mile per annum for transportation.		Amount of annual pay for transportation.		Former amount of annual pay for transportation.		Former amount of annual pay for r. p. o. cars.		Date of adjustment or readjustment.		Remarks.	
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.				
42 75		42 75		1,005 48		1,005 48				July 1, '85		Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		780 18		780 18				July 1, '85		Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		532 66		535 23				July 1, '85		Weighed 30 days from Feb. 11, 1885. .06 m. decrease.	
42 75		42 75		1,387 23		1,387 23				July 1, '85		Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		852 86		852 86				July 1, '85		Weighed 30 days from Feb. 11 and Aug. 5, 1885.	
42 75		42 75		787 88		787 45				July 1, '85		Weighed 30 days from Feb. 11, 1885. .01 m. increase.	
42 75		42 75		749 40						Feb. 16, '85		Weighed 30 days from June 1, 1885. New.	
42 75		42 75		1,784 94		474 09				Nov. 10, '84		15.95 m. from Mar. 15, 1883; 7.49 m. from Apr. 15, 1884; 7.20 from Nov. 10, 1884. Weighed 30 days from Dec. 6, 1884.	
42 75		42 75		1,304 30		1,284 21				July 1, '85		.47 m. increase. Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		1,906 85		1,923 75				July 1, '85		Weighed 30 days from Feb. 11, 1885. .40 m. decrease.	
42 75		42 75		565 15		567 72				July 1, '85		Weighed 30 days from Feb. 11, 1885. .06 m. decrease.	
42 75		42 75		266 33		266 33				July 1, '85		Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		586 95						June 10, '84		Weighed 30 days from April 15, 1885.	
42 75		42 75		170 57		167 58				July 1, '85		Weighed 30 days from Feb. 11, 1885. .07 m. increase.	
42 75		46 17		5,081 26		2,398 53				Apr. 15, '85		66.91 m. from June 2, 1884. Weighed 30 days from Apr. 15, 1885.	
42 75		42 75		600 63		595 93				July 1, '85		.11 m. increase. Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		3,346 04		1,649 29				May 10, '85		39.69 m. from May 10, 1884. Weighed 30 days from Jan. 21, 1885.	
42 75		42 75		2,524 38		2,353 69				July 1, '85		.27 m. increase. Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		649 80		649 80				July 1, '85		Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		105 59		138 59				July 1, '85		.77 m. decrease. Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		801 56		848 58				July 1, '85		1.10 m. decrease. Weighed 30 days from Feb. 11, 1885.	
42 75		43 61		5,017 56		4,017 35				Mar. 18, '85		25.25 m. from Jan. 15, 1885. Weighed 30 days from Mar. 18, 1885.	
42 75		42 75		1,244 45		1,208 54				July 1, '85		.84 m. increase. Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		535 23		534 80				July 1, '85		.01 m. increase. Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		828 06		493 76				Jan. 1, '85		7.82 m. from Jan. 1, 1885. Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		209 47		204 77				July 1, '85		.11 m. increase. Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		2,374 33		1,889 98				Sept. 16, '84		11.33 m. from Sept. 16, 1884. Weighed 30 days from Apr. 15, 1885.	
42 75		44 46		316 35		309 69				July 1, '85		1.59 m. decrease. Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		386 46		379 62				July 1, '85		.16 m. increase. Weighed 30 days from Feb. 11, 1885.	
42 75		556 61 100 00		89 77		1,168 88	210 00			July 1, '85		Formerly part of route 10001. Weighed 60 days from Jan. 8, 1885.	
42 75		42 75		3,242 58		2,383 31				Sept. 17, '83		20.10 m. from Sept. 17, 1883. Weighed 30 days from Feb. 11, 1885.	
42 75		42 75		745 56						Jan. 1, '85		New. Weighed 30 days from Apr. 16, 1885.	

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Lbs.				
506	Pa...	8110	Catawissa Junction (n. o.), Sonestown.	Williamsport and North Branch R. R.	13.35	151 15	151 15	15	no apt.....	18
507	Mont.	38003	Stuart, Anaconda.....	Montana Rwy	8.69	150 20	150 20	20	...do	7
508	R. I...	4009	Wood River Junction (n. o.), Hope Valley.	Wood River Branch R. R.	5.93	150 25	150 25	25	...do	18
509	Ga...	15020	Cartersville, Broken Arrow.	East and West R. R. Co. of Alabama.	114.08	146 17	146 17	17	apt., 7.6 by 7.1, 11 ..	7
510	Wash. Terr.	43006	Palouse Junction (n. o.), Colfax.	Columbia and Palouse R. R.	89.18	145 11	145 11	11	no apt.....	3
511	N. Y.	6076	Freeville, Auburn....	Southern Central R. R....	39.46	145 15	145 15	15	apt., 7.6 by 7, 11....	6
512	Miss.	18005	Columbus, Miss., Fayette C. H., Ala.	Georgia Pacific Rwy.....	44.83	143 20	143 20	20	apt., 15.1 by 8.7, 11..	7
513	Mass	3006	Franklin, Mass., Valley Falls, R. I.	New York and New England R. R.	14.46	143 28	143 28	28	no apt.....	18
514	N. H.	1020	Franklin, Bristol.....	Boston and Lowell R. R. Corporation.	13.13	142 17	142 17	17	no apt.....	6
515	Ky...	20018	Richmond, Livingston.	Kentucky Central R. R....	36.62	141 30	141 30	30	apt., 12.9 by 9, 11..	6
516	N. H.	1015	Wolfborough Junction, Wolfborough.	Boston and Maine R. R....	12.14	141 24	141 24	24	no apt.....	12
517	Nebr.	34025	Genoa, Cedar Rapids...	Omaha, Niobrara and Black Hills R. R.	30.81	140 15	140 15	15	...do	6
518	Ohio	21096	Marietta, Big Run....	Marietta Mineral Rwy ..	24.60	139 12	139 12	12	...do	6
519	N. Y.	6051	Clinton, Rome.....	Delaware and Hudson Canal Co.	13.19	139 15	139 15	15	...do	12
520	W. Va	12012	Grafton, Philippi.....	Grafton and Greenbrier R. R.	24	138 16	138 16	16	...do	6
521	Pa...	8062	Topton, Kutztown....	Philadelphia and Reading R. R.	5.06	138 22	138 22	22	...do	24
522	Mass	3037	Canton Junction (n. o.), Stoughton.	Boston and Providence R. R.	4.16	138 17	138 17	17	...do	24
523	Mich	24054	East Saginaw, Bay Port.	Saginaw, Tuscola and Huron R. R.	46.97	137 15	137 15	15	...do	10.84
524	Me...	21	Lewiston, South Auburn.	Grand Trunk Rwy Co., of Canada.	5.50	137 22	137 22	22	...do	9
525	Pa...	8121	Bradford, Pa., Olean, N. Y.	Buffalo, New York and Philadelphia R. R.	23.68	136 15	136 15	15	...do	14.10
526	Nebr.	34025	Genoa, Fullerton.....	Omaha, Niobrara and Black Hills R. R.	14.54	136	136		...do	8
527	N. H.	1016	Portsmouth, Dover....	Boston and Maine R. R....	11.62	135 25	135 25	25	...do	16.69
528	Mo...	28046	Altenville, Jackson...	St. Louis, Iron Mountain, and Southern Rwy.	16.90	134 13	134 13	13	...do	6
529	Md...	10009	Salisbury, Ocean City.	Wicomico and Pocomoke R. R.	31.05	133 20	133 20	20	apt., 9.8 by 4.1, 11..	12
530	Mont	36002	Helena, Wickes.....	Helena and Jefferson County R. R.	26.53	133 12	133 12	12	no apt.....	7
531	Mass	3005	Salem, Lawrence.....	Boston and Maine R. R....	22.33	133 19	133 19	19	...do	18.78
532	N. Y.	6069	Hudson, Chatham.....	Boston and Albany R. R.	17.06	133 20	133 20	20	...do	18
533	Pa...	8012	Hazle Creek Bridge (n. o.), Andenried.	Lehigh Valley R. R.....	8.52	132 25	132 25	25	...do	6
534	N. Y.	6059	Olean, Nunda Junction (n. o.).	Lackawanna and Pittsburgh R. R.	70.33	130 18	130 18	18	...do	17.15
535	Mass	3076	North Abington, Hanover.	Hanover Branch R. R....	8.28	129 18	129 18	18	...do	13.12
536	Dak...	35018	Sanborn, Cooperstown.	Sanborn, Cooperstown and Turtle Mountain R. R.	37.53	128 12	128 12	12	...do	6
537	Va...	11022	Elba, Rocky Mount...	Virginia Midland Rwy ..	37.47	128 11	128 11	11	5.3 by 5.1, 11.....	6
538	Pa...	8139	Lawrenceville, Harrison Valley.	Fall Brook Coal Co.....	32.42	128 27	128 27	27	no apt.....	8.33
539	Conn	5020	Turnerville, Colchester.	New York, New Haven and Hartford R. R.	4.2	128 21	128 21	21	do	18
540	N. Y.	6090	Sodus Point, Stanley...	Northern Central Rwy..	33.5	127 12	127 12	12	apt., 7.3 by 4.2, 11..	10.47

States and Territories in which the contract term expired June 30, 1885, &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.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.						
42 75				570 71		568 99						July 1, '85	5.19 m. from May 26, 1884; 2.38 from Nov. 20, 1884. Weighed 30 days from Feb. 11, 1885. .04 m. increase.
42 75				371 40								Dec. 1, '84	New. Weighed 30 days from May 6, 1885.
42 75		42 75		253 50		254 30						July 1, '85	Weighed 30 days from Feb. 11, 1885. .02 m. decrease.
42 75				4,876 92								July 21, '84	Weighed 30 days from Dec. 17, 1884. New.
42 75				3,812 44								Feb. 11, '84	Weighed 30 days from May 6, 1885. New.
42 75		42 75		1,686 91		1,697 17						July 1, '85	Weighed 30 days from Feb. 11, 1885. .24 m. decrease.
42 75				1,916 48								Apr. 21, '84	Weighed 30 days from Feb. 11, 1885. New.
42 75		42 75		618 16		615 60						July 1, '85	Weighed 30 days from Feb. 11, 1885. .06 m. increase.
42 75		42 75		561 30		560 45						July 1, '85	Weighed 30 days from Feb. 11, 1885. .02 m. increase.
42 75				1,565 50								Apr. 15, '84	Weighed 30 days from Feb. 11, 1885. New.
42 75		42 75		518 98		517 70						July 1, '85	Weighed 30 days from Feb. 11, 1885. .03 m. increase.
42 75		42 75		1,317 12		621 58						Mar. 2, '85	Weighed 30 days from Apr. 15, 1885. 16.27 m. from Mar. 2, 1885.
42 75				1,051 65								Feb. 16, '85	Weighed 30 days from July 8, 1885. New.
42 75		42 75		563 87		563 87						July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		1,026 00		1,026 00						July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		216 31		189 81						July 1, '85	Weighed 30 days from Feb. 11, 1885. .22 m. increase.
42 75		42 75		177 84		177 84						July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		2,007 96		1,634 33						Aug. 1, '84	Weighed 30 days from Jan. 15, 1885. 8.74 m. from Aug. 1, 1884.
42 75		42 75		235 12		250 08						July 1, '85	Weighed 30 days from Feb. 11, 1885. .35 m. decrease.
42 75		51 30		1,012 32		1,226 07						July 1, '85	.22 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75				621 58								May 10, '84	Weighed 30 days from Jan. 21, 1885. New.
42 75		42 75		496 75		483 93						July 1, '85	.30 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75				722 47								Dec. 1, '84	Weighed 30 days from Feb. 11, 1885. New.
42 75		42 75		1,327 38		1,311 57						July 1, '85	Weighed 30 days from Feb. 11, 1885. .37 m. increase.
42 75				1,134 15								Mar. 20, '84	Weighed 30 days from May 6, 1885. New.
42 75		42 75		954 60		910 14						July 1, '85	1.04 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		767 79		766 93						July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		364 23		364 23						July 1, '85	.02 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		3,006 60		2,998 48						July 1, '85	Weighed 30 days from Feb. 11, 1885. .19 m. increase.
42 75		42 75		353 97		351 83						July 1, '85	.05 m. increase. 8.23 m. from Jan. 1, 1885. Weighed 30 days from Feb. 11, 1885.
42 75				1,604 40								Sept. 20, '83	Weighed 30 days from Apr. 15, 1885. New.
42 75		42 75		1,601 84		1,591 58						July 1, '85	Weighed 30 days from Apr. 1, 1885. .24 m. increase.
42 75		42 75		1,385 95		1,375 09						July 1, '85	.24 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		179 55		196 65						July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		1,432 12		1,453 50						July 1, '85	.5 m. decrease. Weighed 30 days from Feb. 11, 1885.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Lbs.	Feet and inches.		
541	Mass.	3017	Lowell, Lawrence	Boston and Lowell R. R. Corporation.	14.08	127	20	no apt.	21
542	Pa.	8098	Norristown, Lansdale	Stony Creek, R. R.	10.8	127	25	do	9
543	N. Y.	6121	Mechanicville, Schuylersville Junction (n. o.)	Boston, Hoosac Tunnel and Western Rwy.	15.18	126	25	do	12
544	Mass.	3015	Newton Junction, N. H., Merrimac, Mass.	Boston and Maine R. R.	4.85	126	18	do	18
545	N. Y.	6105	Plattsburgh, Rogersville	Chateaugay R. R.	34.67	125	12	do	12
546	N. J.	7012	Kinkora, Jolintown	Pennsylvania R. R.	9.87	125	25	do	12
547	Mass.	3075	Bellingham, Franklin	Milford and Woonsocket R. R.	5.37	125	21	do	33
548	W. Va.	12007	Piedmont, Mineville	West Virginia Central and Pittsburgh Rwy.	13.33	124	12	apt., 8.6 by 7, 11	6
549	N. Y.	6128	Hayt's Corners, Willard	Geneva, Ithaca and Sayre R. R.	5.75	124	12	no apt.	16
550	Pa.	8140	Holidaysburgh Junction (n. o.), Newry	Pennsylvania R. R.	3.06	124	7	do	12
551	Pa.	8061	Schuylkill Haven, Glen Carbon	Philadelphia and Reading R. R.	13.64	123	15	do	10.12
552	Mass.	3070	Ashburnham Depot, Ashburnham	Fitchburg R. R., to Apr. 22, 1886.	2.62	123	21	do	21
553	Ala.	17019	Chehaw (n. o.), Tuskegee	Tuskegee R. R.	6	122	12	do	6
554	Pa.	8127	Montour Junction (n. o.), Imperial	Montour R. R.	11	121	15	do	12
555	N. J.	7030	Newark, Paterson	New York, Lake Erie, and Western R. R.	12.90	120	28	do	12
556	N. J.	7029	Whiting, Atsion	Philadelphia and Reading R. R.	24.47	119	28	apt., 7.7 by 6.6 (av.) 11.	9
557	Neb.	34026	De Witt, Tobias	Nebraska and Colorado R. R.	23.74	117	10	no apt.	6
558	N. H.	1022	Plymouth, North Woodstock	Boston and Lowell R. R. Corporation.	21.06	117	13	do	8.13
559	Pa.	8049	Lewiston Junction (n. o.), Milroy	Pennsylvania R. R.	12.94	116	14	do	12
560	N. J.	7001	Rocky Hill, Monmouth Junction	do	6.72	116	20	do	12
561	Cal.	40025	San Anselmo (n. o.), San Quentin	North Pacific Coast R. R.	6.25	115	16	do	19.7
562	N. Y.	6002	Tallman, Sparkill	New York, Lake Erie and Western R. R.	13.11	114	30	apt., 8.10 by 6.8, 11, for 3.63 m.	7.17
563	Ark.	29015	McNeil, Magnolia	Texas and Saint Louis R. R.	7.17	114	12	no apt.	14
564	Pa.	8085	Mount Union, Robertsdale	East Broad Top R. R. and Coal Co.	30.06	113	15	do	10.39
565	N. Y.	6030	Quaker Street, Schenectady	Delaware and Hudson Canal Co.	15.46	113	15	do	18
566	Conn.	5023	Branchville, Ridgefield	Danbury and Norwalk R. R.	4.36	113	13	do	18
567	N. Y.	6077	Saratoga Springs, Schuylersville	Boston, Hoosac Tunnel and Western Rwy.	13.02	112	25	do	12
568	Pa.	8066	Phoenixville, Uwechland	Philadelphia and Reading R. R.	11.28	112	14	do	10.04
569	Ind.	22049	Greensburgh, Columbus	Columbus, Hope and Greensburgh R. R.	26.90	111	20	do	8.76
570	N. C.	13023	Hickory, Lenoir	Chester and Lenoir Narrow Gauge R. R.	20.51	111	18	do	6
571	Md.	10021	Edgemont, Md., Chambersburgh, Pa.	Western Maryland R. R.	21.93	110	20	do	12
572	N. Y.	6092	Middle-town, Pine Bush	New York, Lake Erie and Western R. R.	13.74	110	15	do	6
573	Conn.	5008	Vernon Depot, Melrose	New York and New England R. R.	13.15	109	17	do	11.06
574	Va.	11019	Sutherland, Milton	Richmond and Danville R. R.	7.26	109	6	do	12
575	Nev.	45000	Belleville Junction, Candelaria	Carson and Colorado R. R.	6.81	109	15	apt., 8.8 by 7.9, 11	14

States and Territories in which the contract term expired June 30, 1885, &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.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
42 75		42 75		601 92		609 18		July 1, '85	Weighed 30 days from Feb. 11, 1885. .17 m. decrease.
42 75		42 75		461 70		440 32		July 1, '85	.5 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		648 94		554 89		July 1, '85	2.2 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		207 33		207 33		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		1,482 14		1,482 14		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		421 94		421 00		July 1, '85	.02 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		229 56		229 56		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		569 85		506 86		July 1, '85	1.17 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		245 81		231 70		July 1, '85	.33 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		130 81		135 94		July 1, '85	.12 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		583 11		609 61		July 1, '85	.62 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		112 00		123 54		July 1, '85	.27 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		256 50		256 50		July 1, '84	Weighed 30 days from March 19, 1884.
42 75		42 75		470 25		466 96		July 1, '85	.03 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		551 47		566 01		July 1, '85	.34 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		1,046 09		1,053 36		July 1, '85	.17 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		1,014 86				June 10, '84	Weighed 30 days from Jan. 21, 1885. New.
42 75		42 75		900 31		900 31		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		553 18		553 18		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		287 28		288 99		July 1, '85	Weighed 30 days from Feb. 11, 1885. .04 m. decrease.
42 75		42 75		267 18				June 2, '84	Weighed 30 days from May 6, 1885. Formerly part of route 46016. N-w.
42 75		42 75		500 45		604 91		July 1, '85	Weighed 30 days from Feb. 11, 1885. 1.04 m. decrease.
42 75		42 75		306 51				Dec. 1, '83	Weighed 30 days from Feb. 11, 1885. New.
42 75		42 75		1,285 06		1,285 06		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		660 91		661 34		July 1, '85	Weighed 30 days from Feb. 11, 1885. .01 m. decrease.
42 75		42 75		186 39		196 22		July 1, '85	Weighed 30 days from Feb. 11, 1885. .23 m. decrease.
42 75		42 75		556 60		579 26		July 1, '85	Weighed 30 days from May 1, 1885. .53 m. decrease.
42 75		42 75		462 21		505 73		July 1, '85	Weighed 30 days from Feb. 11, 1885. .55 m. decrease.
42 75		42 75		1,149 97				July 15, '84	Weighed 30 days from Mar. 11, 1885.
42 75		42 75		870 80				Aug. 11, '84	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		937 50		936 21		July 1, '85	Weighed 30 days from Feb. 11, 1885. .03 m. increase.
42 75		42 75		587 38		606 19		July 1, '85	Weighed 30 days from Feb. 11, 1885. .44 m. decrease.
42 75		42 75		562 16		553 61		July 1, '85	Weighed 30 days from Feb. 11, 1885. .2 m. increase.
42 75		42 75		310 36		299 25		July 1, '85	Weighed 30 days from Feb. 11, 1885. .26 m. increase.
42 75		42 75		291 12				May 15, '84	Weighed 30 days from May 15, 1884. Formerly part of Route 45094.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>	
576	Conn.	5022	Danbury, Brookfield Junction (n. o.).	Housatonic R. R.	6.3	109 24		no apt	18
577	W. Va.	12014	Green Spring, Romney.	Baltimore and Ohio R. R.	16.64	108 13		do	12
578	Tenn.	19012	Inman, Bridgeport. . .	Nashville, Chattanooga and Saint Louis Rwy.	24.84	105 12		do	6
579	Mass.	3027	Auburndale Station (n. o.), Newton Lower Falls.	Boston and Albany R. R.	2.00	104 12		do	21
580	Pa. . . .	8118	Latrobe, Ligonier. . . .	Ligonier Valley R. R. . . .	10.8	103 15		do	12
581	N. J. . .	7007	Burlington, Medford. . .	Pennsylvania R. R.	14.82	102 20		do	12
582	N. Y. . .	6010	Goshen, Pine Island . . .	New York, Lake Erie and Western R. R.	12.00	101 18		do	12
583	Mass.	3069	Holyoke, Westfield. . . .	New Haven and Northampton Co.	11.2	101 26		do	12
584	N. Mex.	39007	Las Vegas, Las Vegas Hot Spring.	Atchison, Topeka and Santa Fé R. R.	6.45	100 15		do	10.5
585	Ky. . . .	20001	Elkton, Guthrie.	Louisville and Nashville R. R.	11.95	98 10		do	6.54
586	Ohio. . .	21069	Thurston, Redfield. . . .	Columbus and Eastern R. R.	33.76	97 15		do	6
587	W. Va.	12004	Pennsborough, Ritchie C. H.	Pennsborough and Harrisville, Ritchie County, Rwy.	9.00	97 12		do	12
588	Pa. . . .	8138	Saxton, Dudley.	Huntingdon and Broad Top Mountain Railroad and Coal Co.	6.18	96 11		do	6
589	Mass.	3050	Milford, Bellingham. . . .	Milford and Woonsocket R. R.	4.93	95 23		do	24
590	Pa. . . .	8094	Oxford, Peter's Creek. . .	Peach Bottom R. R.	19.12	93 12		do	8.35
591	Pa. . . .	8087	Bellwood to Irvona. . . .	Bell Gap R. R.	25.62	90 15		do	12
592	Mass.	3065	Atlantic, West Quincy.	Old Colony R. R.	3.67	90 19		do	16
593	Del. . . .	9507	Newark, Delaware City	Philadelphia, Wilmington and Baltimore R. R.	12.68	89 20		do	9.71
594	Tex. . . .	31042	Guide, Roberts.	Houston and Texas Central R. R.	52.07	87 12		do	6
595	Iowa . . .	27057	Dows, Madison (n. o.). . .	Burlington, Cedar Rapids and Northern Rwy.	41.48	87 12		do	6
596	N. J. . . .	7063	Whiting, Birmingham. . .	Pennsylvania R. R.	18.75	87 35		do	12
597	N. J. . . .	7035	Ateo Junction (n. o.), Glassborough.	Williamstown and Delaware River R. R.	17.71	87 26		do	12
598	Pa. . . .	8090	Berlin, Garrett.	Baltimore and Ohio R. R.	8.43	87 20		do	6
599	Kans.	33043	Wich City Junction (n. o.), Weir.	Kansas City, Fort Scott and Gulf R. R.	3.88	86 20	18.1 by 8.10; 21. . . .		14
600	Mich.	24044	Harrison Junction (n. o.), Mercedith.	Flint and Pere Marquette R. R.	29.05	85 11		no apt	8.97
601	N. J. . . .	7044	Trenton, Trenton Junction.	Philadelphia and Reading R. R.	4.28	84 25		do	12
602	N. J. . . .	7040	High Bridge, Rockaway	Philadelphia and Reading R. R.	30.76	83 22	8.2 by 6.11, 11.		6
603	Penn.	8113	Tyrone, Benora.	Pennsylvania R. R.	25.61	82 12		no apt	12
604	Penn.	8083	Hellefonte, Snow Shoe.	Pennsylvania R. R.	21.83	82 10		do	12
605	Va. . . .	11025	Orange C. H., Gardonsville.	Virginia Midland Rwy. . .	9.42	80 18		do	7
606	Mass.	3008	Wenham Depot, Essex.	Boston and Maine R. R. . .	5.45	80 16		do	12

States and Territories in which the contract term expired June 30, 1885, &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.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42 75		42 75		269 32		267 18		July 1, '85	Weighed 30 days from Feb. 11, 1885 .05 m. increase.
42 75				718 49				Oct. 1, 1884	New. Weighed 30 days from May 6, 1885. From July 1, 1885, .05 m. decrease.
42 75		42 75		1,065 32		842 60		May 1, '84	5.21 m. from May 1, 1884. Weighed from Feb. 11, 1885.
42 75		42 75		89 34		89 34		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		461 70		456 14		July 1, '85	.13 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		633 55		639 06		July 1, '85	.15 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		516 84		516 84		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		478 80		450 15		July 1, '85	.67 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75				275 73				May 15, '84	Weighed 30 days from Apr. 15, 1885.
42 75				510 86				Mar. 16, '85	New. Weighed 30 days from July 1, 1885.
42 75				1,443 23				Feb. 9, '85	New. 32.49 m. from May 22, 1884; 1.27 m. from Feb. 9, 1885. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		388 59		384 75		July 1, '85	.09 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		264 19		264 19		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		210 75		175 27		July 1, '85	.83 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		817 38		855 00		July 1, '85	.88 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		1,095 25		1,099 52		July 1, '85	.10 m. decrease. 2.22 m. from Feb. 15, 1884. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		156 89		156 46		July 1, '85	.01 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		542 07		545 06		July 1, '85	.07 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		2,225 98		1,647 15		Feb. 2, '85	13.54 m. from Feb. 2, 1885. Weighed 30 days from Feb. 11, 1885.
42 75				1,414 60				Mar. 18, '85	Curtailed to end at Garner Mar. 18, 1885. Weighed 30 days from Mar. 18, 1885.
42 75		42 75		801 56		790 44		July 1, '85	.26 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		757 10		708 36		July 1, '85	1.14 m. increase. Weighed 30 days from Feb. 11, 1885. 7.57 m. from Feb. 9, 1885.
42 75		42 75		360 38		380 02		July 1, '85	.67 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75				165 87				May 15, '84	Weighed 30 days from Apr. 15, 1885.
42 75		42 75		1,267 53		635 69		May 1, '84	14.78 m. from May 1, 1884. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		182 97		182 97		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		1,314 90		1,295 75		July 1, '85	.45 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		1,094 82		1,104 66		July 1, '85	.23 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		933 23		951 18		July 1, '85	.42 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		60 71		402 70		594 35		July 1, '85	.37 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		232 98		231 27		July 1, '85	.04 m. increase. Weighed 30 days from Feb. 11, 1885.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Average weight of mail whole distance per day.			
607	Mass	3048	Yarmouth Junction (n. o.), Hyannis	Old Colony R. R	3.54	80	21	Feet and inches. no apt	12
608	Colo	38009	Poncho Springs, Monarch.	Denver and Rio Grande Rwy.	15.92	79	9	do	6
609	Pa	8122	Summit City, Bradford.	Buffalo, New York and Philadelphia R. R.	8.97	79	15	do	6
610	N. J.	7061	Anglesea Junction (n. o.), Anglesea.	Anglesea R. R.	5.25	79	15	do	12
611	Pa	8146	West Brownsville, Uniontown.	Pennsylvania R. R	18.80	76	21	do	9
612	Pa	8069	Towanda, Barclay	Towanda Coal Co.	17.85	76	15	do	6
613	Pa	8033	Berlin Junction (n. o.), East Berlin.	Berlin Branch R. R	7.23	76	20	do	6
614	Pa	8149	Lebanon, Cornwall	Cornwall R. R	6.25	76	20	do	12
615	Mass	3060	Milford, Aahland	Milford and Woonsocket R. R.	11.85	75	17	do	12
616	N. J.	7010	East Millstone, New Brunswick.	Pennsylvania R. R	8.56	75	20	do	12
617	Ala	17029	Anniston, Sycamore	Anniston and Atlantic R. R.	45.52	74	13	do	6
618	Pa	8148	North Clarendon, Cherry Grove.	Warren and Farnsworth Valley R. R.	10.47	74	10	do	12
619	N. H.	1018	Whitefield Junction (n. o.), Meadows.	Whitefield and Jefferson R. R.	8.5	74	13	do	6
620	N. J.	7019	Newfield, Atlantic City	West Jersey R. R.	34.71	72	34	do	11.01
621	N. Mex	39010	Socorro, Magdalena	Atchison, Topeka and Santa Fé R. R.	27.65	72	11	do	7
622	Del	9505	Wilmington, Del., Landenburgh, Pa.	Baltimore and Philadelphia R. R.	19.48	72	17	apt., 7.5 by 6.10, 1 l.	6
623	Iowa	27069	Hudson, Waterloo	Wisconsin, Iowa and Nebraska Rwy.	9.19	71	20	no apt	6
624	N. J.	7031	Atsion, Bridgeton	Philadelphia and Reading R. R.	37.81	70	25	apt., 7.7 by 6.6 (av.) 1 l.	9
625	Pa	8105	Sheffield, Sheffield Junction (n. o.).	Tionesta Valley R. R	12.73	70	20	no apt	6
626	Pa	8101	Wilkesbarre, Wanamie	Philadelphia and Reading R. R.	12.46	69	13	do	6
627	Va	11034	Claremont, Waverly Station.	Atlantic and Danville R. R.	18.50	67	12	do	6
628	Minn	26036	Junction, Cloquet	Saint Paul and Duluth R. R.	6.69	67	12	do	6
629	Mass	3054	New Bedford, Fall River	Old Colony R. R	14.85	66	21	do	18
630	Me	25	Strong Station (n. o.), Kingfield.	Franklin and Megantic R. R.	13.19	65	8	do	6
631	Pa	8097	White Haven, Upper Lehigh.	Philadelphia and Reading R. R.	8.8	65	11	do	12
632	Mass	3013	Georgetown, Haverhill.	Boston and Maine R. R.	7.31	65	23	do	16.07
633	Pa	8130	Daguschonda, Dagus Mines.	Northwestern Mining and Exchange Co.	6.01	65	12	do	12
634	Va	1.014	Glade Spring, Saltville.	Norfolk and Western R. R.	9.65	64	20	do	6
635	Pa	8152	Branchton, Hilliards	Shenango and Allegheny R. R.	10.47	63	15	do	6
636	Me	23	Monson Junction (n. o.), Monson.	Monson R. R.	6.16	63	18	do	12
637	Pa	8095	Pittsburgh, Castle Shannon.	Pittsburgh and Castle Shannon R. R.	6.02	63	12	do	6
638	Mass	3032	Natick, Saxonville	Boston and Albany R. R.	3.94	63	17	do	12
639	Pa	8136	Blossburgh, Morris Run	New York, Lake Erie and Western R. R.	3.76	62	12	do	6
640	N. J.	7059	Delaware, Columbia, Junction (n. o.)	New York, Susquehanna and Western R. R.	3.16	62	15	do	6
641	Wis	25059	Turtle Lake, Bruce	Minneapolis, Sault S'to Marie and Atlantic Rwy.	45.95	60	12	do	6

States and Territories in which the contract term expired June 30, 1885, &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.	Remarks.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42 75		42 75		151 33		143 64		July 1, '85	.18 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		680 58		311 22		Nov. 1, '84	8.64 m. from Nov. 1, 1884. Weighed 30 days from July 15, 1885.
42 75		42 75		383 46		327 46		July 1, '85	1.31 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		224 43		235 98		July 1, '85	Weighed 30 days from Aug. 5, 1885. .27 m. decrease.
42 75		47 88		803 70		887 69		July 1, '85	Weighed 30 days from Feb. 11, 1885. .26 m. increase.
42 75		38 48		763 08		661 47		July 1, '85	Weighed 30 days from Feb. 11, 1885. .66 m. increase.
42 75		42 75		309 08		314 64		July 1, '85	Weighed 30 days from Feb. 11, 1885. .13 m. decrease.
42 75		42 75		267 18		240 25		July 1, '85	Weighed 30 days from Feb. 11, 1885. .63 m. increase.
42 75		42 75		506 58		510 00		July 1, '85	Weighed 30 days from Feb. 11, 1885. .08 m. decrease.
42 75		42 75		365 94		359 52		July 1, '85	Weighed 30 days from Feb. 11, 1885. .15 m. increase.
42 75				1,945 98				Oct. 1, '84	Weighed 30 days from Feb. 11, 1885. 20.36 m. from Aug. 15, 1884; 15.16 m. from Oct. 1, 1884. New.
42 75		42 75		447 59		447 59		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		363 37		364 23		July 1, '85	Weighed 30 days from Feb. 11, 1885. .02 m. decrease.
42 75		42 75		1,483 85		1,483 85		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75				1,182 03				Mar. 20, '85	Weighed 30 days from April 15, 1885. New.
42 75		42 75		832 77		878 51		July 1, '85	Weighed 30 days from Feb. 11, 1885. 1.07 m. decrease.
42 75				392 87				Oct. 15, '84	Weighed 30 days from Feb. 11, 1885.
42 75		48 61		1,616 37		1,646 27		July 1, '85	Weighed 30 days from Feb. 11, 1885. .06 m. increase.
42 75		42 75		544 20		523 26		July 1, '85	Weighed 30 days from Feb. 11, 1885. .49 m. increase.
42 75		38 48		532 06		444 44		July 1, '85	Weighed 30 days from Feb. 11, 1885. .91 m. increase.
42 75				790 87				Feb. 18, '84	Weighed 30 days from Feb. 11, 1885. New.
42 75				285 09				Jan. 10, '85	Weighed 30 days from Apr. 15, 1885.
42 75		42 75		634 83		641 25		July 1, '85	Weighed 30 days from Feb. 11, 1885. .15 m. decrease.
42 75				649 37				July 1, '85	Weighed 30 days from Feb. 11, 1885. New from Jan. 19, 1885.
42 75		38 48		376 20		379 02		July 1, '85	Weighed 30 days from Feb. 11, 1885. 1.05 m. decrease.
42 75		38 48		312 50		298 00		July 1, '85	Weighed 30 days from Feb. 11, 1885. .45 m. decrease.
42 75		42 75		256 92		256 92		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		412 53		428 78		July 1, '85	Weighed 30 days from Feb. 11, 1885. .38 m. decrease.
42 75		42 75		447 59		445 02		July 1, '85	Weighed 30 days from Feb. 11, 1885. .06 m. increase.
42 75		42 75		263 34		263 34		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		257 35		257 35		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		168 43		165 44		July 1, '85	Weighed 30 days from Feb. 11, 1885. .07 m. increase.
42 75		42 75		160 74		174 84		July 1, '85	.33 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		135 09		135 09		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75				1,964 36				Jan. 20, '85	Weighed 30 days from Feb. 11, 1885. 38.75 m. from Jan. 1, 1885; 7.20 m. from Jan. 20, 1885.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Average weight of mails whole distance per day.			
						Lbs.			
642	Mass.	3010	Wake-field, Peabody ...	Boston and Maine R. R.	8.09	60	17	no apt	12
643	Va ...	11035	Norfolk, Virginia Beach	Norfolk and Virginia Beach R. R. and Improvement Company.	18.80	57	18	do	6
644	Mass.	3026	Grafton Depot (n. o.), Millbury.	Boston and Albany R. R.	4.46	57	18	do	12
645	Me ...	9	Milo Junction (n. o.), Katahdin Iron Works.	Bangor and Katahdin Iron Works Rwy.	18.90	56	14	do	6
646	Pa ...	8026	Strasburgh, Leaman Place.	Strasburg R. R., Isaac Pheneagan, lessee.	5.25	56	20	do	6
647	Pa ...	8151	Youngwood Station (n. o.), United.	Pennsylvania R. R.	8.84	55	6	do	6
648	Mass.	3077	Old Colony House Station (n. o.), Hull.	Nantasket Beach R. R.	7.75	55	18	do	12
649	R. I. ...	4010	Auburn, Warwick ...	New York, Providence and Boston R. R.	7.7	55	15	do	12
650	W. Va.	12009	Shaw, Thomas ...	West Virginia Central and Pittsburgh Rwy.	39.25	54	12	apt., 8.6 by 7, 11	12
651	Pa ...	8068	Bloomfield, Titusville.	Buffalo, New York and Philadelphia R. R.	10.49	54	18	no apt	6
652	Pa ...	8141	Broad Ford, Mount Pleasant.	Baltimore and Ohio R. R.	10.38	54	16	do	6
653	N. Y. ...	6047	Coneus Lake Junction (n. o.), Lakeville.	Coneus Lake R. R.	1.9	54	20	do	12
654	Tex ...	31031	Dallas, Kemp ...	Texas Trunk Rwy.	47.12	53	14	apt., 12.8 by 7.6, 11	6
655	Pa ...	8153	Sunbury, Lewisburgh	Philadelphia and Reading R. R.	9.27	50	23	no apt	7.31
656	Pa ...	8131	Landenburgh, Pomeroy	Pennsylvania R. R.	18.54	49	13	do	6
657	Minn.	26052	Moorhead, Halstead ...	Saint Paul, Minneapolis and Manitoba Rwy.	34.31	48	12	do	6
658	Mass.	3040	South Abington, Bridgewater.	Old Colony R. R.	8.13	48	19	do	10.18
659	N. Y. ...	6023	Golden's Bridge, Mahopac.	New York Central and Hudson River R. R.	7.5	48	25	do	6
660	W. Va.	12003	Volcano Junction, Volcano.	Laurel Fork and Sand Hill R. R.	7.02	48	10	do	12
661	Fla ...	16004	Toocoi, Saint Augustine	Saint John's Rwy	15.50	47	15	do	6
662	Me ...	17	Calais, Princeton ...	Saint Croix and Penobscot R. R.	21.28	46	10	do	6
663	Pa ...	8162	Springfield Station (n. o.), Saint Peters.	Wilmington and Northern R. R.	7	46	25	do	12
664	Pa ...	8163	Roaring Spring, Ore Hill.	Pennsylvania R. R.	3.36	46	17	do	6
665	N. J. ...	7045	Haddoufield, Marlton.	Camden and Atlantic R. R.	6.97	45	21	do	6
666	N. Y. ...	6114	Clove Branch Junction, Clove Valley.	Clove Branch R. R.	8.10	44	10	do	6
667	Pa ...	8154	Cornwall, Conewago...	Colebrook Valley R. R.	16.96	43	30	do	6
668	N. Y. ...	6099	Crown Point, Hammondville.	Crown Point Iron Company's R. R.	11.95	43	12	do	6
669	N. J. ...	7060	Sea Isle Junction (n. o.), Sea Isle City.	West Jersey R. R.	5.08	43	17	do	12
670	Pa ...	8093	Lawsobam, Sligo ...	Allegheny Valley R. R.	10.79	42	10	do	6
671	Pa ...	8161	Holmesburgh Junction (n. o.), Bustleton Station (n. o.).	Pennsylvania R. R.	4.04	42	17	do	12
672	Mass.	3043	Attleborough, Middleborough.	Old Colony R. R.	22	40	12	do	14.73
673	N. J. ...	7020	Pleasantville, Somer's Point.	West Jersey R. R.	7.31	40	17	do	6
674	Pa ...	8074	Conshohocken, Flourtown.	Philadelphia and Reading R. R.	7.19	40	16	do	6

States and Territories in which the contract term expired June 30, 1885, &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.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42 75		42 75		345 84		342 85		July 1, '85	.07 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75				803 70				Aug. 25, '84	New. Weighed 30 days from Feb. 11, 1885.
42 75		38 48		190 66		171 62		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		807 97		809 68		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		224 43		230 85		July 1, '85	.04 m. decrease.
42 75		42 75		377 91		377 91		July 1, '85	.15 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		331 31				Feb. 23, '85	Weighed 30 days from Aug. 5, 1885. New.
42 75				329 17				May 1, '85	Weighed 30 days from Aug. 5, 1885. New.
42 75		42 75		1,677 93		1,677 93		July 1, '85	14.12 m. from May 12, 1884; 3.50 m. from Sept. 1, 1884. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		448 44		602 77		July 1, '85	No allowance for lap between Tryonville Station (n. o.), and Titusville, 8.9 m.; 3.61 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		443 74		446 74		July 1, '85	.07 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75				81 22				July 1, '85	New. Weighed 30 days from Aug. 5, 1885.
42 75		42 75		2,014 37		1,549 68		Feb. 1, '84	10.87 m. from Feb. 1, 1884. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		396 29		420 66		July 1, '85	.57 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		792 58		796 86		July 1, '85	.10 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75				1,466 75				Apr. 1, '84	New. Weighed 30 days from Apr. 15, 1885.
42 75		42 75		347 55		347 55		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		320 62		320 62		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		300 10		300 10		July 1, '85	Weighed from Feb. 11, 1885.
42 75		49 59		662 62		778 06		July 1, '84	.19 m. decrease. Weighed 30 days from Mar. 19, 1884.
42 75		42 75		909 72		909 29		July 1, '85	.01 m. increase. Weighed 30 days from Feb. 11, 1885.
42 75				299 25				Apr. 20, '85	New. Weighed 30 days from Aug. 5, '85.
42 75				143 64				May 4, '85	Feb. 11, 1885. Weighed 30 days from Aug. 5, 1885. New.
42 75		42 75		297 96		309 51		July 1, '85	.27 m. decrease. Weighed 30 days from Feb. 11, 1885.
42 75		42 75		346 27		346 27		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		725 04		736 58		July 1, '85	.27 m. decrease. 17.23 m. from July 21, 1884. Weighed 30 days from Feb. 11, 1885.
42 75		38 48		610 86		460 99		July 1, '85	Weighed 30 days from Feb. 11, 1885. .03 m. decrease.
42 75		42 75		217 17		212 46		July 1, '85	Weighed 30 days from Feb. 11, 1885. .11 m. increase.
42 75		42 75		461 27		447 17		July 1, '85	Weighed 30 days from Feb. 11, 1885. .40 m. increase.
42 75				172 71				Jan. 12, '85	Weighed 30 days from Feb. 11, 1885.
42 75		42 75		940 50		939 64		July 1, '85	Weighed 30 days from Feb. 11, 1885. .02 m. increase.
42 75		42 75		312 50		312 50		July 1, '85	Weighed 30 days from Feb. 11, 1885.
42 75		38 48		307 37		279 36		July 1, '85	Weighed 30 days from Feb. 11, 1885. .07 m. decrease.

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

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mail, whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
					Miles.	Lbs.		Feet and inches.	
675	N. C.	18022	Danville, Mocksville and South western Junction (n. o.), Leaksville.	Danville, Mocksville and Southwestern R. R.	7.97	39	15	no apt.	6
676	N. J.	7061	Anglesea Junction (n. o.), Anglesea.	Anglesea R. R.	5.52	38	25	do	6
677	Pa.	8157	Springfield Junction (n. o.), Mines.	Pennsylvania R. R.	8.2	37	9	do	6
678	Pa.	8185	Tunnel, Eckley.	Lehigh Valley R. R.	1.2	37	25	do	6
679	W. Va.	12008	Winifrede Junction (n. o.), Winifrede.	Winifrede R. R.	4.54	36	15	do	7
680	N. J.	7054	Whiting, Bay head Junction.	Pennsylvania R. R.	28.59	34	25	do	8.62
681	Va.	11010	Petersburgh, City Point.	Norfolk and Western R. R.	10.47	34	20	do	6
682	Fla.	16004	West Tocol, Saint Augustine.	Saint John's Rwy.	18.5	33	15	do	6
683	Va.	11036	Hicksford, Margarettsville.	Meberin Valley R. R.	18.77	31	25	do	6
684	Pa.	8129	Irwin, Blackburn.	Penn Gas-Coal Company's Youghiogheny R. R.	8.53	31	20	do	6
685	Ind.	22047	Attica, Covington	Wabash, Saint Louis and Pacific Rwy.	15.91	30	15	do	6
686	Cal.	46004	Petaluma, Lakeville	San Francisco and North Pacific R. R.	7.02	30	25	do	6
687	Iowa.	27085	Lake Park, Worthington.	Burlington, Cedar Rapids and Northern Rwy.	18.79	27	12	do	6
688	N. C.	13024	Chadbourn, Mount Tabor.	Wilmington, Chadbourn and Conwayborough R. R.	18.33	24	15	do	6
689	Ala.	17030	Talladega, Renfroe	Talladega and Coosa Valley R. R.	8.16	15	16	do	6
690	Ala.	17016	Boyd's Switch, Menlo.	Belmont Coal and R. R. Co.	7.58	15	12	do	6
91	N. J.	7064	Ewansville (n. o.), Vincentown.	Pennsylvania R. R.	3.04	57	14	do	12
691a	Tex.	31048	Longview, Easton	Galveston, Sabine and Saint Louis Rwy.	13.77	18	8	do	6
692	Pa.	8007	Bridgeport, Exton	Philadelphia and Reading R. R.	16.93	58	18	do	7.22
693	Md.	10018	Lake Roland, Stevenson.	Northern Central Rwy.	5.51	33	20	do	6
694	Ind. T.	32002	Vinita, Tulsa	Saint Louis and San Francisco Rwy.	63.54	107	12	do	6.30
695	Va.	11017	Bermuda Hundred, Winterpock.	Bright Hope Rwy	28.61	20	20	do	6
696	Tex.	31046	Trinity, Colmesneil	Missouri Pacific Rwy.	66.73	170	7	10.6 by 7.4, 1 l., to Corrigan, 38 m.; $\frac{1}{2}$ l. residue.	5.25
697	Tex.	31045	Beaumont, Sabine Pass.	Texas and New Orleans R. R.	30.80	39	15	no apt.	3
698	Ala.	17026	Flomaton, Repton	Louisville and Nashville R. R.	29.87	12	11	do	3
699	N. Y.	6125	Hopewell Junction, Wicopee Junction (n. o.).	New York and New England R. R.	11.28	1,061	28	do	6
700	Pa.	8143	Coalville Junction (n. o.), Coalville.	Shenango and Allegheny R. R.	2.36	38	15	do	6
701	Pa.	8006	Philadelphia, Darby	Philadelphia and Darby R. R.	7.05	57			
702	Utah.	41012	Ironton Station (n. o.), Silver City.	Salt Lake and Western Rwy.	4.2	37	14	no apt.	6

Total.....

Increase over former amount of pay by readjustment.....

States and Territories in which the contract term expired June 30, 1885, &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 t. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for t. p. o. cars.	Date of adjustment.	Remarks.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42 75				340 71				Apr. 16, '84	Weighted 30 days from Feb. 11, 1885. New.
42 75				235 98				June 23, '84	Weighted 30 days from Sept. 8, 1884. New.
42 75	42 75			350 55		340 27		July 1, '85	Weighted 30 days from Feb. 11, 1885. .1 m. increase.
42 75	42 75			51 30		95 76		July 1, '85	Weighted 30 days from Feb. 11, 1885. 1.04 m. decrease.
42 75	42 75			194 08		194 08		July 1, '85	Weighted 30 days from Feb. 11, 1885.
42 75	42 75			1,235 04		1,221 79		July 1, '85	Weighted 30 days from Feb. 11, 1885. .31 m. increase.
42 75	42 75			447 59		447 16		July 1, '85	Weighted 30 days from Feb. 11, 1885. .01 m. increase.
42 75	42 75			790 87		662 02		Dec. 17, '84	Weighted 30 days from Feb. 11, 1885. 3 m. from Dec. 17, 1884.
42 75				802 41				Dec. 8, '84	Weighted 30 days from Apr. 1, 1885. New.
42 75	34 20			364 65		334 81		July 1, '85	Weighted 30 days from Feb. 11, 1885. 1.26 m. decrease.
42 75				637 40				June 2, '84	Weighted 30 days from Feb. 11, 1885.
42 75				300 10				May 4, '84	Formerly part of route 46011. Weighted 30 days from May 6, 1884.
42 75				803 27				Jan. 1, '85	Weighted 30 days from Mar. 18, 1885.
42 75				569 85				Mar. 16, '85	New. Weighted 30 days from Aug. 13, 1885.
42 75				348 84				Jan. 1, '85	New. Weighted 30 days from Feb. 11, 1885.
42 75	25 65			321 90		182 37		July 1, '84	.42 m. increase. Weighted 30 days from Mar. 19, 1884.
42 75	66 69			129 96		203 40		July 1, '85	Weighted 30 days from Feb. 11, 1885. .01 m. decrease.
42 75				588 66				Feb. 1, '84	Weighted 30 days from Feb. 11, 1885. New.
38 48	38 48			651 46		654 16		July 1, '85	.07 m. decrease. Weighted 30 days from Feb. 11, 1885.
38 48	38 48			212 02		211 64		July 1, '85	Weighted 30 days from Feb. 11, 1885. .01 m. increase.
34 20				2,173 06				Mar. 12, '83	Weighted 30 days from Feb. 11, 1885. New.
34 20	34 20			978 46		985 30		July 1, '85	Weighted 30 days from Feb. 11, 1885. .20 m. decrease.
20 93	38 48			1,997 22		2,567 76		Mar. 8, '85	53.85 m. from Sept. 17, 1883; 12.88 m. from Dec. 1, 1883. Service only 3 t. a. w. from Mar. 8, 1885. Weighted 30 days from Feb. 11, 1885.
29 93				906 87				Aug. 1, '83	Weighted 30 days from Feb. 11, 1885. New.
17 90	17 90			536 46		534 48		July 1, '84	Weighted 30 days from Mar. 19, 1884. .11 m. increase.
15 00	15 00			168 45		167 85		July 1, '85	.04 m. increase. Lap service. Weighted 30 days from Feb. 11, 1885.
	42 75					128 25			.64 m. decrease. Weighted 30 days from Feb. 11, 1885. Discontinued.
	38 48					271 28			Weighted 30 days from Feb. 11, 1885. Discontinued Mar. 31, 1885.
								May 1, '84	From Apr. 1, 1885, covered by route 41011. Pay \$42.75 per mile, making \$179.55 total pay for transportation. Weighted 30 days from May 6, 1885.
				6,061,487 30			5,075,856 71		
				5,075,856 71					
				985,630 59					

Index to Table H.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Addison and Northern Pennsylvania Rail- way.....	256	6122	Boston and Maine R. R.	642	3010
Do.....	268	6122	Do.....	451	3012
Adirondack Railway.....	181	6095	Do.....	632	3013
Alexandria and Washington R. R.....	14	11018	Do.....	544	3015
Allegheny Valley R. R.....	66	8041	Boston and Providence R. R.....	274	3036
Do.....	229	8076	Do.....	522	3037
Do.....	670	8093	Boston, Hoosac Tunnel and Western Railway.....	567	6077
Anglesea E. R.....	610	7061	Do.....	144	6107
Do.....	676	7061	Do.....	543	6121
Annapolis and Elkridge R. R.....	228	10007	Bradford, Bordell and Kinzua R. R.....	423	8132
Anniston and Atlantic R. R.....	617	17029	Do.....	309	8133
Atchison, Topeka and Santa F6 R. R.....	584	39607	Bradford, Eldred and Cuba R. R.....	337	6049
Do.....	487	39008	Bright Hope Railway.....	695	11017
Do.....	450	39009	Buffalo, New York and Philadelphia R. R.....	107	6058
Do.....	621	39010	Do.....	121	6061
Arkansas and Louisiana Railway.....	374	29009	Do.....	331	6123
Atlantic and Danville R. R.....	627	11034	Do.....	139	8025
Atlantic and West Point R. R.....	27	15003	Do.....	651	8068
Bachman Valley R. R.....	279	8082	Do.....	376	8091
Baltimore and Delaware Bay R. R.....	240	10012	Do.....	344	8096
Baltimore and Hanover R. R.....	183	10020	Do.....	525	8121
Baltimore and Ohio R. R.....	236	8040	Do.....	609	8122
Do.....	56	8063	Burlington and La Moille R. R.....	269	2014
Do.....	392	8070	Burlington and Missouri River R. R. (in Nebr.).....	98	33012
Do.....	598	8090	Do.....	357	34030
Do.....	652	8141	Burlington and Western Railway.....	408	27082
Do.....	13	10003	Burlington, Cedar Rapids and Northern Railway.....	280	27002
Do.....	230	10004	Do.....	233	27003
Do.....	308	10005	Do.....	595	27057
Do.....	180	10017	Do.....	398	27072
Do.....	131	12001	Do.....	687	27085
Do.....	9	12002	Do.....	187	7015
Do.....	577	12014	Do.....	665	7045
Do.....	53	12015	Cape Fear and Yadkin Valley R. R.....	341	13011
Baltimore and Philadelphia R. R.....	622	9505	Cape Girardeau Southwestern Railway.....	424	28045
Baltimore and Potomac R. R.....	6	10013	Carson and Colorado R. R.....	248	45004
Do.....	385	10014	Do.....	575	45006
Bangor and Katahdin Iron Works Railway.....	645	9	Cassellton Branch R. R.....	316	35006
Bangor and Piscataquis R. R.....	224	14	Champlain and St. Lawrence Railway.....	64	6066
Bangor and Portland Railway.....	436	8128	Chatsaugay R. R.....	545	6105
Batavia and Brinkley R. R.....	482	29008	Chesapeake and Ohio Railway.....	95	11005
Bath and Hammondport R. R.....	382	6096	Do.....	241	11031
Bell's Gap R. R.....	581	8087	Cheshire R. R.....	51	3055
Belmont Coal and R. R. Co.....	690	17018	Do.....	448	3058
Berlin Branch R. R.....	613	8033	Chester and Lenoir Narrow Gauge R. R.....	570	13023
Boston and Albany R. R.....	644	3026	Chicago, Burlington and Kansas City Railway.....	227	27008
Do.....	579	3027	Chicago, Iowa and Kansas R. R.....	361	34028
Do.....	265	3028	Chicago, Milwaukee and St. Paul Railway.....	332	27047
Do.....	307	3030	Do.....	124	26010
Do.....	455	3031	Do.....	261	33001
Do.....	638	3032	Chicago and Northwestern Railway.....	440	27049
Do.....	297	3068	Chicago, St. Paul, Minneapolis and Omaha Railway.....	263	25051
Do.....	192	3074	Do.....	500	26028
Do.....	532	6069	Clarksburgh, Weston and Glenville R. R.....	184	12006
Boston and Lowell R. R. Corporation.....	275	1009	and Transportation Co.....	666	6114
Do.....	359	1010	Clove Branch R. R.....	667	8154
Do.....	151	1011	Colebrook Valley R. R.....	92	28017
Do.....	514	1020	Colorado Central R. R.....	164	38020
Do.....	538	1022	Do.....	510	43006
Do.....	201	2011	Columbia and Palouse R. R.....	288	21094
Do.....	541	3017	Columbus and Cincinnati Millland Railway.....	586	21069
Do.....	375	3018	Columbus and Eastern R. R.....	569	22049
Do.....	458	3019	Columbus, Hope and Greensburgh R. R.....	175	1002
Do.....	194	3020	Concord R. R. Corporation.....	479	1003
Boston and Maine R. R.....	253	1013	Do.....	329	1004
Do.....	143	1014	Conness Lake R. R.....	613	6047
Do.....	516	1015	Connecticut River R. R.....	213	3056
Do.....	627	1016	Cooperstown and Susquehanna Valley R. R.....	301	6086
Do.....	391	1021	Cornwall R. R.....	614	8149
Do.....	11	3001	Coudersport and Port Allegheny R. R.....	445	8144
Do.....	454	3002	Crown Point Iron Co.'s R. R.....	608	6099
Do.....	208	3003	Cumberland and Maurice River R. R.....	399	7033
Do.....	488	3004			
Do.....	521	3005			
Do.....	330	3007			
Do.....	606	3008			
Do.....	226	3009			

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Title.	Order.	No. of route.	Title.	Order.	No. of route.
Cumberland and Pennsylvania R. R.	276	10011	Geneva, Ithaca and Sayre R. R.	294	6089
Cumberland Valley R. R.	85	8030	Do	540	6128
Do	349	8071	Georgia Pacific Railway	512	18005
Do	381	8080	Gettysburg and Harrisburg R. R.	218	8155
Do	326	8145	Grafton Centre R. R.	462	3034
Danbury and Norwalk R. R.	112	5013	Grafton and Greenbrier R. R.	520	12012
Do	566	5023	Grand Trunk Railway Co. of Canada	83	7
Do	375	5024	Do	524	21
Danville, Mocksville and Southwestern R. R.	675	13022	Do	474	6126
Danville and New River R. R.	461	11028	Greenwich and Johnsonville Railway	473	6082
Delaware and Hudson Canal Co.	132	6020	Gulf, Colorado and Santa Fe Railway	359	31047
Do	168	6024	Hanover Branch R. R.	635	3076
Do	492a	6025	Hanover Junction, Hanover and Gettysburg R. R.	206	8102
Do	38	6026	Harrisburg and Potomac R. R.	478	8128
Do	424	6027	Hartford and Connecticut Western R. R.	135	5018
Do	81	6028	Helena and Jefferson County R. R.	530	36002
Do	475	6029	Herkimer, Newport and Poland Narrow Gauge Railway	427	6119
Do	565	6030	Housatonic R. R.	463	3071
Do	383	6031	Do	100	5012
Do	284	6032	Do	576	5022
Do	44	6033	Houston and Texas Central R. R.	594	31042
Do	519	6051	Huntingdon and Broad Top Mountain R. R. and Coal Co.	205	8054
Do	204	6057	Do	588	8138
Do	103	6098	Illinois Central R. R.	264	18009
Do	166	8018	Do	348	18018
Do	446	8116	Do	39	23020
Delaware, Lackawanna and Western R. R.	146	6040	Do	91	23021
Do	126	6041	Indianapolis and St. Louis Railway	460	23061
Do	222	6042	International and Great Northern R. R.	52	31006
Do	257	6043	Do	67	31007
Do	74	6064	Jacksonville, Tampa and Key West Railway	58	16018
Do	54	7013	Jamestown and Northern R. R.	465	35016
Do	490	7014	Junction City and Fort Kearney R. R.	505	33044
Do	342	7025	Kaaterskill R. R.	410	6131
Do	325	7027	Do	501	6131
Do	62	7028	Kansas City and Southern Railway	498	28055
Do	453	7036	Kansas City, Fort Scott and Gulf R. R.	599	33043
Do	468	7048	Kentucky Central R. R.	515	20018
Do	110	8017	Knox and Lincoln R. R.	101	15
Do	70	8019	Lackawanna and Pittsburgh R. R.	534	6050
Delaware River R. R.	471	7039	Lake Shore and Michigan Southern Railway	247	8095
Denver Pacific Railway and Telegraph Co.	84	38007	Do	7	21007
Denver and Rio Grande Railway	63	38001	Do	8	21045
Do	608	38009	Do	4	6052
Do	73	8010	Do	4	21095
Denver, South Park and Pacific R. R.	162	38005	Laurel Fork and Sand Hill R. R.	660	12073
Do	282	38031	Lebanon Springs R. R.	329	6054
Des Moines, Osceola and Southern R. R.	495	27084	Lehigh and Hudson River Railway	384	7052
Dunkirk, Allegheny Valley and Pittsburgh R. R.	221	6019	Lehigh and Lackawanna R. R.	460	8016
East and West R. R. Co. of Alabama	509	15020	Lehigh Valley R. R.	61	7018
East Broad Top R. R. and Coal Co.	564	8035	Do	48	8010
Elmira, Cortland and Northern R. R.	160	6075	Do	319	8011
Do	161	6080	Do	535	8012
Emmitsburg R. R.	449	10019	Do	214	8016
Fall Brook Coal Co.	141	6100	Do	493	8058
Do	113	8065	Do	486	8134
Do	538	8130	Do	678	8135
Do	182	8150	Do	535	8158
Fall River, Warren and Providence R. R.	369	4005	Ligonier Valley R. R.	580	8118
Fargo and Southwestern R. R.	314	35015	Louisville and Nashville R. R.	210	10003
Do	313	35019	Do	152	17002
Fitchburg R. R.	418	3023	Do	32	17012
Do	251	3024	Do	34	17013
Do	416	3053	Do	388	17017
Do	134	3057	Do	698	17026
Do	532	3070	Do	545	20001
Do	457	3072	Do	350	2
Flint and Pere Marquette R. R.	600	24044	Do	170	3
Fonda, Johnstown and Gloversville R. R.	186	6081	Do	220	4
Fort Wayne, Cincinnati and Louisville R. R.	289	22020	Do	15	6
Franklin and Megantic R. R.	630	23	Do	26	11
Freehold and New York Railway	343	7043	Do	205	13
Galveston, Harrisburg and San Antonio Railway	167	31039	Do	178	24
Galveston, Sabine and St. Louis Railway	631a	31048			
Geneva, Ithaca and Sayre R. R.	174	6072			

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Title.	Order.	No. of route	Title.	Order.	No. of route.
Maine Central R. R.	198	24	New York, Lake Erie and Western R. R.	555	7030
Manchester and Lawrence R. R.	150	3063	Do	60	7055
Marietta and Mineral Railway	618	21096	Do	299	8009
Maryland Central R. R.	334	10024	Do	225	8020
Meadville and Linesville Railway	421	8107	Do	169	8024
Meherrin Valley R. R.	683	11036	Do	232	8043
Middleburgh and Schoharie R. R.	438	6055	Do	413	8064
Milford and Woonsocket R. R.	589	3059	Do	639	8136
Do	615	3060	New York, New Haven and Hartford R. R.	439	5002
Do	647	3075	Do	393	5003
Milwaukee and Northern R. R.	412	25057	Do	47	5014
Milwaukee and Northern and Wisconsin and Michigan R. R's.	140	25016	Do	539	5020
Milwaukee, Lake Shore and Western Railway	372	25058	Do	499	5025
Minneapolis, Sault Ste Marie and Atlantic Railway	641	25059	Do	75	6109
Missisquoi R. R.	271	2007	New York, Ontario and Western Railway	200	6048
Missouri Pacific Railway	444	28047	Do	404	6050
Do	71	31022	Do	464	6101
Do	87	31028	Do	394	6113
Do	696	31046	New York, Philadelphia and Norfolk R. R.	105	9502
Mont Alto R. R.	367	8077	Do	133	10015
Montana Railway	507	36003	New York, Providence and Boston R. R.	22	4002
Montour R. R.	554	8127	Do	389	4008
Montpelier and Wells River R. R.	202	2012	Do	649	4010
Monson R. R.	636	23	New York, Susquehanna and Western R. R.	177	7037
Montrose Railway	496	8078	Do	472	7058
Nantasket Beach R. R.	648	3077	Do	640	7059
Narragansett Pier R. R.	362	4007	New York, West Shore and Buffalo Railway	114	6129
Nashville, Chattanooga and St. Louis Railway	578	19012	Norfolk and Virginia Beach R. R. and Improvement Co	643	11035
Do	358	19013	Norfolk and Western R. R.	681	11010
Naugatuck R. R.	405	6006	Do	127	11011
Nebraska and Colorado R. R.	557	34026	Do	172	11012
New Brunswick Railway	483	1	Do	31	11013
Do	370	16	Do	634	11014
Do	407	10	Do	363	11033
Newburgh, Dutchess and Columbia B. R.	270	6085	Do	340	11033
New Haven and Derby R. R.	234	5017	Norfolk Southern R. R.	193	11026
New Haven and Northampton Co.	583	3069	Northeast Pennsylvania R. R.	466	8109
Do	104	5010	Northern Central Railway	76	0063
Do	302	5021	Do	540	0090
New Jersey and New York R. R.	317	7024	Do	57	8021
New York and Greenwood Lake Railway	387	7034	Do	395	8023
New York and New England R. R.	513	3000	Do	417	8106
Do	411	3033	Do	24	10002
Do	379	3052	Do	503	10016
Do	171	4003	Do	693	10018
Do	119	5001	Northern Pacific R. R.	33	20001
Do	37	5007	Do	489	20042
Do	573	5008	Do	162	43001
Do	255	5016	Do	41	43009
Do	609	6125	Northern R. R. Co. of New Jersey	223	7017
New York Central and Hudson River R. R.	2	6011	North Pacific Coast R. R. Co	561	40025
Do	191	6012	Northwestern Mining and Exchange Co.	633	8130
Do	40	6013	Ogdensburg and Lake Champlain R. R.	116	6053
Do	397	6014	Ohio Central R. R.	420	12010
Do	153	6015	Ohio River R. R.	241	12013
Do	26	6016	Do	291	12013
Do	42	6018	Do	658	3040
Do	212	6021	Old Colony R. R.	672	3043
Do	108	6022	Do	176	3044
Do	659	6023	Do	254	3045
Do	30	6106	Do	216	3046
New York City and Northern R. R.	315	6017	Do	327	3047
New York, Lake Erie and Western R. R.	23	6001	Do	607	3048
Do	562	6002	Do	94	3049
Do	196	6003	Do	352	3050
Do	196	6004	Do	118	3051
Do	96	6005	Do	629	3054
Do	137	6006	Do	287	3064
Do	35	6008	Do	592	3065
Do	239	6009	Do	451	34013
Do	582	6010	Omaha and Republican Valley R. R.	122	34006
Do	403	6074	Omaha and Southwestern R. R.	517	34025
Do	195	6091	Omaha, Niobrara and Black Hills R. R.	526	34025
Do	572	6092	Do	111	44003
			Oregon Railway and Navigation Co	99	37001
			Oregon Short Line Railway	77	37001
			Do	293	42001

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Title.	Order.	No. of route.	Title.	Order.	No. of route.
Oregon Short Line Railway	366	42001	Philadelphia and Reading R. R.	492	8928
Peach Bottom R. R.	590	8094	Do	456	8050
Penn Gas and Coal Co.'s Youghiogheny R. R.	684	8129	Do	485	8067
Pennsboro & Harrisville Ritchie County Railway	587	12004	Do	428	8059
Pennsylvania Company	120	8044	Do	551	8061
Do	238	8160	Do	521	8062
Do	12	21002	Do	568	8068
Pennsylvania R. R.	1	7004	Do	72	8073
Do	154	7005	Do	674	8074
Do	245	7006	Do	235	8075
Do	581	7007	Do	494	8079
Do	136	7008	Do	441	8089
Do	477	7009	Do	631	8097
Do	616	7010	Do	432	8100
Do	660	7011	Do	626	8101
Do	546	7012	Do	363	8103
Do	262	7023	Do	447	8119
Do	272	7038	Do	655	8153
Do	338	7046	Philadelphia, Newtown and New York R. R.	345	8117
Do	173	7047	Philadelphia, Wilmington and Baltimore R. R.	98	8003
Do	292	7053	Do	157	8008
Do	680	7054	Do	43	9501
Do	596	7063	Do	259	9503
Do	691	7064	Do	593	9507
Do	3	8001	Do	5	10001
Do	28	8006	Do	322	10010
Do	396	8015	Pittsburgh and Castle Shannon R. R.	637	8095
Do	115	8022	Pittsburgh, Cincinnati and St. Louis Railway	125	8055
Do	159	8027	Do	190	12005
Do	243	8032	Pittsburgh and Lake Erie	46	8123
Do	185	8035	Do	321	8156
Do	296	8036	Do	351	8159
Do	386	8037	Pittsburgh and Western R. R.	209	8125
Do	217	8038	Do	470	8147
Do	188	8039	Do	339	8086
Do	199	8042	Poughkeepsie, Hartford and Boston R. R.	452	6079
Do	355	8047	Portland and Rochester R. R.	86	8
Do	480	8048	Port Jervis and Monticello R. R.	443	6078
Do	559	8049	Potomac, Fredericksburgh and Piedmont R. R.	437	11020
Do	250	8053	Providence and Springfield R. R.	210	4006
Do	377	8067	Providence, Warren and Bristol R. R.	215	4004
Do	290	8072	Providence and Worcester R. R.	97	4001
Do	156	8081	Reading and Columbia R. R.	285	8031
Do	604	8083	Do	426	8137
Do	402	8084	Republican Valley R. R.	79	34016
Do	502	8099	Do	82	34020
Do	179	8104	Do	211	34027
Do	484	8108	Do	55	34029
Do	003	8113	Richmond and Allegheny R. R.	158	11023
Do	431	8124	Do	267	11027
Do	656	8131	Do	390	11029
Do	550	8140	Richmond and Danville R. R.	89	11006
Do	811	8146	Do	275	11007
Do	647	8151	Do	574	11019
Do	677	8157	Do	20	11038
Do	671	8161	Richmond and Mecklenburgh R. R.	400	11032
Do	064	8163	Do	432	11032
Do	354	10023	Do	19	11008
Pennsylvania and New York Canal Co	442	8090	Richmond and Petersburg R. R.		
Perkiomen R. R.	347	8056	Richmond, Fredericksburgh and Potomac R. R.	16	11001
Petersburgh R. R.	21	11009	Rochester and Pittsburgh R. R.	207	0102
Philadelphia and Darby R. R.	701	8006	Do	346	0127
Philadelphia and Reading R. R.	30	7001	Do	286	0130
Do	435	7002	Rome, Watertown and Ogdensburg R. R.	145	0034
Do	266	7 26	Do	324	0035
Do	556	7029	Do	78	0036
Do	624	7031	Do	197	0037
Do	692	7040	Do	136	0038
Do	601	7044	Do	138	0110
Do	281	7049	Rumford Falls and Buckfield R. R.	311	19
Do	467	7050	Sabine and East Texas Railway	504	31029
Do	45	8002	Saginaw, Tuscola and Huron R. R.	523	24054
Do	33	8004	Saint Croix and Penobscot R. R.	662	17
Do	286	8005	Saint John's Railway	661	16004
Do	6 22	8007	St. John's Railway	682	16004
Do	318	8014			

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Title.	Order.	No. of route.	Title.	Order.	No. of route.
Saint Louis and San Francisco Railway	336	28038	Toledo, Ann Arbor and North Michigan Railway	298	24065
Do	694	32002	Towanda Coal Co	612	8069
Saint Louis, Fort Scott and Wichita R. R.	242	33036	Tuckerton R. R.	368	7032
Saint Louis, Iron Mountain and Southern Railway	528	28048	Tuskegee R. R.	553	17019
Do	278	29014	Ulster and Delaware R. R.	129	6073
Saint Louis, Keokuk and Northwestern Railway	59	28018	Union Pacific Railway	10	34001
Do	59	28018	Do	88	41003
Saint Paul and Duluth R. R.	628	20336	Utah and Northern Railway	117	36001
Saint Paul, Minneapolis and Manitoba R'y.	103	26035	Utica and Black River R. R.	497	6039
Do	657	26052	Do	60	6087
Do	295	35013	Do	109	6088
Salt Lake and Western Railway	702	41012	Do	429	6115
Sanborn, Cooperstown and Turtle Mountain R. R.	536	35018	Vicksburg, Shreveport and Pacific R. R.	323	30008
Sandy River R. R.	476	29	Virginia Midland Railway	15	11002
San Francisco and North Pacific R. R.	686	46004	Do	249	11003
San Joaquin and Sierra Nevada R. R.	306	46043	Do	18	11016
Savannah, Florida and Western Railway	304	15036	Do	537	11022
Scholarie Valley R. R.	310	6056	Do	409	11024
Seaboard and Roanoke R. R.	135	11015	Do	605	11025
Shenandoah Valley R. R.	305	8051	Wabash, St. Louis and Pacific Railway	685	23047
Shenango and Allegheny R. R.	709	8143	Walkill Valley R. R.	277	6083
Do	635	8152	Warren and Farnsworth Valley R. R.	618	8148
Shepaug R. R.	364	7019	Washington, Ohio and Western R. R.	231	11004
Silver Lake Railway	459	6070	Waynesburg and Washington R. R.	258	8114
Skaneateles R. R.	378	6060	Western Maryland R. R.	45	10006
Somersot Railway	312	18	Do	571	10029
Southeastern Railway	148	2009	Western Railway Co. of Alabama	29	17001
Southern Central R. R.	611	6076	West Jersey R. R.	620	7019
Do	189	6084	Do	673	7020
Southern Kansas Railway	142	30035	Do	433	7021
Do	406	33041	Do	371	7022
Southern Maryland R. R.	425	10025	Do	147	7041
South Florida R. R.	149	16007	Do	165	7051
Do	481	16021	Do	669	7060
South Mountain Railway and Mining Co.	291	8052	West Virginia Central and Pittsburgh Railway	548	12007
Spencer R. R.	437	3056	Do	650	12009
Staten Island Rapid Transit R. R.	389	6068	Weston and Buckbaunton R. R.	414	12011
Stony Clove and Catskill Mountain R. R.	328	6118	Whitefield and Jefferson R. R.	619	1018
Stony Creek R. R.	642	8098	Wicomico and Pocomoke R. R.	529	10009
Strasburgh R. R.	646	8026	Williamsport and North Branch R. R.	506	8110
Syracuse, Binghamton and New York R. R.	90	6064	Wichita and Western R. R.	128	33042
Syracuse, Ontario and New York Railway	333	6071	Williamstown and Delaware River R. R.	597	7035
Tallahoga and Coosa Valley R. R.	689	17030	Wilmington and Northern R. R.	401	8054
Terre Haute and Indianapolis R. R.	283	22013	Do	663	8162
Texas and New Orleans R. R.	697	31045	Wilmington, Cladbourne and Conwayboro' R. R.	688	13024
Texas and Pacific Railway	365	31009	Windrede R. R.	679	12008
Do	25	31010	Wisconsin, Iowa and Nebraska Railway	260	27056
Do	123	31011	Do	623	27059
Texas and Saint Louis R. R.	237	28051	Wisconsin, Minnesota and Pacific Railway	300	26053
Do	563	29015	Wood River Branch R. R.	508	4009
Do	252	31025	Woodstock R. R.	415	2013
Texas Trunk Railway	654	31031	Worcester, Nashua and Rochester R. R.	80	1012
Tionesta Valley R. R.	625	8105	York and Peach Bottom Railway	356	8092

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1884, and June 30, 1885, and the increase or decrease of 1885 as compared with 1884, and the reasons therefor.

No. of route.	State.	Terminals.	Corporate title of company.	June 30, 1884.			June 30, 1885.			Increase per annum of 1885.	Decrease per annum of 1885.
				Length of route.	Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.		
5	Me.	Portland and Skowhegan	Maine Central R. R.	Miles. 102.56	Dollars. 1,601.98	Dollars. 15.62	Miles. 102.56	Dollars. 1,601.98	Dollars. 15.62		
6	Me.	Portland and Bangor	do	137.72	13,772.00	100.00	137.72	13,772.00	100.00		
12	Me.	Bangor and Vanceborough	do	114.02	4,275.75	37.50	114.02	4,275.75	37.50		
1001	N. H.	Concord and Nashua	Concord R. R. Corporation	36.28	1,451.20	40.00	36.28	1,451.20	40.00		
1005	N. H.	Concord and Wells River	Boston and Lowell R. R. Corporation.	94.01	1,880.87	9.37	94.01	1,880.87	9.37		
1008	N. H.	Concord and White River Junction.	do	69.64	2,828.77	40.62	69.64	2,828.77	40.62		
2001	Vt.	Burlington and Route's Point.	Central Vermont R. R.	57.10			57.10				
Part.	Vt.	Essex Junction and Sairy Plains.	do	24.50	1,570.15	50.00	24.50	1,570.15	50.00		
Part.	Vt.	Burlington and Saint Albans.	do	32.50		10.62	32.50		10.62		
2002	Vt.	Windsor and Essex Junction.	do	110.13			110.13				
Part.	Vt.	White River Junction and Essex Junction.	do	96.00		50.00	96.00		50.00		
Part.	Vt.	Windsor and White River Junction.	do	14.13	4,976.62	12.50	14.13	4,976.62	12.50		
2003	Vt.	Hallow's Falls and Burlington.	do	120.39			120.39				
Part.	Vt.	Rutland and Burlington.	do	67.30	713.66	10.62	67.30	713.66	10.62		
2004	Vt.	Hallow's Falls and Windsor.	Sullivan County R. R.	26.32	323.00	12.50	26.32	323.00	12.50		
2005	Vt.	Braintreeborough and Hallow's Falls.	Vermont Valley R. R. Co. of 1871.	24.02	360.25	12.50	24.02	360.25	12.50		
2010	Vt.	White River Junction and Derby Line.	Connecticut and Passumpsic Rivers and Massachusetts Valley R. R.	115.02			115.02				
Part.	Vt.	White River Junction and Newport.	do	105.30	1,926.23	12.50	105.30	1,926.23	12.50		
Part.	Vt.	Wells River and Newport.	do	65.10		9.37	65.10		9.37		
2015	Vt.	Rutland and Bennington.	Bennington and Rutland R. R.	57.00			57.00				
Part.	Vt.	Rutland and North Bennington.	do	52.50	557.55	10.62	52.50	557.55	10.62		
2018	Vt.	North Bennington and State Line (n. o.).	do	1.99			1.99				
Part.	Vt.	North Bennington Station (n. o.) and State Line (n. o.).	do	1.85	19.64	10.62	1.85	19.64	10.62		
3001	Mass.	Boston and Portland	Eastern R. R.	109.08	10,908.00	100.00	109.08	10,908.00	100.00		
3011	Mass.	do	Boston and Maine	116.33			116.33				

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1884, and June 30, 1885, *fo.*—Continued.

No. of route.	State.	Terminal.	Corporate title of company.	June 30, 1884.			June 30, 1885.			Increase per annum of 1885.	Decrease per annum of 1885.
				Length of route.	Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.		
Part.	Mass.	Boston and Wakefield Junction (n. o.)	Boston and Maine.	Miles. 9.50	Dollars. 3,730 31	Dollars. 41 25	Miles. 9.50	Dollars. 3,730 31	Dollars. 41 25	Dollars.	
Part.	Mass.	Wakefield Junction (n. o.) and Portland.	do.	106.83	31 25	31 25	106.83	31 25	31 25		
3014	Mass.	Wakefield Junction (n. o.) and Newburyport.	do.	30.80	308 00	10 00	30.80	308 00	10 00		
3016	Mass.	Boston and Nashua.	Boston and Lowell R. R. Corporation.	26.02	1,391 00	50 00	39.79	1,989 50	50 00	688 50	
3021	Mass.	Boston and Greenfield.	Fitchburg R. R.	105.71	1,982 06	18 75	105.71	1,982 06	18 75		
3022	Mass.	Greenfield and North Adams.	do.	37.12	694 00	81 75	37.12	696 00	18 75		
3025	Mass.	Boston and Albany.	Boston and Albany R. R.	202.05	202 00	202 00	202.05	202 00	202 00		
Part.	Mass.	Boston and Springfield.	do.	98.63	25,298 07	185 00	98.63	25,298 07	185 00		
Part.	Mass.	Springfield and Albany.	do.	103.43	67 50	67 50	103.43	67 50	67 50		
3029	Mass.	Pittsfield and North Adams.	do.	21.18	211 80	10 00	21.18	211 80	10 00		
3035	Mass.	Boston and Providence.	Boston and Providence R. R.	44.19	3,402 63	77 00	44.00	3,388 00	77 00	14 63	
3038	Mass.	Boston and South Braintree.	Old Colony R. R.	11.30	142 00	12 50	11.30	142 00	12 50		
3039	Mass.	South Braintree Junction (n. o.) and Newport.	do.	61.25	288 62	12 50	61.25	288 62	12 50		
Part.	Mass.	South Braintree Junction (n. o.) and Brattleborough.	do.	23.09	288 62	12 50	23.09	288 62	12 50		
3041	Mass.	Middleborough and Providence town.	do.	86.30	1,078 75	12 50	86.30	1,078 75	12 50		
Part.	Mass.	Middleborough and Wallfleet.	Central Vermont R. R.	21.39	128 50	12 50	21.39	128 50	12 50	170 50	
3062	Mass.	Miller's Falls and Brattleborough.	do.	10.28	661 75	12 50	10.28	661 75	12 50		
Part.	Mass.	South Vernon Junction (n. o.) and Brattleborough.	do.	52.94	788 50	50 00	52.94	788 50	50 00		
3007	Mass.	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R.	14.77	3,105 00	50 00	14.77	3,105 00	50 00		
3073	Mass.	Lowell and Nashua.	Boston and Lowell R. R. Corporation.	62.10	3,878 25	75 00	62.10	3,878 25	75 00		
4002	R. I.	Providence and Grotton.	New York, Providence and Boston R. R.	51.71	23,025 28	199 05	51.71	23,025 28	199 05		
5004	Conn.	New Haven and New London.	New York, New Haven and Hartford R. R.	135.59	288 00	0 25	135.59	288 00	0 25		
5005	Conn.	New York and Springfield.	do.	73.23	190 05	190 05	73.23	190 05	190 05		
Part.	Conn.	New York and New Haven.	do.	62.30	135 45	135 45	62.30	135 45	135 45		
Part.	Conn.	New Haven and Springfield.	Hartford and Connecticut Valley R. R.	46.08	288 00	0 25	46.08	288 00	0 25		
5015	Conn.	Hartford and Saybrook Point.	do.	46.08	288 00	0 25	46.08	288 00	0 25		

6001	N. Y.	New York and Dunkirk.....	459.55	80 00	31,662 00	80 00	31,662 00	80 00
Part.	N. Y.	New York and Hornellville	392.00	40 00		40 00		40 00
Part.	N. Y.	Hornellville and Dunkirk	127.55					
6011	N. Y.	New York Central and Hud- son River R. R.	442.00					
Part.	N. Y.	New York and Syracuse	289.50	370 00	157,440 00	370 00	157,440 00	370 00
Part.	N. Y.	Syracuse and Buffalo	132.50	350 00		350 00		350 00
6013	N. Y.	Syracuse and Rochester	104.00	40 00	4,160 00	40 00	4,160 00	40 00
6032	N. Y.	Buffalo and Chicago	540.00					
Part.	N. Y.	Buffalo and Cleveland	183.20	330 00		330 00		330 00
Part.	N. Y.	Cleveland and Elyria	25.50	365 62		365 62		365 62
Part.	N. Y.	Elyria and Millbury	79.30	220 31	149,071 65	220 31	149,071 65	220 31
Part.	N. Y.	Millbury and Toledo	8.00	965 62		965 62		965 62
Part.	N. Y.	Toledo and Elkhardt	162.50	132 70		132 70		132 70
Part.	N. Y.	Elkhardt and Chicago	101.30	352 50		352 50		352 50
6067	N. Y.	Troy and North Adams	48.46	18 75	901 81	18 75	901 81	18 75
6116	N. Y.	North Hoosac Junction (n. o.) and State Line (n. o.)	5.50	10 62	58 41	10 62	58 41	10 62
7004	N. J.	New York and Philadelphia	89.54	425 00	38,054 50	425 00	38,054 50	425 00
8001	Pa.	Philadelphia and Pittsburgh	353.00	275 00	97,075 00	275 00	97,075 00	275 00
8013	Pa.	Pottsville and Herndon	81.03					
Part.	Pa.	Pottsville and Shamokin	60.00	10 00	600 00	10 00	600 00	10 00
8022	Pa.	Sunbury and Erie	298.49					
Part.	Pa.	Sunbury and Williamsport	38.81	995 25	995 25	25 00	995 25	25 00
10001	Md.	Baltimore and Philadelphia	96.00	100 00	9,600 00	100 00	9,600 00	100 00
10002	Md.	Baltimore and Sunbury	137.80	25 00	3,445 00	25 00	3,445 00	25 00
10003	Md.	Baltimore and Wheeling	394.30					
Part.	Md.	Baltimore and Grafon	293.75	120 00	394 11	120 00	394 11	120 00
Part.	Md.	Grafon and Bellair	96.36	40 00	39,104 40	40 00	39,104 40	40 00
10006	Md.	Baltimore and Williamsport	93.20					
Part.	Md.	Baltimore and Hagerstown	96.60	25 00	2,165 00	25 00	2,165 00	25 00
10013	Md.	Bay View (n. o.) and Washing- ton.	45.20	100 00	4,520 00	100 00	4,520 00	100 00
11001	Va.	Washington and Richmond	116.00	120 00	13,920 00	120 00	13,920 00	120 00
11002	Va.	Alexandria and Lynchburgh	167.71	80 00	13,416 80	80 00	13,416 80	80 00
11006	Va.	Richmond and Danville	140.60	25 00	140 60	25 00	140 60	25 00
11009	Va.	Danville and Charlotte	141.74	80 00	14,864 20	80 00	14,864 20	80 00
11009	Va.	Richmond and Petersburg	23.39	1,871 20	1,871 20	80 00	1,871 20	80 00
11009	Va.	Petersburg and Weldon	65.31	80 00	5,224 80	80 00	5,224 80	80 00
11013	Va.	Lynchburg and Roanoke	53.36	25 00	53 36	25 00	53 36	25 00
11013	Va.	Roanoke and Bristol	152.16	50 00	8,942 00	50 00	8,942 00	50 00
11016	Va.	Lynchburgh and Danville (n. o.) and (n. o.)	66.34	80 00	5,307 20	80 00	5,307 20	80 00

^d Covered by route No. 8016.
^e Pay for terminal distance at Troy deducted.

^a Extended to cover route No. 3073.
^b Pay for terminal distance at Providence deducted.
^c No service performed between Wellfleet and Provincetown.

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1884, and June 30, 1885, and June 30, 1885, &c.—Continued.

No. of route.	State.	Termini.	Corporate title of company.	June 30, 1884.			June 30, 1885.			Increase per annum of 1885.	Decrease per annum of 1885.
				Length of route.	Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.		
11018	Va...	Washington and Alexandria	Alexandria and Washington R. R.	Miles. 7. 00	Dollars. 175. 00	Dollars. 25. 00	Miles. 7. 00	Dollars. 560. 00	Dollars. 80. 00	Dollars. 885. 00	
11021	Va	Hagerstown and Ronoke	Shenandoah Valley R. R.	239.89	5,997.25	25.00	230.80	5,997.25	25.00		
12002	W. Va	Grafton and Parkersburg	Baltimore and Ohio R. R.	104.50	8,360.00	80.00	104.50	8,360.00	80.00		
13002	N. C.	Weldon and Wilmington	Wilmington and Weldon R. R.	162.67	12,965.60	80.00	162.67	12,965.60	80.00		
14002	S. C.	Florence and Wilmington	Wilmington, Columbia and Augusta R. R.	110.00	8,800.00	80.00	110.00	8,800.00	80.00		
14004	S. C.	Charleston and Savannah	Charleston and Savannah Rwy	115.00	7,475.00	65.00	115.00	7,475.00	65.00		
14005	S. C.	Charleston and Florence	Northeastern R. R.	102.00	5,100.00	50.00	102.00	6,650.00	65.00	1,550.00	
15001	Ga.	Atlanta and Air Line Junction (to, & b)	Richmond and Danville R. R.	203.33	21,540.40	80.00	203.03	21,442.40	80.00	104.00	
15002	Ga.	Atlanta and Chattanooga	Western and Atlantic R. R.	138.47	12,463.30	90.00	138.47	12,463.30	90.00		
15003	Ga.	Atlanta and West Point	Atlanta and West Point R. R.	86.60	4,330.00	50.00	87.36	4,368.00	50.00	38.00	
15004	Ga.	Augusta and Atlanta (b)	Georgia R. R. and Banking Co	172.50	4,314.75	25.00	171.35	4,289.75	25.00	25.00	
15009	Ga.	Savannah and Jacksonville (b)	Savannah, Florida and Western Rwy	172.75	11,258.75	65.00	171.50	11,137.50	65.00	81.25	
17001	Ala.	Montgomery and West Point	Western R. R. Co. of Alabama	86.21	4,310.50	50.00	88.21	4,310.50	50.00		
17012	Ala.	Mobile and Montgomery	Louisville and Nashville R. R.	179.67	8,963.50	50.00	180.37	9,028.50	50.00	45.00	
17013	Ala.	Mobile and New Orleans (b)	do	141.70	7,085.00	50.00	141.43	7,071.50	50.00	13.50	
18001	Miss.	New Orleans and Gulf	Hillside Central R. R.	539.47	13,791.75	25.00	536.80	16,534.00	30.00	2,762.25	
19002	Tenn.	Bristol and Chattanooga	East Tennessee, Virginia and Georgia R. R.	242.10	12,105.00	50.00	242.17	12,108.50	50.00	3.50	
19004	Tenn.	Nashville and Chattanooga	Nashville, Chattanooga and Saint Louis Rwy.	151.00	1,887.50	12.50	151.00	1,887.50	12.50		
20004	Ky.	Cincinnati and Louisville	Louisville and Nashville, R. R.	110.00	6,522.00	60.00	110.10	6,540.00	60.00	18.00	
20005	Ky.	Louisville and Nashville (b)	do	385.23	11,113.80	60.00	385.00	11,100.00	60.00	13.80	
20008	Ky.	Bowling Green and Memphis (b)	do	203.20	7,896.00	30.00	203.15	7,894.50	30.00	1.50	
20017	Ky.	Cincinnati Junction (to, & c) and Saxe	do	4.00	240.00	60.00	4.50	270.00	60.00	30.00	
21001	Ohio.	Bellaire and Newark (b)	Central Ohio R. R.	106.03	4,241.20	40.00	105.47	4,218.80	40.00	22.40	
21002	Ohio.	{Pittsburgh and Crestline } {Crestline and Chicago } Pittsburgh and Wellsville (g)	Pennsylvania Company	{ 188.70 } { 13,592.00 } { 279.50 }	{ 35.00 } { 25,297.00 }	{ 50.00 } { 60.00 }	{ 188.70 } { 25,297.00 }	{ 50.00 } { 60.00 }	{ 50.00 } { 60.00 }	{ 11,705.00 }	
21003	Ohio.	Cleveland and Wellsville (g)	do	48.20	1,205.00	25.00	48.20	1,205.00	25.00		
21006	Ohio.	Cleveland and Wellsville (b)	Lake Shore and Michigan Southern Rwy.	101.90	2,547.50	25.00	101.20	2,532.24	25.00	15.26	
21007	Ohio.	Ryria and Millbury (c)	do	74.86	10,877.90	145.31	74.90	10,883.71	145.31	5.81	
21010	Ohio.	Chicago and Newark (b)	Baltimore and Ohio R. R.	88.88	3,555.20	40.00	88.79	3,551.60	40.00	3.60	
21014	Ohio.	Columbus and Cincinnati (b)	Pittsburgh, Cincinnati and Saint Louis Rwy.	120.16	12,010.00	100.00	120.05	12,005.00	100.00	11.00	

1015	Ohio...	Columbus and Indianapolis <i>b</i> ...	Chicago, Saint Louis and Pittsburgh R. R.	189 07	33,087 25	175 00	188 55	32,986 25	175 00	91 00
21016	Ohio...	Galion and Indianapolis <i>e</i> ...	Cleveland, Columbus, Cin- cinnati and Indianapolis Rwy.	203 90	5,009 00	25 00	204 07	5,101 75	25 00	2 75
21019	Ohio...	Toledo and Quincy <i>b</i> ...	Wabash, Saint Louis and Pa- cific Rwy.	{ 352 24 122 00	{ 23,877 60 80 00	{ 40 00 80 00	{ 351 59 123 40	{ 23,885 60 123 40	{ 40 00 80 00	{ 22 00 22 00
21023	Ohio...	Dayton and Toledo <i>b</i> ...	Dayton and Michigan R. R.	142 95	1,788 87	12 50	142 95	1,782 62	12 50	4 25
21026	Ohio...	Cincinnati and Dayton <i>b</i> ...	Cincinnati, Hamilton and Day- ton R. R.	69 41	755 12	12 50	69 38	742 25	12 50	12 87
21028	Ohio...	Cincinnati and Parkersburgh...	Cincinnati, Washington and Baltimore R. R.	195 15	15,612 00	80 00	195 15	15,612 00	80 00	...
21032	Ohio...	Columbus and Pittsburgh <i>b</i> ...	Pittsburgh, Cincinnati and Saint Louis Rwy.	193 80	53,311 50	275 00	193 75	53,281 25	275 00	30 25
21042	Ohio...	{ Cleveland and Gallon <i>e</i> ...	{ Cleveland, Columbus, Cin- cinnati and Indianapolis Rwy.	{ 80 00 164 34	{ 14,217 00 25,526 50	{ 75 00 100 00	{ 80 00 134 48	{ 14,280 00 25,551 20	{ 75 00 100 00	{ 18 00 24 70
21045	Ohio...	Toledo and Elkhart <i>e</i> ...	Lake Shore and Michigan Southern Rwy.	134 32	25,526 50	100 00	134 48	25,551 20	100 00	...
21047	Ohio...	Chicago, Ohio, and Chicago, Ill. <i>b</i>	Baltimore and Ohio R. R.	271 03	10,841 20	40 00	271 00	10,840 00	40 00	1 20
22003	Ind...	Indianapolis and Terre Haute...	Terre Haute and Indianapolis R. R.	74 30	13,018 25	175 00	74 39	13,018 25	175 00	...
22003	Ind...	Indianapolis and Cincinnati <i>b</i>	Cincinnati, Indianapolis, Saint Louis and Chicago R. R.	111 50	10,035 00	90 00	111 40	10,026 00	90 00	9 00
22005	Ind...	Indianapolis and La Fayette <i>b</i>	do	64 90	4,218 50	65 00	64 79	4,211 35	65 00	7 15
22010	Ind...	Cincinnati and East Saint Louis <i>b</i>	Ohio and Mississippi Rwy.	338 00	23,762 00	70 00	338 20	23,674 00	70 00	28 00
22025	Ind...	Indianapolis and Terre Haute <i>e</i>	Indianapolis and Saint Louis Rwy.	72 45	1,811 25	25 00	73 29	1,832 25	25 00	21 00
22029	Ind...	La Fayette and Kankakee...	Cincinnati, La Fayette and Chicago R. R.	72 75	4,728 75	65 00	72 75	4,728 75	65 00	...
22043	Ind...	Terre Haute and East Saint Louis <i>c</i>	Indianapolis and Saint Louis Rwy.	180 99	4,749 75	25 00	180 13	4,733 25	25 00	3 50
22044	Ind...	Terre Haute and East Saint Louis <i>b</i>	Terre Haute and Indianapolis R. R.	100 00	29,170 75	175 00	100 00	29,170 75	175 00	...
22001	Ill...	Chicago and Milwaukee...	Chicago and Northwestern Rwy.	85 37	3,756 28	44 00	85 37	3,756 28	44 00	...
22002	Ill...	Chicago and Freeport...	do	121 39	2,670 58	22 00	121 39	2,670 58	22 00	...
22003	Ill...	Chicago and Union Pacific Transfer (n. o.)	do	490 14	...	...	490 14	...	...	...
Part.	Ill...	Chicago and Cedar Rapids...	do	216 32	27,751 80	50 00	216 32	27,751 80	50 00	...
Part.	Ill...	Cedar Rapids and Union Pa- cific Transfer (n. o.)	do	273 82	...	...	273 82	...	...	...
22007	Ill...	Chicago and Burlington <i>e</i> ...	Chicago, Burlington and Quincy R. R.	206 48	23,982 00	145 00	206 00	23,837 00	145 00	24,082 40
Part.	Ill...	Chicago and Aurora...	do	37 00	...	...	37 00	...	...	...
Part.	Ill...	Aurora and Galesburg...	do	126 48	...	...	126 00	...	...	...
Part.	Ill...	Galesburg and Burlington...	do	43 00	...	...	43 00	...	...	...

† Decrease in distance by curtailment of terminal dis-
tance at Burlington, and additional R. O. service
under contract for fast mail.

‡ Increase in distance; R. P. O. on 109 miles only.
§ Sixty-five cars put on line May 7, 1885.
¶ Two lines of 20-foot apartments.
‡ Decrease in distance; two lines of 20-foot apartments.

a Additional R. P. O. pay allowed.
b Decrease in distance.
c Increase in distance.
d Increase in R. P. O. service and distance.

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1884, and June 30, 1885, &c.—Continued.

No. of route.	State.	Termini.	Corporate title of company.	June 30, 1884.			June 30, 1885.			Increase or decrease per annum of 1885.	Decrease per annum of 1885.
				Length of route.	Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.		
23010	Ill.	Galesburgh and Quincy a.	Chicago, Burlington and Quincy R. R.	101.00	5,054.50	50.00	101.00	6,570.85	65.00	1,516.35	
23015	Ill.	Chicago and Davenport	Chicago, Rock Island and Pacific Rwy.	182.92	11,889.80	65.00	182.92	11,889.80	65.00		
23017	Ill.	Chicago and East Saint Louis	Chicago and Alton R. R.	281.17	15,404.35	55.00	281.17	15,404.35	55.00		
23020	Ill.	Chicago and Cairo	Illinois Central R. R.	365.53			365.53				
Part.	Ill.	Chicago and Kankakee	do	55.87	115.00	115.00	55.87	115.00	115.00		
Part.	Ill.	Kankakee and Centralia	do	196.23	50.00	50.00	196.23	50.00	50.00		
Part.	Ill.	Centralia and Cairo	do	113.43	25.00	25.00	113.43	25.00	25.00		
23021	Ill.	Dubuque and Centralia	do	345.14			345.14				
Part.	Ill.	Dubuque and Freeport	do	69.56	47.00	47.00	69.56	47.00	47.00		
Part.	Ill.	Freeport and Freeport	do	12.51	25.00	25.00	12.51	25.00	25.00		
23025	Ill.	Deerfield and East Saint Louis	Wabash, Saint Louis and Pacific Rwy.	113.44	4,537.60	40.00	113.44	4,537.60	40.00		
23035	Ill.	Chicago and Milwaukee b.	Chicago, Milwaukee and Saint Paul Rwy.	86.18	10,772.50	125.00	86.18	15,081.50	175.00	4,309.00	
23036	Ill.	Aurora and Foreston	Chicago and Iowa R. R.	81.57	2,039.25	25.00	81.57	2,039.25	25.00		
24001	Mich.	Toledo and Detroit	Lake Shore and Michigan Southern Rwy.				64.90	1,460.25	22.50	1,460.25	
24006	Mich.	Detroit and Chicago	Michigan Central R. R.	285.10	13,531.50	65.00	285.10	13,531.50	65.00		
24009	Mich.	Jackson and Mackinaw City d	do	295.69	1,134.70	10.00					
Part.	Mich.	Jackson and Bay City	do	113.47							
24018	Mich.	Fort Wayne and Mackinaw City	Grand Rapids and Indiana R. R.	369.09							
Part.	Mich.	Fort Wayne and Cadillac	do	240.78	3,310.72	13.75	240.78	3,310.72	13.75		
25002	Wis.	Milwaukee and La Crosse e	Chicago, Milwaukee and Saint Paul Rwy.	197.95			197.95				
Part.	Wis.	Milwaukee and Portage	do	93.08	22,122.00	125.00	93.08	32,019.50	175.00	9,897.50	
Part.	Wis.	Portage and La Crosse	do	104.87	100.00	100.00	104.87	104.87	150.00		
25009	Wis.	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northern Rwy.	242.70			242.70				
Part.	Wis.	Chicago and Harvard	do	62.70	12,216.00	80.00	62.70	12,216.00	80.00		
Part.	Wis.	Harvard and Fort Howard	do	180.00							
25010	Wis.	Caledonia, Ill., and Winona Junction (n. o.), Wis.	do	189.52	7,580.80	40.00	189.52	7,580.80	40.00		
25011	Wis.	Kenosha, Wis., and Rockford, Ill.	do	72.40			72.40				
Part.	Wis.	Harvard and Caledonia	do	14.80	502.00	40.00	14.80	502.00	40.00		
25014	Wis.	Winona, Minn., and Winona Junction (n. o.), Wis.	do	20.82	1,102.80	40.00	20.82	1,102.80	40.00		

Year	State	Description	291.00	58,200.00	200.00	34,881.00
27005	Iowa	Chicago, Burlington and Quincy R. R.	291.48	23,318.40	80.00	
27014	Iowa	Chicago, Burlington and Quincy R. R.	317.95			
Part. Low	Iowa	Chicago, Burlington and Quincy R. R.	53.95	10,706.75	65.00	
Part. Low	Iowa	Chicago, Burlington and Quincy R. R.	284.00		50.00	
27073	Ia	Chicago, Burlington and Quincy R. R.	6.89	172.25	25.00	172.25
28001	Mo	Missouri Pacific Rwy.	331.20			
Part. Mo	Mo	Missouri Pacific Rwy.	283.45	30,732.50	100.00	
Part. Mo	Mo	Missouri Pacific Rwy.	47.75		50.00	
28002	Mo	Missouri Pacific Rwy.	75.28	4,893.20	65.00	
28003	Mo	Missouri Pacific Rwy.	360.81			
Part. Mo	Mo	Missouri Pacific Rwy.	287.20	7,180.00	25.00	
28004	Mo	Missouri Pacific Rwy.	277.20	13,860.00	50.00	
28005	Mo	Missouri Pacific Rwy.	297.79			
Part. Mo	Mo	Missouri Pacific Rwy.	171.51	8,575.50	50.00	
28010	Mo	Missouri Pacific Rwy.	54.38	2,740.00	50.00	
28011	Mo	Missouri Pacific Rwy.	431.46	10,736.50	25.00	
28014	Mo	Missouri Pacific Rwy.	142.63	3,585.75	25.00	
28020	Mo	Missouri Pacific Rwy.	243.67	6,091.75	25.00	
28026	Mo	Missouri Pacific Rwy.	414.20	26,923.00	65.00	
28013	Minn	Missouri Pacific Rwy.	142.57	21,385.50	150.00	
33001	Kans	Missouri Pacific Rwy.	302.70		25.00	1,275.00
33010	Kans	Missouri Pacific Rwy.	337.12	11,781.50	12.00	
33016	Kans	Missouri Pacific Rwy.	620.50		50.00	
33016	Kans	Missouri Pacific Rwy.	568.19	14,204.75	50.00	14,204.75
34001	Nebr	Missouri Pacific Rwy.	67.58	1,689.50	50.00	1,689.50
34001	Nebr	Missouri Pacific Rwy.	374.42	61,064.50	75.00	
34001	Nebr	Missouri Pacific Rwy.	659.06		50.00	

a Increase R. P. O. service.
 b An additional line of 60 feet R. P. O. cars from April 20, 1884.
 c R. P. O. pay allowed from February 5, 1885.
 d Route curtailed to end at Bay City from July 1, 1884, and R. P. O. pay discontinued from that date.
 e An additional line of R. P. O. cars 60 feet long over the entire route.
 f Decrease in distance by curtailment of terminal distance at Burlington and change of R. P. O. service, making 4 lines of R. P. O. cars 60 feet long over entire route.
 g One line of R. P. O. cars 40 feet long, authorized from November 1, 1884.
 h Cars 40 feet long, superseded by cars 50 feet long from October 20, 1884.
 i Decrease in R. P. O. service.
 j Additional R. P. O. service.

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1884, and June 30, 1885, &c.—Continued.

No. of State route.	Termini.	Corporate title of company.	June 30, 1884.		June 30, 1885.		Increase per annum of 1885.	Decrease per annum of 1885.
			Length of route.	Pay per an- num.	Length of route.	Pay per an- num.		
31002	Nebr. Plattsmouth and Hastings & d	Burlington and Missouri River R. R. (in Nebr.).	Miles. { 152.37 } { 147.60 }	Dollars. { 3,687 50 } { 415 00 }	Miles. { 147.50 } { 4.59 }	Dollars. { 7,489 75 } { 415 00 }	Dollars. { 50 00 } { 25 00 }	{ 3,802 25 }
34004	Nebr. Omaha and Orecopolis Junc.	Burlington and Missouri River R. R. (in Nebr.).	16.60	415 00	16.60	415 00	25 00	
34009	Nebr. Hastings and Denver'a	Republican Valley R. R.	415.88	10,397 00	388.01	4,658 25	25 00	5,740 75
34029	Nebr. Hastings and Oxford b	do			78.01			
38007	Colo. Denver and Cheyenne	Denver Pacific Rwy. and Tel- egraph Company.	{ 108.86 } { 46.20 }	{ 1,155 00 } { 3,779 00 }	{ 104.11 } { 196.86 }	{ 2,852 75 } { 1,155 00 }	{ 50 00 } { 25 00 }	{ 2,682 75 }
38017	Julesburgh and La Salle Sta- tion (n. o.).	Colorado Central R. R.	151.16	3,779 00	151.16	3,779 00	25 00	
46001	Cal. San Francisco and Ogden City.	Central Pacific R. R.	{ 50.41 } { 783.62 }	{ 42,961 75 } { 3,793 50 }	{ 50.41 } { 783.62 }	{ 42,961 75 } { 3,793 50 }	{ 75 00 } { 50 00 }	
46003	Cal. Roseville and Redding	do	151.74	3,793 50	151.74	3,793 50	25 00	
46010	Cal. Lathrop and Goshen (n. o.)	do	146.35	3,658 75	146.35	3,658 75	25 00	
46014	Cal. Goshen and Yuma	Southern Pacific R. R.	490.33	6,040 50	490.33	6,040 50	25 00	
46032	Cal. Port Costa and Lathrop	Part R. P. O. Central Pacific R. R. (lessee San Pablo R. R.)	241.62	1,555 75	241.62	1,555 75	25 00	
	Total			1,759,151 61		1,869,466 15		119,921 96

b R. P. O. service established.

a Decrease in R. P. O. service.

K.—Statement of expenditures on account of special facilities for the fiscal year ended June 30, 1885, out of the \$250,000 appropriated by act of July 5, 1884.

Number of route.	Termini.	Title of company.	Dis- tance.	Amounts paid.
5005	New York, Springfield	New York, New Haven and Hartford R. R.	Miles. 135.59	\$17,647 08
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
10006	Baltimore, Williamsport	Western Maryland R. R.	83.20	15,758 50
Part. 10013	Baltimore, Hagerstown		86.60	
Pt. 11001	Bay View (n. o.), Washington	Baltimore and Potomac R. R.	45.20	21,900 00
Pt. 11001	Washington, Quantico		34.70	
11008	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
13002	Weldon, Wilmington	Wilmington and Weldon R. R.	162.07	29,565 00
Pt. 14002	Wilmington, Florence	Wilmington, Columbia and Augusta R. R.	111	20,075 00
Pt. 14004	Charleston Junction, Savan- nah	Charleston and Savannah Rwy.	108	19,062 00
14005	Charleston, Florence	Northeastern R. R.	102	17,337 50
15009	Savannah, Jacksonville	Savannah, Florida and Western Rwy.	171.50	30,358 00
				249,999 82

6755 P M G—26

L.—Statement showing miles of railroad mail service ordered from July 1, 1884, to June 30, 1885.

No. of route.	State.	Terminal.	Character of service.	Title of company.	Miles.	Date of commencement.
14	Maine	Oldtown, Blanchard, ext. Greenville	Ext.	Bangor and Piscataquis R. R.	14.01	July 21, 1884
21	do	Bangor, Bay Harbor	New	Maine Central R. R.	50.23	July 1, 1884
25	do	Strong Station (n. o.), Kingfield	do	Franklin and Megantic R. R.	15.19	Jan. 19, 1885
	New Hampshire	Name.				
3077	Massachusetts	Old Colony House Station (n. o.), Hull	do	Nantasket Beach R. R.	7.25	Feb. 23, 1885
3078	do	North Abington, Hanover	do	Hanover Branch R. R.	8.23	Jan. 1, 1885
4010	Rhode Island	Auburn, Warwick	do	New York, Providence and Boston R. R.	7.70	May 1, 1885
	New York	Name.				
6131	do	Tampersville Junction (n. o.), Kaaterskill	do	Kaaterskill R. R.	8.99	July 14, 1884
6073	do	Kaaterskill, Stamford, ext. Hobart	Ext.	Ulster and Delaware R. R.	3.71	Jan. 1, 1885
6122	do	Aldison, Gaines, ext. Pike Mills	do	Addison and Northern Pennsylvania Rwy.	5.82	Mar. 18, 1885
7062	New Jersey	Grinnam Valley, Chester	New	Philadelphia and Reading R. R.	5.04	July 21, 1884
8134	Pennsylvania	Grinnam Valley, Chester	do	Colebrook Valley R. R.	17.23	July 21, 1884
8135	do	Grinnam Valley, Chester	do	Gettysburg and Harrisburg R. R.	21.96	Aug. 7, 1884
8110	do	Hunter's Run, Gettysburg	Ext.	Williamsport and North Branch R. R.	9.38	Nov. 20, 1884
8130	do	Catawissa Junction (n. o.), Tyndal, ext. Maunglen	New	Pittsburgh and Lake Erie R. R.	58.70	Dec. 15, 1884
8160	do	Pittsburgh, New Haven	do	Philadelphia, Germantown and Chestnut Hill R. R.	11.86	Jan. 1, 1885
	do	Name.				
8161	do	Hobbesburg Junction (n. o.), Bowdoin R. R. Station (n. o.)	do	Pennsylvania R. R.	4.04	Jan. 12, 1885
8112	do	Foxburgh, Kane, ext. Mount Jewett	Ext.	Pittsburgh and Western R. R.	13.00	Feb. 2, 1885
8067	do	Lewistown, Spring Mills, ext. Boulders	do	Pennsylvania R. R.	14.19	Feb. 9, 1885
8063	do	Boaring Spring, Ore Hill	New	do	3.36	May 4, 1885
8162	do	Springfield Station (n. o.), Saint Peters	do	Winnington and Northern R. R.	7	Apr. 20, 1885
	Delaware	Name.				
10015	Maryland	Newtown, June, (n. o.), Pocomoke, ext. Cape Charles City (n. o.)	Ext.	New York, Philadelphia and Norfolk R. R.	63.25	Dec. 10, 1884
10025	do	Brandywine, Mohanville	New	Southern Maryland R. R.	50.20	Feb. 16, 1885
10026	do	Saint Agnes Station (n. o.), Cottonville	do	Baltimore and Potomac R. R.	3.93	Mar. 26, 1885
11033	Virginia	Norfolk, Virginia Beach	do	Norfolk and Virginia Beach R. R. and Improvement Co.	18.80	Aug. 25, 1884
	do	Name.				
11028	do	Danville, Spencer, ext. Stuart	Ext.	Danville and New River R. R.	18.74	Aug. 25, 1884
11037	do	Suffolk, Whaleyville	New	Suffolk Lumber Co. R. R.	13.17	Mar. 9, 1885
12013	West Virginia	Wheeling, Parkersburg	do	Ohio River R. R.	93.27	July 1, 1884
12014	do	Green Spring, Romney	do	Baltimore and Ohio R. R.	16.69	Oct. 1, 1884
12001	do	Shaw, Fairfax, ext. Thomas	Ext.	West Virginia Central and Pittsburgh Rwy.	3.50	Sept. 1, 1884
13011	North Carolina	Lumber Bridge, Greensborough, ext. Shoe Heel	do	Cape Fear and Yadkin Valley R. R.	19.30	July 21, 1884
13016	do	Asheville Junction (n. o.), Waynesborough, ext. Charleston	do	Western North Carolina R. R.	33.75	Feb. 9, 1885
13011	do	Shoe Heel, Greensborough, ext. Bennettsville, S. C.	do	Cape Fear and Yadkin Valley R. R.	21.49	Feb. 16, 1885
13024	do	Chadbourn, Mount Tabor	New	Wilmington, Chadbourn and Conwayborough R. R.	13.33	Mar. 16, 1885
	do	Name.				
13023	do	Hickory, Lenoir	do	Chester and Lenoir Narrow Gauge	26.51	Aug. 11, 1884
14021	South Carolina	Greenwood, Laurens, C. H.	do	Greenwood, Lenoir and Spartanburg R. R.	28.32	Mar. 5, 1885
15020	Georgia	Cartersville, Cedartown, ext. Merrellton	Ext.	East and West Railroad of Alabama	34.80	July 21, 1884
15036	do	Dupont, Newmansville, ext. Gainesville, Fla.	do	Savannah, Florida and Western Rwy.	15.00	Sept. 1, 1884

15924	do	Columbus, Chipley, ext. Greensville	do	do	Columbus and Rome R. R.	17.65	Feb. 23, 1885
15915	do	Tennille, Wrightsville	New	do	Wrightsville and Tennille R. R.	16.50	May 1, 1885
16011	Florida	Waldo, Wildwood	Ext.	do	Florida Transit R. R.	21.95	Nov. 17, 1884
16019	do	Wildwood, Panosoke	New	do	Florida Rwy. and Navigation Co.	8.40	Dec. 8, 1884
16004	do	Tocoi, Saint Augustine	Ext.	do	Saint John's Rwy.	3.00	Dec. 17, 1884
16020	do	De Land Landing (n. o.), De West	New	do	De Land and Saint John's River Rwy.	4.00	Feb. 16, 1885
16021	do	Walmira, Bellow	do	do	South Florida R. R.	17.73	Feb. 16, 1885
16008	do	Embacer, Astowla, Sumter County, Fla.	Ext.	do	Saint John's and Lake Eunus Rwy.	6.09	Feb. 16, 1885
16014	do	Kochelle, Leesburgh	do	do	Florida Southern Rwy.	13.43	May 1, 1885
16008	do	Embacer, Park Land, Sumter County, Fla.	do	do	Saint John's and Lake Eunus Rwy.	1.50	May 6, 1885
17029	Alabama	Anniston, Talladega	New	do	Anniston and Atlantic E. R.	30.36	Aug. 15, 1884
17029	do	Anniston, Talladega, ext. Scumore	Ext.	do	do	15.16	Oct. 1, 1884
17030	do	Talladega, Wetmore	New	do	Talladega and Coosa Valley R. R.	8.16	Jan. 1, 1885
18018	Mississippi	Jackson, Yazoo City	do	do	Illinois Central R. R.	46.18	Aug. 1, 1884
18009	do	Durant, Kosciusko	Ext.	do	do	86.85	Sept. 1, 1884
18019	do	Vicksburg, Sunnise	do	do	Louisville, New Orleans and Texas Rwy.	96.62	Sept. 8, 1884
18019	do	Vicksburg, Sunnise, ext. Memphis, Tenn.	Ext.	do	do	123.55	Jan. 1, 1885
18015	do	Columbus, Fayette C. H.	do	do	Georgia Pacific Rwy.	33.77	Feb. 11, 1885
18020	do	Leland, Miss., Arkansas City, Ark.	New	do	Louisville, Chattanooga and Saint Louis Rwy.	24.16	June 22, 1884
19013	Tennessee	Tullahoma, Doyle's Station, ext. Sparta	Ext.	do	Nashville and Florence R. R.	6.71	Dec. 22, 1884
19017	do	Columbia, Lawrenceburgh, ext. Saint Joseph	do	do	Nashville and Nashville R. R.	20.07	June 22, 1885
20001	Kentucky	Elkton, Guthrie	New	do	Alliance, Niles and Ashland R. R.	11.05	Mar. 16, 1885
21040	Ohio	Alliance Junction (n. o.), Niles, ext. Alliance	Ext.	do	Cleveland and Marietta R. R.	2.84	July 1, 1884
21040	do	Marietta, Canal Dover, ext. Zear Station	do	do	Pittsburgh, Cleveland and Toledo R. R.	7.50	July 1, 1884
21076	do	Akron, Ohio, Mahoningtown, Pa.	New	do	Columbus and Cincinnati Midland R. R.	78.10	Oct. 20, 1884
21084	do	Columbus, Clinton Valley	do	do	Columbus and Eastern R. R.	72.73	Jan. 9, 1885
21069	do	Thouston, Buckley's Cottage, ext. Redfield	Ext.	do	Marietta Mineral Rwy.	1.27	Feb. 9, 1885
21095	do	Marietta, Big Run	New	do	Cincinnati, Van Wert and Michigan R. R.	24.60	Feb. 16, 1885
21075	do	Paulling, Greenville, ext. Tecumseh	Ext.	do	Saint Clairsville Co., operating Clairsville and Northern R. R.	7.87	Mar. 16, 1885
21067	do	Saint Clairsville, Barton	New	do	do	4.35	Mar. 16, 1885
21094	do	Ashland, Harbor	do	do	Ashland Street R. R.	4	June 15, 1885
22013	Indiana	Terre Haute, Harmon, ext. Plymouth	Ext.	do	Terre Haute and Indianapolis R. R.	10.51	July 7, 1884
22013	do	Terre Haute, Plymouth, ext. South Bend	do	do	do	23.52	Jan. 1, 1885
24034	Michigan	East Saginaw, Subawing, ext. Bay Port	do	do	Saginaw, Tuscola and Huron R. R.	8.74	Aug. 1, 1884
24029	do	Jackson, Fort Wayne, ext. embrace Hillsdale	do	do	Lake Shore and Michigan Southern Rwy.	1.65	Oct. 1, 1884
24085	do	Owasco, Saint Louis, Mich.	New	do	Chicago, Ann Arbor and North Michigan Rwy.	40.86	Nov. 10, 1884
24028	do	Detroit, Fort Gratiot	Ext.	do	Chicago, Detroit and Canada Grand Trunk Junction R. R.	2.19	July 1, 1884
24062	do	Milwaukee Junction (n. o.), Detroit Junction	do	do	do	08	July 1, 1884
25027	Wisconsin	Milwaukee, Crivitz	New	do	Milwaukee and Northern R. R.	22.79	July 1, 1884
25028	do	Chiltonville, Ontario	do	do	Milwaukee, Lake Shore and Western Rwy.	56.75	Dec. 23, 1884
25039	do	Turtle Lake, Weyerhauser, ext. Bruce	Ext.	do	Minneapolis, Saint Ste. Marie and Atlantic Rwy.	7.20	Jan. 30, 1885
25016	do	Milwaukee, Crivitz, ext. Pike	do	do	Milwaukee and Northern, and Wisconsin and Michigan R. R.	19.64	Feb. 9, 1885
25060	do	Antigo, Mattoon, Wis.	New	do	Milwaukee, Lake Shore and Western Rwy.	13.47	Mar. 20, 1885
25061	do	Chippewa Falls, Wis., Saint Paul, Minn.	do	do	Minnesota, Saint Croix and Wisconsin R. R.	104.69	Mar. 25, 1885
25051	do	Superior Junction (n. o.), Superior, ext. Duluth, Minn.	Ext.	do	Chicago, St. Paul, Minneapolis and Omaha Rwy.	6.44	Mar. 20, 1885
25062	do	Necedah Junction (n. o.), Necedah, Wis.	New	do	Princeton and Western Rwy.	16.24	May 1, 1885
26023	Minnesota	Heron Lake, Woodstock, ext. Pipestone	Ext.	do	Chicago, St. Paul, Minneapolis and Omaha Rwy.	11.33	Sept. 16, 1884

† Distance estimated.

* Discontinued October 10, 1884.

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

No of route.	State.	Terminals.	Character of service.	Title of company.	Miles.	Date of commencement.
26025	Minnesota	Junction (n. o.), Boundary Line (n. o.)	New	Saint Paul, Minneapolis and Manitoba Rwy.	2.63	July 20, 1884
26033	do	Birch Cooley, Watertown	do	Wisconsin, Minnesota and Pacific Rwy.	123.30	Dec. 1, 1884
26036	do	Junction, Cloquet, Minn	do	Saint Paul and Duluth R. R.	6.69	Jan. 10, 1885
26034	do	Two Harbors, Tower	do	Duluth and Iron Range R. R.	69	Jan. 1, 1885
27047	Iowa	Cedar Rapids, Ottumwa	do	Chicago, Milwaukee and Saint Paul Rwy.	90.94	Aug. 15, 1884
27068	do	Burlington, Sumner, ext. Hale	Ext.	Chicago, Burlington and Northern Rwy.	41.48	Oct. 15, 1884
27057	do	Dows, Madison (n. o.)	New	Burlington and Western Rwy.	25.71	Oct. 1, 1884
27082	do	Winfield, Martinburgh, ext. to Oskaloosa	Ext.	Chicago, Burlington and Northern Rwy.	14.62	Nov. 1, 1884
27088	do	Burlington, Hale, ext. Bogard	New	Chicago and Northwestern Rwy.	62.90	Dec. 15, 1884
27049	do	Belle Plaine, Muelchbachcock	Ext.	Chicago and Northwestern Rwy.	79.72	Jan. 1, 1885
27003	do	Cedar Rapids, Lake Park, ext. to Pipestone	New	Burlington, Cedar Rapids and Northern Rwy.	69.51	Jan. 15, 1885
27072	do	Cinton, Elmira (n. o.)	New	do	23.30	Jan. 10, 1885
27092	do	Cedar Rapids, Postville, ext. Decorah	Ext.	do	15.30	Apr. 1, 1885
27035	do	Burlington, Washington	do	Burlington and Northwestern Rwy.	85.45	May 1, 1885
27003	do	Cedar Rapids, Pipestone, ext. Watertown, Dak	do	Burlington, Cedar Rapids and Northern Rwy.	39.42	Nov. 20, 1884
28038	Missouri	North Springfield, Bolivar	New	Saint Louis and San Francisco Rwy.	7.09	Nov. 20, 1884
28045	do	Cape Girardeau, Puxico, ext. Wappapello	Ext.	Cape Girardeau and Southwestern Rwy.	16.90	Dec. 1, 1884
28047	do	Altenville, Jackson	New	Saint Louis, Pacific Rwy.	8.08	Jan. 1, 1885
28055	do	Jefferson City, Annona Springs, ext. Bagnell	Ext.	Missouri Pacific Rwy.	7.82	Jan. 1, 1885
28018	do	Clinton, Bowlington, ext. Lowry City	do	Kansas City and Southern Rwy.	2.30	July 1, 1884
28006	do	Mount Pleasant, Saint Peters	do	Saint Louis, Keokuk and Northwestern Rwy.	7.20	July 1, 1884
28008	do	Brinkley, Riverside, ext. Tupelo	do	Batesville and Brinkley L. R.	11.49	Nov. 10, 1884
30008	Arkansas	Osan, Washington, ext. Nashville	do	Arkansas and Louisiana Rwy.	28.09	Aug. 15, 1884
30014	do	Vicksburg, Laneville, ext. Shreveport	do	Vicksburg, Shreveport and Pacific R. R.	140.92	Aug. 15, 1884
30001	do	New Orleans, Baton Rouge, ext. Wicksburg	do	New Orleans and Mississippi Valley Rwy.	1.98	Nov. 24, 1884
31050	Louisiana	Mandeville Junction (n. o.), Mansfield	New	Memphis Rwy. and Transportation Co	27.20	Feb. 16, 1885
31042	do	Somerville (n. o.), Navesota	do	Gulf, Colorado and Santa Fe Rwy.	13.34	Feb. 2, 1885
31042	do	Guide, Terrell, ext. Roberts	Ext.	Houston and Texas Central R. R.	19.19	Aug. 1, 1884
32042	Ind. Ter	None	do	Wichita and Western R. R.	21.62	Nov. 10, 1884
32036	Kansas	Wichita, Cheney, ext. Kingman	do	Saint Louis, Fort Scott and Wichita R. R.	13.30	May 1, 1884
32006	do	Fort Scott, Wichita, ext. Millerton	do	Southern Kansas Rwy.	11.45	Jan. 12, 1885
32044	do	Waseca Junction (n. o.), Ottawa, ext. Kansas City	do	do	17.45	Jan. 1, 1885
32044	do	Wellington, Harper, ext. Attles	New	Junction City and Fort Kearny Rwy.	17.55	Jan. 16, 1885
32036	do	Lawrenceburg, Belleville	Ext.	Saint Louis, Fort Scott and Wichita R. R.	10.24	June 1, 1885
32045	do	Fort Scott, Millerton, ext. Argonia	New	Saint Louis and Emporia R. R.	17.34	June 10, 1885
32045	do	Pleasanton, Blue Mound	New	Saint Louis, Fort Scott and Wichita R. R.	19.92	Aug. 1, 1884
32036	do	Fort Scott, Argonia, ext. Anthony	Ext.	Republican Valley E. R.	72.79	Oct. 1, 1884
34027	Nebraska	Antara, Grand Island	New	Chicago, Iowa and Kansas R. R.	16.19	Mar. 2, 1885
34028	do	Odell, Neb., Concordia, Kans	do	Omaha, Niobrara and Black Hills R. R.	32.50	July 1, 1884
34025	do	Genoa, Fullerton, ext. Cedar Rapids	Ext.	Jameson and Northern R. R.	36.47	Dec. 1, 1884
35016	Dakota	Jameson, Carrington, ext. New Rockford	do	Casselton Branch R. R.	28.27	Feb. 2, 1885
35006	do	Everest, Mayville, ext. Larimore	do	Chicago, Milwaukee and Saint Paul Rwy.	28.27	Feb. 2, 1885
35006	do	Everest, Larimore, ext. Park River	do	do	28.27	Feb. 2, 1885
35001	do	Sioux City, Yankton, ext. Scotland	do	do	28.27	Feb. 2, 1885

35019	do	Fargo, Dak., Ortonville, Minn	New	Fargo and Southern Rwy.	11th, 20	Feb. 10, 1885
	Montana	None.				
37001	Wyoming	Grainger, Wilsor; ext. Huntington	Ext.	Oregon Short Line Rwy.	21, 27	Dec. 1, 1884
38020	Colorado	Golden, Georgetown; ext. Graymont	do	Colorado Central T. R.	8, 31	Aug. 20, 1884
38039	do	Poucho Springs, Mayville; ext. Monarch	do	Denver and Rio Grande Rwy.	8, 64	Nov. 1, 1884
38028	do	Denver, Sempier; ex. Longmont	do	Denver, Utah and Pacific R. R.	25, 66	Aug. 1, 1884
39009	New Mexico	San Antonio, Carthage	New	Atchison, Topeka and Santa F6 R. R.	7, 99	Nov. 1, 1884
39010	do	Sacramento, Magdalena	do	do	27, 65	Mar. 20, 1885
	Arizona	None.				
	Utah	None.				
42001	Idaho	Shoshone, Hailey; ext. Ketchum	Ext.	Oregon Short Line Rwy.	12, 09	Dec. 10, 1884
43011	Washington Ter.	Albaworth, North Yakima	New	Northern Pacific R. R.	93, 96	May 1, 1885
44003	Oregon	Primitia, Pendleton; ext. Baker City	Ext.	Oregon Railway and Navigation Co.	126, 50	Sept. 20, 1884
44002	do	Umatilla, Baker City; ext. Huntington	do	do	16, 99	Dec. 1, 1884
	Nevada	None.				
46003	California	Roseville, Redding; ext. Delta	do	Central Pacific R. R.	38, 42	Sept. 15, 1884
46043	do	Load, Burson (in o.)	New	San Joaquin and Sierra Nevada R. R.	22, 90	Dec. 1, 1884
46014	do	Freka, Hayesville	do	Fel River and Eureka R. R.	28, 45	Apr. 20, 1885
46045	do	Felton, Boulder Creek	do	South Pacific Coast R. R.	8, 14	June 19, 1885

M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from 1836 to June 30, 1885.

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		*2,356, 852	*404, 123		
June 30, 1839		*3,390, 055	*520, 602		
June 30, 1840		*3,889, 053	*595, 353		
June 30, 1841		*3,946, 450	*585, 843		
June 30, 1842	3,091	*4,424, 262	432, 568	2,117	
June 30, 1843		*5,692, 402	*733, 647		
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	4,082	(*)	587, 769		
June 30, 1846		*7,781, 828	*870, 570		
November 1, 1846	4,402		587, 769	310	
June 30, 1847		4,170, 403	597, 475		
November 1, 1847	4,735		597, 923	333	
June 30, 1848		4,327, 400	584, 192		
October 1, 1848	4,957		587, 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	985, 019	1,369	
June 30, 1852	10,146	11,082, 768	1,275, 520	1,891	
June 30, 1853	12,415	12,986, 705	1,601, 329	2,269	
June 30, 1854	14,440	15,433, 989	1,758, 610	2,025	
June 30, 1855	18,333	19,202, 469	2,073, 089	3,893	
June 30, 1856	20,323	21,809, 296	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	26,019	27,268, 384	3,243, 974	1,579	
June 30, 1860	27,129	27,633, 749	3,340, 682	1,119	
May 31, 1861	16,886	15,701, 093	1,078, 910		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	23,401	24,087, 568	2,707, 421	785	
June 30, 1866	32,092	30,699, 467	3,391, 592	8,691	
June 30, 1867	34,015	32,437, 900	3,812, 600	1,923	
June 30, 1868	36,018	34,886, 178	4,177, 126	2,603	
June 30, 1869	39,537	41,399, 284	4,723, 680	3,519	
June 30, 1870	43,727	47,551, 970	5,128, 901	4,190	
June 30, 1871	49,834	55,557, 048	5,724, 979	6,107	
June 30, 1872	57,911	62,491, 749	6,502, 771	8,077	
June 30, 1873	63,457	65,921, 445	7,257, 196	5,546	
June 30, 1874	67,734	72,469, 545	9,113, 190	4,277	
June 30, 1875	70,083	75,154, 910	9,216, 518	2,349	
June 30, 1876	72,348	77,741, 172	9,543, 134	2,265	
June 30, 1877	74,546	85,358, 710	\$9,053, 936	2,198	
June 30, 1878	77,129	92,120, 395	9,566, 595	2,574	
June 30, 1879	77,991	93,092, 992	9,567, 590	2,871	
June 30, 1880	85,320	96,497, 463	10,498, 986	5,329	
June 30, 1881	91,569	103,521, 229	11,613, 368	6,249	
June 30, 1882	100,563	113,995, 318	12,753, 184	8,904	
June 30, 1883	110,208	129,198, 641	13,887, 800	9,645	
June 30, 1884	117,160	142,541, 392	15,012, 603	6,952	
June 30, 1885	121,032	151,910, 845	16,627, 983	3,872	

* Railroad and steambot 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, use of patents, and mail locks and keys, in operation June 30, 1885.

Articles contracted for.	Name of contractor.	Residence.	Term of contract.	Contract price.					
				Size No. 0.	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.	Size No. 5.
Cotton-canvas mail-sacks*.....	John Boyle.....	New York, N. Y.....	Four years from April 1, 1885.....	\$0 05	\$0 89	\$0 71	\$0 25 ¹		
Registered foreign mail-sacks*.....	do.....	do.....	do.....	77	43	22 ¹	15		
Jute-canvas mail-sacks*.....	Lewis S. Samuel.....	do.....	do.....		48 ¹	43 ¹	12 ¹		
Leather horse mail-bags*.....	Perkins Campbell & Co.....	Cincinnati, Ohio.....	do.....		5 33	4 39	3 70		
Leather mail-pouches*.....	John E. Quinn.....	Toledo, Ohio.....	do.....						
Through registered mail-pouches*.....	Francis H. Smith.....	New York, N. Y.....	do.....		5 84	4 47		\$2 08	\$2 24
Mail-catcher pouches*.....	John Boyle.....	do.....	do.....						\$3 41
Coin mail-sacks*.....	Lewis S. Samuel.....	do.....	do.....						04 ¹
Inner registered mail-sacks*.....	John Boyle.....	do.....	do.....		1 26 ¹	83 ¹	67	49	
Printed wooden tags (wide)†.....	W. E. Sebree.....	Washington, D. C.....	One year from January 1, 1885.....						003
Printed wooden tags (narrow)†.....	do.....	do.....	do.....						002 ¹
Mail-bag label-cases (iron)†.....	The Eagle Lock Company.....	Terryville, Conn.....	do.....						14
Mail-bag label-cases (brass)†.....	do.....	do.....	do.....						3 95
Mail-bag catchers.....	Ward & Jackson.....	Cleveland, Ohio.....	One year from July 1, 1884.....						21
Brackets for catchers.....	do.....	do.....	do.....						05 26 ¹
Mail-bag cord-fasteners and label-holders†.....	The Smith & Egge Manufacturing Company.....	Bridgport, Conn.....	One year from January 1, 1885.....						05
Use of patent.....	Donnis K. Sicles, Frank Hodges, and Albert L. Trivy.....	Washington, D. C.....	Determinable at any time by the Postmaster-General.....						
Do.....	Rockel & Horner.....	Muncie, Ind.....	do.....						30
Do.....	John Boyle.....	New York, N. Y.....	do.....						10
General mail-locks†.....	The Smith & Egge Manufacturing Company.....	Bridgport, Conn.....	Four, eight or twelve years from September 1, 1880, at option of Postmaster-General.....						52
Keys to same†.....	do.....	do.....	do.....						09
Through mail-locks†.....	do.....	do.....	do.....						75
Keys to same†.....	do.....	do.....	do.....						12
City mail-service locks†.....	do.....	do.....	do.....						34
Keys to same†.....	do.....	do.....	do.....						00
Street letter-box locks†.....	do.....	do.....	do.....						85
Keys to same†.....	do.....	do.....	do.....						15
Through registered mail-locks†.....	W. F. Beasley.....	Oxford, N. C.....	do.....						2 50
Keys to same†.....	do.....	do.....	do.....						25

* Boston, New York, Philadelphia, Washington, Cincinnati, Chicago, and Saint Louis.
 † Washington, D. C.
 ‡ Washington, D. C., New York, N. Y., Boston, Mass., and Cleveland, Ohio.

PLACES OF DELIVERY:

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, 1885.

Number.	Description.	Size.	Prices.	Cost.	Aggregate.
3,660	Leather mail-pouches	No. 2	\$5 61	\$20,532 60	
4,920	do	No. 3	4 55	22,386 00	
5,630	do	No. 4	3 50	19,705 00	
290	do	No. 5	2 60	754 00	
10	Leather mail-pouches (samples)	No. 2	7 38	73 60	
10	do	No. 3	6 29	62 90	
10	do	No. 4	5 24	52 40	
10	do	No. 5	4 34	43 40	
<u>14,540</u>					\$63,609 90
880	Leather horse mail-bags	No. 1	6 00	5,280 00	
745	do	No. 2	5 29	3,941 05	
605	do	No. 3	4 53	2,740 65	
<u>2,130</u>					11,961 70
4,400	Mail-catcher pouches		3 91	17,204 00	
25	Mail-catcher pouches (samples)		4 69	117 25	
500	Mail-catcher pouches		3 41	1,705 00	
	Royalty on same		10	492 50	
<u>4,925</u>					19,518 75
10	Through registered pouches	No. 1	7 00	70 00	
925	do	No. 2	4 99	4,615 75	
	Royalty on same	No. 2	10	92 50	
<u>935</u>					4,778 25
89,025	Jute-canvas mail-sacks	No. 1	67 $\frac{1}{2}$	60,314 44	
500	Jute-canvas mail-sacks (red)	No. 1	80 $\frac{1}{2}$	401 25	
15,000	Jute-canvas mail-sacks	No. 1	53 $\frac{1}{2}$	8,062 50	
16,025	do	No. 2	52 $\frac{1}{2}$	8,413 12 $\frac{1}{2}$	
15,025	do	No. 3	14	2,103 50	
<u>135,575</u>					78,294 81 $\frac{1}{2}$
302	Cotton-canvas mail-sacks	No. 0	1 15	347 30	
2,230	do	No. 1	1 02	2,274 60	
2,043	do	No. 2	80 $\frac{1}{2}$	1,644 81 $\frac{1}{2}$	
8,025	do	No. 3	20	1,605 00	
<u>12,600</u>					5,871 51 $\frac{1}{2}$
25	Registered foreign mail-sacks	No. 0	1 21	30 25	
1,300	do	No. 1	41 $\frac{1}{2}$	539 50	
25	do	No. 1	56	14 00	
2,700	do	No. 2	24 $\frac{1}{2}$	661 50	
25	do	No. 2	30 $\frac{1}{2}$	7 62 $\frac{1}{2}$	
500	do	No. 3	16	80 00	
25	do	No. 3	20	5 00	
<u>4,600</u>					1,337 87 $\frac{1}{2}$
110	Inner registered mail-sacks	No. 1	2 07	227 70	
110	do	No. 2	1 69	185 90	
60	do	No. 3	1 35	81 00	
30	do	No. 4	75	22 50	
<u>310</u>					517 10
25	Coin mail-sacks		05 $\frac{1}{2}$		1 28
17,000	Mail-bag label-cases (iron)		06	1,020 00	
2,000	Mail-bag label-cases (brass)		17	340 00	
<u>19,000</u>					1,360 00
50,000	Mail-bag cord-fasteners		0594	2,970 00	
	Royalty for patent on same		05	2,500 00	
<u>50,000</u>					5,470 00
600,000	Printed wooden tags (narrow)		003	1,800 00	
450,000	do		0022	1,237 50	
5,100	Printed wooden tags (wide)		003 $\frac{1}{2}$	16 57 $\frac{1}{2}$	
<u>1,055,100</u>					3,054 07 $\frac{1}{2}$

O.—Statement of number, description, and prices of mail-bags, mail-catchers, &c.—Cont'd.

Number.	Description.	Size.	Prices.	Cost.	Aggregate.
700	Mail-catchers		\$3 95	\$2,765 00	
1,270	Brackets for same		21	266 70	
<u>1,970</u>					\$3,031 70
	Repairs of mail-bags				46,188 01
	Total expenses on account of mail-bags and mail-catchers				245,994 97
	Unexpended balance of appropriation				4,005 03
	Amount of appropriation				250,000 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, 1885.

Quantities.	Description.	Price, each.	Cost.	Aggregate cost.
20,000	Iron mail-locks	\$0 52	\$10,400 00	
4,000	Through registered mail-locks	2 50	10,000 00	
2,000	Street letter-box locks	85	1,700 00	
				\$22,100 00
4,000	Street letter-box locks, repaired	35		1,400 00
300	Through registered mail-lock keys	25	75 00	
500	City mail-lock keys	09	27 00	
				102 00
2,000	Mail key chains	18		360 00
				23,962 00
	Unexpended balance			1,038 00
	Appropriation			25,000 00

REPORT
OF THE
GENERAL SUPERINTENDENT
OF
RAILWAY MAIL SERVICE
FOR
THE YEAR ENDED JUNE 30, 1885.

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REPORT
OF THE
GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE
FOR THE
FISCAL YEAR ENDED JUNE 30, 1885.

POST-OFFICE DEPARTMENT,
OFFICE GENERAL SUPERINTENDENT OF
RAILWAY MAIL SERVICE,
Washington, D. C., November 7, 1885.

SIR: In submitting, herewith, my annual report of the operations of this service for the fiscal year ended June 30, 1885, I beg to invite special attention to the first of the series of tabular statements hereto attached and marked A^a, and particularly to the recapitulation of this table, to which has been added the more material portions of Table E^c, in order to show in condensed form the amount of work done, as well as the facilities and force required to perform the labor, so far as the nature and extent of so vast a business would permit of its being shown in comprehensive tabulated form.

TABLE A^a.—RAILWAY POST-OFFICE LINES.

Compared with the previous annual statement this table shows the following increases: 13 railway post-office lines; 339 clerks at work on lines; 424 clerks in the service (including railway postal clerks employed upon steamboat lines); 5,106 miles run by clerks; 3,761,701 annual miles of service performed by clerks; and also that 155 cars, or apartments in cars, were added to the equipment of lines.

TABLE B^b.—STEAMBOAT MAIL SERVICE.

This table shows the steamboat mail lines upon which railway postal clerks were employed during the year. This branch of the service continues to be gradually superseded by railway lines or star service, and, as appears from the table referred to, there was a decrease of 1 in the number of lines, 5 in the number of clerks employed on lines, 11 mail apartments, 1,168 miles in the mileage of route over which clerks run, and 57,329 annual miles of service performed by clerks.

TABLE C^c.—CLOSED-POUCH SERVICE.

This statement is an exhibit in detail of service performed by means of closed pouches on railroads upon which no postal clerks are employed.

These are short lines or parts of lines running through sparsely settled regions or in localities where the receipts from the post-offices supplied would not warrant additional expenditure for railway post-office service.

The increase in the number of closed-punch lines, as shown by this table, was 20, and the increase in the number of pouches exchanged daily was 2,805. There was a decrease of 1,491 miles of route and 585,576 in the annual miles of service.

COMPARATIVE STATEMENT.

This table is a continuation of the statement of the railway mail service beginning with the year 1830, and is brought up to the end of the fiscal year 1885.

From a glance at this table the fact will be noticed that on the 30th of June, 1866, the year following the resumption of mail service in the Southern States, and which may be said to mark the beginning of the second era in postal history, the mails were carried over but 32,092 miles of railroad, while in the succeeding nineteen years the mileage has been increased to 121,032, being an annual average increase of 4,681 miles. The increase during the past year was only 3,872 miles; but it is believed that, on account of the revival of business, to which the present indications seem to unmistakably point, this average rate of increase will be equaled, if not exceeded, during the current fiscal year.

TABLES E^e, F^f, and G^g.—MAIL DISTRIBUTED, ETC.

Table E^e is a statement by divisions of mails distributed in railway postal cars, from which it appears that the increase in the number of pieces handled during the year, exclusive of registered matter, was 428,397,500. This shows the percentage of increase over the fiscal year ended June 30, 1884, to have been 9.48. There was a decrease of 2.65 per cent. in the number of pieces of registered matter handled. This decrease is accounted for by the fact that the through registered pouch system was rapidly extended during the year, consequently, while the number of separate registered packages handled slightly decreased, the number of through registered pouches receipted for, recorded, and delivered was 11,723, or 1.65 per cent. in excess of the number reported last year.

It will be observed that while the increase in the number of pieces of ordinary mail matter handled during the year was 9.48 per cent., the increase in the clerical force was about five-sixths of one per cent. in excess of that percentage; and it may be well to explain that this difference is owing mainly to the fact that, late in the last fiscal year, it became apparent that the appropriation for the maintenance of the service was in danger of becoming entirely exhausted before the new appropriation became available, and in order to avoid the creation of a deficiency it was deemed expedient to hold in abeyance all extensions of service requiring additional help until after the commencement of the new year. This difference, therefore, is more apparent than real.

Table F^f shows in detail the correctness of the distribution by divisions, by which it will be seen, in a total distribution of 4,948,059,400 pieces, the number of errors chargeable to the clerks of this service was but 887,704, or one error to each 5,574 pieces handled, being at the rate of 224 errors per clerk per annum, or a trifle over one error for each two days' work.

The average percentage of mail correctly distributed during the year

was 99.98. This is the highest rate thus far attained, and the result represented by the foregoing figures will prove to be as gratifying to the Department as it must be to those who have labored so faithfully and industriously during the year to set the standard higher than before.

As the efficiency of the postal clerk is owing, in a great measure, to the frequent tests of proficiency which the regular clerk, as well as the probationary appointee, is required at regular intervals to undergo, in order that the system of case examinations may be fully understood, attention is invited to the very clear and comprehensive explanation of the manner of conducting these examinations, which appears on page 4 of the annual report of my immediate predecessor for the fiscal year ended June 30, 1884.

TABLE G^a.—ERRORS MADE BY POST-OFFICES.

This statement of errors in the distribution and forwarding of mails by post-offices of the first and second classes is a somewhat more favorable exhibit than the one for the previous fiscal year. The decreases shown are as follows: Incorrect slips, 94,420; errors on incorrect slips, 341,705; letter packages missent, 2,076; pouches missent, 453; sacks missent, 564; registered packages missent, 35; letter packages misdirected, 468; pouches misdirected, 69; and sacks misdirected, 109.

TABLES H^b AND Iⁱ.—CASE EXAMINATIONS.

As will be seen by this table, there were 5,489 examinations of permanent postal clerks during the year, at which 5,688,656 cards were handled by those under examination. Of that number 4,677,891, or 82.23 per cent., were correctly distributed. The increase over the previous year, in the number of cards handled, was 13.1 per cent., and 19.1 per cent. in the number correctly distributed.

TABLE I.—All new appointments to this service are made for a probationary period of six months, and during the term of service of the probationer he is required, in addition to his regular duties, to familiarize himself with the names and locations of post-offices on connecting lines, as well as on the route over which he runs; to study the schemes of distribution; note the establishment and discontinuance of post offices and changes of routes (which are of daily occurrence), in order to be prepared to successfully pass the rigid examinations to which each is subjected monthly.

At these examinations, held during the fiscal year, 2,452,629 cards were handled, of which number 1,671,080 were correctly distributed; the average per cent. correct being 68.13. The number of clerks examined was 1,640, and of that number over one-third (37.5 per cent.) failed to pass the final examination, and their services were accordingly discontinued. The aggregate number of cards handled by both permanent clerks and probationary appointees was 8,141,385, of which 6,348,971 were correctly distributed.

TABLE K^k.—MILEAGE.

The total miles of route, daily miles run, total number of crews, and the total number of railroad post-office lines are enumerated in this table. The average miles run daily by postal clerks in each of the nine divisions is stated, and 120.94 miles is shown to be the daily average distance traveled in the performance of duty by all clerks at work on lines.

TABLE I.—NEW SERVICE, ETC.

The new railway post-office service established and service extended, including new service placed upon old lines, during the year, is set forth in this table. The railroad service on lines upon which no railway postal service has been ordered is also included therein. This table fully explains itself.

CASUALTIES.

The number of casualties occurring during the year from which death or injury to postal clerks resulted has decreased somewhat from previous yearly records; and from the subjoined statement under the above heading it appears that the number of accidents during the year to trains to which railway postal cars were attached was 193, in which 2 postal clerks lost their lives, 35 were seriously and 65 slightly injured.

The pay of those killed in the service ceased with their death. While the Postmaster-General may, in his discretion, grant leaves of absence, with pay, for various periods, if not in excess of 365 days, to any clerk who may have been injured while in the performance of duty, and, when necessary, authorize the employment of an acting clerk in place of the disabled clerk, no provision whatever can be made for the families of those killed, without special action by Congress.

It would seem to be but fair and just that some action in this matter should be taken, and I would respectfully suggest that Congress be requested to empower the Postmaster-General to use the fund accruing from deductions on account of failures of clerks in this service to perform duty, which is now covered into the Treasury, in paying to the widows or minor children of postal clerks killed in the line of duty a sum equal to one year's salary of the grade to which the clerk belonged, after the amount of the accumulated fund shall have been ascertained and duly certified by the Auditor. In the event of there not being a sufficient sum arising from this source to pay the full amount as above set forth, I would suggest that the Department be authorized to make up the additional amount required from the appropriation for the pay of railway post-office clerks.

SEPARATION FOR CITY DELIVERY.

For some time past the system of separating letters for city delivery while in transit has been on trial as an experiment in several of the divisions with varying results. This year, however, the reports in reference to the work are much more favorable than any other heretofore received at this office; and the efforts of the Department in this direction have met with the hearty approval of both the postmasters and the public benefited by this innovation, and of the postmaster at New York in particular, who advises me that the distribution made on the cars operates at his office in the saving of several hours in time in the delivery of this mail to the addressees.

At Saint Paul and Minneapolis, Minn., the letter mail for those cities continues to be separated, assorted, and arranged for delivery to the letter-carriers at the depot upon the arrival of trains. The matter of extending the benefits of this service to several other cities is now under consideration.

The aggregate number of letters distributed and arranged in railway post-offices of the 1st, 2d, 3d, 5th, and 9th divisions for delivery to addresses in the cities of New York, N. Y., Philadelphia, Pa., Cincinnati,

Ohio, and Washington, D. C., during the fiscal year ended June 30, 1885, was 81,739,450, the increase over the number reported for the preceding year being 32,914,700, or 67.4 per cent.

SPECIAL FACILITIES.

The amount appropriated for special facilities for the fiscal year ended June 30, 1885, was \$250,000, which was expended as follows:

Route.	Railroad company.	Distance.	Amount paid.
		Miles.	
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
Charleston Junction to Savannah	Charleston and Savannah	108	19,062 00
Savannah to Jacksonville	Savannah, Florida and Western	172	30,358 00
Baltimore to Hagerstown	Western Maryland	87	15,758 50
Total expended			249,999 82
Amount unexpended			18

Under the act of Congress approved March 3, 1885, the sum of \$266,764 was appropriated for necessary and special facilities on trunk lines for the fiscal year ending June 30, 1886. This amount is being expended as follows:

Route.	Railroad company.	Distance.	Amount paid.
		Miles.	
New York and Springfield	New York, New Haven, and Hartford	136.00	\$17,647 06
The 4.35 a. m. train	New York Central and Hudson River	142.00	25,000 00
Philadelphia to Bay View	Philadelphia, Wilmington, and Baltimore	91.80	20,000 00
Bay View to Quantico	Baltimore and Potomac	80.00	21,900 00
Quantico to Richmond	Richmond, Fredericksburgh, and Potomac	81.50	17,419 26
Richmond to Petersburg	Richmond and Petersburg	23.30	4,197 50
Petersburgh to Weldon	Petersburgh	64.00	11,680 00
Weldon to Wilmington	Wilmington and Weldon	162.07	29,565 00
Wilmington to Florence	Wilmington, Columbia and Augusta	110.00	20,075 00
Florence to Charleston Junction	Charleston and Savannah	108.00	19,710 00
Savannah to Jacksonville	Savannah, Florida and Western	171.50	31,390 00
Baltimore and Hagerstown	Western Maryland	86.00	15,804 50
Total expended			251,725 82
Amount unexpended			15,038 18
Amount of appropriation			266,764 00

This will make an annual expenditure of \$251,725.82.

Of the amount appropriated by the act referred to, it was designed to make an expenditure of \$14,965 for service between Columbia, S. C., and Augusta, Ga.; but on June 20, 1885, a letter was addressed to the president of the Charlotte, Columbia and Augusta Railroad Company, calling his attention to the matter, and he verbally declined to accept the proposition of the Department; consequently the sum of \$15,038.18 can be returned to the Treasury unexpended.

At the time the appropriation for special facilities was pending before the Appropriation Committees of the two Houses of Congress the

proposed expenditure was fully and freely discussed, and the subsequent debate upon the floor of the House leaves no room for doubt that the money is being spent as Congress intended it should be.

This special-facilities appropriation secures very important results in expedition to the mail which could not be otherwise obtained. It enables the Department to form connecting links in the grand chain of fast-mail service over lines extending from Nova Scotia to Florida and from Maine to the Pacific coast. The special train leaving New York at 5 a. m. for Springfield, Mass., carries a very heavy mail from New York City, Philadelphia, Baltimore, and Washington, as well as the connecting mails from the South, and also from intermediate points. At Springfield this train makes close connection with the Northern and Eastern railway post-offices.

The 4.35 a. m. train out of New York, on the New York Central and Hudson River Railroad, arrives at Chicago at 9.50 a. m. on the following day in time to make Western connections.

The special fast mail from New York to Jacksonville, Fla., with connections at Waycross, Ga., for New Orleans, La., gives the people of the Southern section of the Union a superior service, which appears to be fully appreciated by them.

The line from Baltimore and Hagerstown gives to the former city an earlier dispatch, as well as a through connection via the Shenandoah Valley route to Tennessee and the South. This service is of great importance to the commercial interests of Baltimore and other cities lying north of that place, and should be continued.

In view of the benefits to be derived from this appropriation, I would respectfully recommend that the sum of \$251,725.82 be placed in your estimates for special facilities for the fiscal year ending June 30, 1887.

EXPLANATION OF ESTIMATE FOR RAILWAY POSTAL CARS.

The amount appropriated at the last session of Congress for railway postal cars was \$1,765,026. This sum did not include the credit allowance for the service on the subsidized roads, which, I am informed by the Auditor of the Treasury for the Post Office Department, amounted to \$134,542.92 for the fiscal year ended June 30, 1885; and I am not advised that any increase has been made since that date, but, on the contrary, a reduction was made on the line between North Platte and Denver on the Union Pacific Road. This, however, occurred in the present fiscal year. Adding the \$134,542.92, as above, to the amount appropriated by Congress, I find that the service is costing \$1,899,568.92.

There are already on file in this office several urgent applications for the establishment of additional railway postal-car service; but these I am unable to recommend, as the appropriation for the present fiscal year is now nearly exhausted. In order to meet the demands of the service I have estimated the increase at 7 per cent., based on the amount appropriated at the last session of Congress for roads other than those that are subsidized. This would make an increase of \$123,551.82; and I would respectfully recommend that you place in your estimate for railway postal cars, for the fiscal year ending June 30, 1887, the sum of \$1,888,577.82.

EXPLANATION OF ESTIMATE FOR THE PAY OF POSTAL CLERKS.

On June 30, 1885, there were 4,387 railway postal clerks in the service, whose aggregate annual salary amounted to \$4,364,744. The aver-

age annual salary per clerk was \$994.93. These figures show an increase over the previous year of 424 clerks, and a decrease of 78 cents in the average annual amount paid each clerk.

The following table exhibits the expenditures on account of employes of the Railway Mail Service (railway postal clerks), from 1877 to 1885, together with amount of appropriation for 1886, and estimate for the same for 1887:

Fiscal year ending June 30—	Railway postal clerks in service.	Increase.	Expenditures.	Increase over preceding year.	Per cent. of increase over preceding year.	Increase of miles of railroad route.
1877	2,500		\$2,436,547 58			
1878	2,608	108	2,496,663 82	\$60,116 24	2.46	2,574
1879	2,609	1	2,666,315 65	169,651 83	6.79	2,871
1880	2,946	237	2,778,645 47	112,329 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	3,963	108	3,972,071 60	284,038 82	7.70	6,952
1885	4,387	424	4,246,209 51	274,137 91	6.90	3,872
1886			*4,601,000 00	354,790 49	8.33	
1887			†4,877,000 00	276,000 00	6.00	

* Appropriation.

† Estimate.

The annual appropriation for the pay of railway post-office clerks for the current fiscal year is \$4,682,300. Of this amount, \$81,300 was presumably appropriated for the special purpose of increasing the salaries of clerks of the fourth and fifth classes to the rates of compensation paid prior to 1st of July, 1876; but, inasmuch as the appropriation bill, as approved, does not state specifically that such was the intention of Congress, the Postmaster-General is of the opinion that this fund cannot be drawn upon for that purpose. With this amount deducted, the sum available for the pay of postal clerks for the present year is \$4,601,000.

The average rate of increase in expenditures for the past four years is 8.74 per cent.; but, as the service is now in excellent running order, and as I do not anticipate any unusual extension during the next fiscal year, I am of opinion that an increase of 6 per cent. over the amount of the current appropriation will be sufficient for the ensuing fiscal year. I have, therefore, the honor to recommend that the sum of \$4,877,060 be appropriated for the pay of railway postal clerks for the fiscal year ending June 30, 1887.

CHIEF CLERKS.

There are in this service at the present time forty-eight chief clerks, at an annual compensation of \$1,400 each, who are required in the performance of their duties to travel quite extensively within the limits of the divisions to which they are assigned. These men are required to pay their own traveling expenses, and it would seem to be but reasonable that their application for relief in the matter of the expenditure of their private means for public purposes should be granted; and I would, therefore, respectfully renew the recommendation of my predecessor, to the effect that the Postmaster-General be authorized to allow these clerks a sum not to exceed \$3 per diem for actual expenses when traveling on the business of the Department, and to cause the same to be paid out of the appropriation for the transportation of the mails.

FAST MAIL.

The general service is much the same as indicated in the last annual report. Some slight changes have been made, as follows: On May 24 of the present year the Boston and Albany railway post-office train, No. 49, was changed to leave Boston at 7 p. m. instead of 6 p. m., arriving at Albany at 1.40 a. m. instead of 1.15 a. m. By this change a decided advantage was secured to the New England section of the country, and particularly to the business community of Boston, as the 7 p. m. departing railway post-office secured an accumulation of business mail of that day which was lost when the train left at 6 p. m. This train connects at Albany with the fast mail leaving New York at 9 p. m. No change has been made in the arrival of these connections at Chicago, which is still 12.35 a. m., making a direct connection with the fast mails north and west via the Chicago and Minneapolis and Chicago and Burlington railway post offices leaving Chicago at 3 a. m.

During the present year a change of schedule was made by the Wabash Railroad Company, by which connections at Toledo from train No. 7, New York and Chicago for Saint Louis, was broken. This is a very important connection, being the p. m. accumulation of mail from New England, the East, and New York City, and would have resulted in great delay to the mail and serious consequences to the public. Upon the matter, however, being presented to the general manager of the Wabash company, that company agreed to take the railway post-office connection from train No. 7, leaving Toledo at 5.20 p. m., on an accommodation train for a certain distance of the route, after which the postal car was run as a special to overtake the fast train, leaving Toledo about 2 p. m., arriving in Saint Louis at 8.20 the following morning. This arrangement has been very satisfactory to the Department and is a decided benefit to the people through the entire Southwest.

The Washington and Charlotte railway post office was changed to leave Washington at 11.15 a. m. instead of 9.10 a. m. This change took effect on April 5, and is of great advantage to the people of Boston, New York, Philadelphia, and all New England, as it expedites mail from these points for nearly the entire South. By this arrangement the fast mail connection leaving Boston at 6 p. m. arrives in Washington at 10.50 a. m. Under the previous schedule there was no direct connection for New Orleans by this arrival at Washington, as the Washington and Charlotte railroad post-office had departed (9.10 a. m.); but by changing the Washington and Charlotte to leave at 11.15 a. m. this important connection from the entire eastern country for New Orleans was secured at Washington, so that mail leaving Boston at 6 p. m. arrives in New Orleans the morning of the third day, thereby advancing all mail between Washington and New Orleans fully twelve hours; and as by the change the mail arrives in the morning, instead of, as heretofore, in the evening, the gain to New Orleans is virtually one business day.

Arrangements have been perfected with the Pennsylvania Company by which the morning mails from Saint Louis are considerably advanced. The railway post-office train leaving Saint Louis at 9 a. m. connects at Columbus, Ohio, with the limited train via the Pennsylvania Railroad between New York and Cincinnati. At Columbus the railway post-office cars are transferred from the regular train to the fast train, and reach Pittsburgh in time to connect with the fast express train on the Pennsylvania Railroad, by which city mail for New York and Philadelphia is forwarded, reaching New York at 6.55 p. m. instead of 9.35 p. m.

On May 25, 1885, the railway post-office car on the Boston, Springfield and New York was changed to leave New York at 9 instead of 8 a. m. The object in view in making this change was to secure the connection from Jacksonville, New Orleans, and Washington, via the New York and Washington railway post-office, for New England. Previous to the change the railway post-office was run from New York to New Haven and there cut off, to be taken up by train leaving New York at 11 a. m., and arriving at Springfield at 3.02 p. m. and Boston at 6 p. m. By changing the railway post-office to leave New York at 9 a. m. all Southern connections were made, and it arrived at Springfield at 12.45 p. m. and Boston at 4.40 p. m. Thus, for mail leaving New York an hour later, an earlier arrival is secured at Springfield and Boston, and all mail for that portion of the route between New York and New Haven, which under the old schedule was delayed when connection was missed at New York, is now, by this change, served by the railway post-office on trip east instead of, as formerly, on trip west, being the difference in delivery between morning and evening.

CIVIL SERVICE.

Under the act of Congress approved July 1, 1882, this service was reorganized and its clerical force placed upon a civil-service footing, so far as it could be done without further Congressional action.

A new system of examination under the new order of things was deemed to be unnecessary as the plan then in operation had been tested for over twelve years and found to fully meet the requirements of this service.

In explanation of the system of examinations referred to, I may be permitted to state that the duties of a postal clerk are of such a nature as to render any theoretical examination before appointment of but very little value as a test of competency. The appointee is, therefore, not required to undergo any preliminary examination, but is at once set to work in a railway post-office car, and his daily record, together with the periodical examinations on the practical workings of his office, will fully and clearly, as well as quickly, demonstrate whether his services are likely to prove of value or not.

Any young man possessing a good constitution, unimpaired eyesight, a retentive memory, and an ordinary education, if he be not afraid of hard work and sees fit to apply himself, can readily pass to the regular service; but if he does not possess these qualifications, a failure is almost inevitable.

This plan of securing efficient clerks is perhaps as good as any that can be devised. It enables the Department to select bright, active young men, who are physically as well as mentally qualified for the arduous duties they will be called upon to perform. The service is also enabled to secure men living on, or contiguous to, the lines to which they will be assigned, which experience has shown to be a great advantage.

After an applicant has received his probationary appointment and reported for duty, a course of study is marked out for him that will be of service in any work to which he may be assigned. He is required to be thoroughly conversant with all of that portion of the Postal Laws and Regulations relating to this service, in order to act promptly in cases of emergency. He must learn the location of each post-office on the route over which he runs, as also those on connecting lines in the neighboring States, and how to get their mail to destination in the

quickest time. This, of course, involves an accurate knowledge of railroad schedules and connections. He is examined about once a month during his probationary term, and, at the expiration of that period, a full report of these examinations, together with his other qualifications, such as eyesight, memory, disposition, social habits, morals, &c., is made to the general superintendent, and it is then decided whether he shall be given a permanent appointment or retired from the service.

If continued in the service his studentship is by no means ended; in fact, if assigned to any one of the larger lines of the country, it is but commenced, and the appointee must look forward to several years of constant application before he can hope to attain the higher grades. I think I can safely say that it requires fully as much mental, and more physical, labor to become a first-class postal clerk than it does to become proficient in any other trade or profession.

Years of patient and assiduous labor and study have served to train up in the service a corps of energetic and faithful employes whose places could not be satisfactorily filled without the expenditure of an equal amount of time and labor in the preparation of their successors. The retirement of these skilled clerks could not but be followed by disastrous results to many of the commercial and social interests of the country, which depend in a great measure upon the prompt delivery of the mails.

In view of these facts, I cannot close this annual report without reminding you that, while in other and less important branches of the public service the tenure of office of employes is covered by the civil-service law, the Railway Mail Service remains outside of its protecting influence, and to earnestly recommend that some action be taken by the Department in the matter, to the end that Congress may be prevailed upon to extend the benefits of that law to this service, and thereby insure the retention in office of postal clerks so long as they continue to render meritorious service, comply strictly with all the instructions of the Department, abstain from undue interference in political matters, and conduct themselves in a gentlemanly manner.

With a view to bringing this important matter to the attention of Congress, I have the honor to submit the following draft of a bill which embodies my ideas as to what is required in the premises, and with the hope that it may receive favorable action:

A BILL for the appointment of railway postal clerks, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That appointments of railway postal clerks shall be made for a probationary term of not less than three nor more than nine months, upon recommendations that are satisfactory to the Postmaster-General; and he shall, in each probationary appointment, designate the particular period for which the appointment is made: *Provided,* That the person applying shall make a written application (in his own hand-writing) stating his age, physical condition, including eyesight, and his occupation for five years prior to the date of such application.

During the probationary period the clerk so appointed shall, from time to time, be examined upon the practical workings of his office; and if at the expiration of the probationary period named in his appointment he shall have made a satisfactory record he shall receive a permanent appointment, which he may hold until he severs his connection with the service voluntarily, or is removed for one or more of the causes hereinafter named; and the particular cause or causes shall be specified in writing, and a copy served upon such person, or left addressed to him at his usual place of residence: *Provided,* That the Postmaster-General shall have authority in all cases, when in his judgment the public interest requires it, to summarily suspend the appointee in question pending the investigation; and if found guilty of the charge or charges he shall be removed from his office; otherwise he shall continue in the same.

The causes for which removals may be made are infidelity to the Government, intemperance, inattention to or neglect of duty, incapacity for the duties of the office,

disobedience of official instructions, intentional disrespect to officers of the same or other Departments of the Government, intentional rudeness of language or behavior towards persons having official business with him, or toward his associates, or conduct unbecoming a gentlemen.

The charges upon which any railway postal clerk may be removed shall be made in writing and be signed by the person or persons presenting the same. These charges, together with full specifications, shall be referred, in all cases of complaint for removal, to the General Superintendent of Railway Mail Service, who shall inquire into the same, find the facts, and report in writing, with his conclusions thereon, to the Postmaster-General, who may thereupon order further investigation, or direct the suspension, removal, or reinstatement of said clerk, as the findings, in his opinion, may warrant.

In conclusion, I desire to express my thanks to all connected with this service for the efficient and able manner in which they have performed the duties allotted to them during the year that has passed. The service has never passed through a more trying period, nor has it ever been more manfully sustained. Perfect discipline has been maintained by the officers and prompt and willing obedience accorded by the clerks, for which both are entitled to unstinted praise and commendation.

JOHN JAMESON,
General Superintendent.

Hon. A. LEO KNOTT,
Second Assistant Postmaster-General.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north west to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.
Abbottsford, Wis., and Saint Paul, Minn.	6	<i>Miles.</i> 159.90	Abbottsford, Chippewa Falls, Wis. (Wis. and Minn.) Chippewa Falls, Wis., Saint Paul, Minn. (Minn., St. Croix and Wis.)	25026 (part) 25061
Aberdeen and Lexington, Miss.	4	120.12	Aberdeen, Lexington, Miss. (Ill. Cent.)	18009
Addison, N. Y., and Pike Mills, Pa.	2	46.81	Addison, N. Y., Pike Mills, Pa. (A. and No. Penn.)	6122
Adrian, Mich., and Fayette, Ohio	9	33.26	Adrian, Grosvenor, Mich. (L. S. and M. S.) Grosvenor, Mich., Fayette, Ohio (L. S. and M. S.)	6052 (part) 24036 (part)
Albany and Binghamton, N. Y.	2	143.21	Albany, Binghamton, N. Y. (Del. and Hud. Canal Co., Susq. Div.)	6028
Albany, Kingston, and New York, N. Y.	2	146.23	Albany, New York, N. Y. (N. Y., W. S. and Buff.)	6129
Albany and New York, N. Y.	2	145.35	Albany, New York, N. Y. (N. Y. C. and H. R. R. R.)	6011 (part)
Albany and Rochester, N. Y.	2	252.00	Albany, Syracuse, N. Y. (N. Y. C. and H. R. R. R.) Syracuse, Rochester, N. Y. (N. Y. C. and H. R. R. R., Aub. Div.)	6011 (part) 6013
Albany and Thomasville, Ga.	4	58.92	Albany, Thomasville, Ga. (S. F. and W. Rwy.)	15018 (part)
Albert Lea, Minn., and Burlington, Iowa.	6	253.14	Albert Lea, Minn., Burlington, Iowa (B. C. R. and N.)	27001
Albuquerque, N. Mex., and El Paso, Tex.	7	255.60	Albuquerque, Rincon, N. Mex. (A. T. and S. F.) Rincon, N. Mex., El Paso, Tex. (A. T. and S. F.)	38006 (part) 39004
Albuquerque, N. Mex., and Needles, Cal.	7	574.70	Albuquerque, N. Mex., Needles, Cal. (A. and P.)	39003
Alexandria and Round Hill, Va.	3	50.61	Alexandria, Round Hill, Va. (W. and W.)	11004
Allentown and Harrisburg, Pa.	2	91.66	Allentown, Harrisburg, Pa. (E. P. and L. V. Beha. P. and R.)	8078
Allentown and Pawling, Pa.	2	43.82	Allentown, Emaus Junction, Pa. (E. P. Branch P. and R.) Emaus Junction, Perkiomen Junction, Pa. (Perkiomen)	8073 8056
Alton Bay and Dover, N. H.	1	28.42	Alton Bay, Dover, N. H. (Boston and Maine)	1013
Annapolis Junction and Annapolis, Md.	3	21.09	Annapolis, Annapolis Junction, Md. (A. and E. R.)	10007
Arcadia and Cherryvale, Kans.	7	81.69	Arcadia, Cherryvale, Kans. (K. C., Ft. S. and G.) Weir Junction (n. o.), Weir, Kans. (K. C., Ft. S. and G.)	33024 33043
Asheville and Charleston, N. C.	3	71.65	Asheville, Asheville Junction (n. o.), N. C. (W. N. C.) Asheville Junction (n. o.), Charleston, N. C. (W. N. C.)	13006 (part) 13016
Ashland and Menasha, Wis.	6	251.55	Ashland, Menasha, Wis. (Wis. Cen.)	25017 (part)
Ashland and Richardson, Ky.	5	50.33	Ashland, Richardson, Ky. (Chattaroi)	20027

¹ Balance of route, Chippewa Falls to Eau Claire (10.80 miles) covered by closed pouches. See Table C. This line was reported last year as the Abbottsford and Eau Claire, Wis. R. P. O. Increased distance run this year 94.69 miles. 1 car in reserve.

² Reserve car.

³ Runs on route 6052, Adrian to Grosvenor, Mich. (7.60 miles).

⁴ Shown in report of New York and Chicago R. P. O.

⁵ See New York and Chicago R. P. O.

⁶ Balance of route (43.57 miles) covered by Trenton and Adrian R. P. O.

⁷ 1 reserve car. 1 helper Albany to Maryland and return, 70 miles.

⁸ Reserve cars.

⁹ 142 miles covered by New York and Chicago R. P. O. Double daily service, except Sundays, when half round trip is performed. 1 chief clerk to superintendent's office; 1 clerk to superintendent's office; 1 clerk to dormitory; New York P. O.; 5 clerks to transfer duty, Albany, N. Y.; 6 clerks to transfer duty, New York, N. Y.; 2 clerks to transfer duty, Troy, N. Y.; 1 clerk to transfer duty, Castleton, N. Y.

¹⁰ 147.50 miles covered by New York and Chicago R. P. O.

¹¹ One reserve car. 2 helpers between Albany and Syracuse; 1 clerk detailed to superintendent's office; 3 clerks detailed to transfer duty, Rochester, N. Y.; 2 clerks detailed to transfer duty, Syracuse, N. Y.; 1 clerk detailed Buffalo and Suspension bridge. Trains 21 and 2 become 3 and 80 at Syracuse.

in the United States on June 30, 1885.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
				Miles.		Miles.				Ft. In.	Ft. In.			
54. 61	395	Mar. 1, 1883	1	30	2	25	6	100,097	2	15 0	7 7	2	1	2
104. 69	.....	Not weighed.	1	30	2	28.50			1	15 2	7 7			
121. 33	482	Feb. 11, 1885	23	16	24	10	7	87,688	2	14 11	7 3	2	1	2
46. 57	509	July 1, 1885	1	14	4	12	6	29,303	2	8 3	5 5	1	1	1
(⁴)	(⁴)	Mar. 9, 1884	128	13.03	125	13.82	6							
24. 83	240	July 1, 1884	128	24.70	125	23.90	6	20,821	1	12 0	6 7	1	1	1
143. 23	2,087	July 1, 1885	1	24	2	23	6	89,649	3	15 0	9 11	3	1	4
142. 27	1,403	July 1, 1885	66	27	59	25	6	91,540	1	21 0	9 0	2	1	4
			60	30	65	27	6	91,540	1	21 0	9 0	2	1	
(⁹)	99,901	July 1, 1885	26	29	21	37	6	98,547	1	50 0	9 0	2	5	81
			24	29	27	29	6	90,989	1	18 0	8 8	2	2	
(¹⁰)	99,901	July 1, 1885	21	30	2	19	6	165,109	3	50 0	9 0	4	2	16
104. 00	4,375	July 1, 1885	37	22	30	26	6		(¹²)			(¹²)		
158. 57	1,674	July 1, 1884	6	26	5	26	7	42,932	1	14 8	8 3	1	1	1
253. 42	1,451	July 1, 1883	1	23	2	24	6	158,465	3	22 0	9 1	4	1	147
178. 30	3,854	July 1, 1882	101	23	102	20	7	186,654	2	31 3	9 3	4	1	4
77. 45	152	Nov. 1, 1881	401	24	402	22	7							
574. 70	692	Apr. 16, 1884	1	21.25	2	22	7	419,531	2	23 10	9 3	5	1	5
									3	21 0	9 8			
52. 20	573	July 1, 1885	10	14.17	4	14.31	6	31,681	2	14 0	9 2	1	1	1
90. 69	2,443	July 1, 1885	1	18	6	23	6	57,379	1	14 0	8 6	3	1	3
			3	23	9	26	6	57,379	1	14 0	8 6	1		
(¹⁷)	2,443	July 1, 1885	10	22	5	24	6	27,431	1	14 0	8 6	1	1	161
									1	8 6	6 2			
87. 60	329	July 1, 1885	10	34	5	34	6		(²⁰)					
28. 42	516	July 1, 1885	252	24	257	24	6	17,791	1	11 1	6 7	1	1	1
			260	28	261	24	6	17,791	1	9 5	6 7			
21. 11	585	July 1, 1885	1	23.65	2	20.05	6	13,202	3	6 6	8 9	1	1	1
73. 94	333	July 1, 1883	31	18	32	20	7	59,634	2	18 1	8 10	1	1	1
3. 88	86	May 15, 1884	31	18	32	20	6							
(²²)	1,512	July 1, 1884	7	11.33	8	10.77	6	44,852	1	8 2	3 4	2	1	2
									1	6 10	6 4			
61. 98	407	July 1, 1884	1	21	2	21	6	157,470	4	21 0	9 3	4	1	225
250. 93	1,607	Apr. 1, 1884	1	21	2	21	6		1	21 0	9 5			
50. 36	263	July 1, 1884	42	12.57	43	9.15	6	31,507	1	10 0	6 10	1	1	1

¹² Cars and clerks shown on 6011.
¹³ 104.54 miles covered by Way Cross and Chatt. R. P. O.
¹⁴ 1 car in reserve. 2 helpers between Burlington and Vinton, 121 miles; 1 helper between Cedar Rapids and Kenset, 131.5 miles, four days each week.
¹⁵ 247 miles of route 39006, between La Junta, Colo., and Albuquerque, N. Mex., covered by La Junta and Albuquerque R. P. O., and 53.41 miles between Rincon and Deming, N. Mex., by Rincon and Deming R. P. O. Trains 101 and 102 between Albuquerque and Rincon, N. Mex., and 401 and 402 between Rincon, N. Mex., and El Paso, Tex.
¹⁶ In reserve at Albuquerque, N. Mex.
¹⁷ 6 miles covered by Allentown and Harrisburg R. P. O.
¹⁸ Clerk records arrival and departure at Pawling by slip.
¹⁹ Reserve car.
²⁰ Car and clerk shown on 8073.
²¹ 2 reserve cars.
²² Clerk doubles route 38043 twice each round trip.
²³ 9.67 miles covered by Salisbury and Warm Springs R. P. O.
²⁴ Balance of route covered by Menasha and Schleisingerville R. P. O. (64.23 miles), and between Milwaukee and Schleisingerville (32.50 miles), by closed pouches. (See Table C.) 1 car in reserve.
²⁵ 1 helper between Menasha and Stevens Point, Wisconsin, 63 miles.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register. <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
Ashland, Wis., and Saint Paul, Minn.	6	184.22	Ashland, Ashland Junction (n. o.), (Chi., St. P., Minn. and Om.) Ashland Junction (n. o.), Hudson, Wis. (Chi., St. P., Minn. and Om.) Hudson, Wis., Saint Paul, Minn. (Chi., St. P., Minn. and Om.)	25032 25028 (part) 25030 (part)
Ashtabula, Ohio, and New Castle, Pa.	5	81.15	Ashtabula, Youngstown, Ohio (Ashta. and Pitta.) Youngstown, Ohio, Mahoningtown, Pa. (Ashta. and Pitta.) Mahoningtown, New Castle, Pa. (Erie and Pitta.)	21044 (part) 21035 8029 (part)
Ashtabula and Youngstown, Ohio. ¹	9	64.70	Ashtabula, Andover, Ohio (L. S. and M. S.)	8045 (part)
Astor and Leesburgh, Fla.	4	33.40	Andover, Youngstown, Ohio (L. S. and M. S.)	21062
Atchison and Lenora, Kans.	7	293.31	Astor, Lane Park, Fla. (Fla. So. Rwy.) Atchison, Waterville, Kans. (C. Beh. U. P.) Waterville, Greenleaf, Kans. (C. Beh. U. P.) Greenleaf, Concordia, Kans. (C. Beh. U. P.) Concordia, Lenora, Kans. (C. Beh. U. P.) Atchison, Topeka, Kans. (A., T. and S. F.)	16008 33003 33021 (part) 33022 33026 33010 (part)
Atchison and Topeka, Kans.	7	51.20	Athens, Union Point, Ga. (Ga. R. R.) Athol, Springfield, Mass. (Bos. and Albany) Atlanta, Ga., Birmingham, Ala. (Ga. Pacif. Rwy)	15007 3068 15042 (part)
Athens and Union Point, Ga.	4	40.48	Atlanta, Macon, Ga. (Cent.)	15012
Athol and Springfield, Mass.	1	48.34	Atlanta, West Point, Ga. (A. and W. P.) West Point, Ga., Montgomery, Ala. (W. of Ala.)	15003 17001
Atlanta, Ga., and Birmingham, Ala.	4	167.54	Atlanta, Macon, Ga. (Cent.)	15012
Atlanta and Macon, Ga.	4	103.81	Macon, Savannah, Ga. (Cent.)	15010
Atlanta, Ga., and Montgomery, Ala.	4	175.68	Attica, Cuba, N. Y. (T. V. and Cuba) Attica, Cuba, N. Y. (T. V. and Cuba) Auburn, Freeville, N. Y. (I. A. and W. Div. So. Cent.) Auburn, Harrisburg, Pa. (S. S. Branch P. and R.) Augusta, Atlanta, Ga. (Ga.)	15012 17001 15010 14010 15004
Atlanta and Savannah, Ga.	4	294.08	Augusta, Millen, Ga. (Cent.) Augusta, Portland, Me. (Me. Cent.)	15005 206 (part)
Attica and Cuba, N. Y.	2	59.37	Augusta, Ga., Port Royal, S. C. (P., R. and A.)	14010
Auburn and Freeville, N. Y.	2	39.41	Au Sable, Alger Junction, Mich. (Det., E. C. and Alpena)	24067
Auburn and Harrisburg, Pa.	2	59.84	Anstin, Minn., Mason City, Iowa (Chi., Mil. and St. Paul)	26012
Augusta and Atlanta, Ga.	4	171.59	Babylon, Long Island Citr, N. Y. (L. I.) Baldwin, Grand Rapids, Mich. (Chi. and West Mich.) Baltimore, Hagerstown, Md. (W. Md.) Hagerstown, Md., Roanoke, Va. (S. V.) Roanoke, Va., Bristol, Tenn. (N. and W.)	15004 (part) 15004 15006 (part) 11021 11013 (part)
Augusta and Millen, Ga.	4	53.51		
Augusta and Portland, Me.	1	63.39		
Augusta, Ga., and Port Royal, S. C.	4	112.52		
Au Sable and Alger Junction, Mich.	9	48.25		
Anstin, Minn., and Mason City, Iowa.	6	40.74		
Babylon and New York, N. Y.	2	37.36		
Baldwin and Grand Rapids, Mich.	9	73.98		
Baltimore, Md., and Bristol, Tenn.	3	477.57		

¹ Balance of route, Bayfield to Ashland Junction (n. o.) (21.84 miles), covered by closed pouches. (See Table C.)
² Distance (19.48 miles) covered by Saint Paul, Minn., and Elroy, Wis., R. P. O. This line was reported last year as The Cable and Hudson, Wis., R. P. O. Increased distance run this year 61.20 miles.
³ Until June 15, 1885, this route began at Harbor, Ohio, curtailed on that date to begin at Ashtabula. Increase distance 2.40 miles.
⁴ 1 reserve
⁵ Covered by lines of Erie and Pittsburgh R. P. O., 2.23 miles.
⁶ Runs on route 8045, Ashtabula to Andover, Ohio, 24.50 miles.

⁷ Shown in report of Oil City and Ashtabula R. P. O. In connection with Oil City and Ashtabula R. P. O., gives double service between Ashtabula and Andover, Ohio, daily, except Sunday.
⁸ 22.35 miles between Lane Park and Leesburgh, Fla., covered by closed pouches on steamboat.
⁹ 3 helpers between Atchison & Downs, Kans., 208 miles.
¹⁰ 7 miles of route 33021, between Washington and Greenleaf, Kans., covered by closed pouch service. (See Table C.)
¹¹ 5½ miles of route 33010 covered by Kansas City and Pueblo R. P. O. Leavenworth and Topeka R. P. O. also runs over route 33010, between Meriden Junction and Topeka, Kans., 11 miles.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of clerks to crow.	Number of clerks appointed to line.	
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
4.64	<i>Pounds.</i> 68	Nov. 20, 1883	21	<i>Miles.</i> 25	22	27	6	115,322	1	<i>Ft. In.</i> 22 9 ⁴	<i>Ft. In.</i> 9 3 ⁴	3	1	3
160.10	191	Apr. 16, 1884	21	23	22	21			1	22 1	9 3 ⁴			
(²)	2,511	July 1, 1884	21	20	22	20								
60.36	224	July 1, 1884	24	22.38	21	22.38	6	50,801	43	15 0	9 0	2	1	2
18.40	211	July 1, 1884	24	16.37	21	16.37								
(³)		Not weighed.	24	20.58	21	20.58								
(⁴)	529	July 1, 1885	10	15.47	5	24.50	6							
38.84	612	July 1, 1884	10	24.72	5	27.03		40,502	1	17 4	9 0	1	1	1
355.75	264	July 1, 1884	15	9	16	10	6	20,908	1	8 6	6 6	1	1	1
100.40	2,647	July 1, 1882	63	19	64	20	7	214,116	8	22 3	9 1	4	1	7
									1	29 4	9 4			
113.62	1,621	July 1, 1882	63	19	64	20								
42.05	2,235	July 1, 1882	63	19	64	20								
138.54	1,149	July 1, 1882	63	19	64	20								
150.63	9,081	July 1, 1882	1	25.50	2	25.50	7	37,376	1	13 5	9 3	1	1	1
40.48	414	July 1, 1884	22	16	21	15	6	25,340	1	10 6	6 10	1	1	1
47.89	404	July 1, 1885	6	22.80	1	19.06	6	30,260	1	10 11	6 4	1	1	1
166.76	426	July 1, 1884	54	16	55	14	7	122,304	43	15 0	8 6	3	1	8
103.83	5,013	July 1, 1884	2	26	1	26	6	65,016	2	21 0	8 2	2	1	124
87.36	7,493	July 1, 1884	50	20	51	29	7	128,246	2	49 1	9 0	145	2	1511
			52	28	53	28	7	128,246	2	49 1	9 0			
86.21	6,851	July 1, 1884	50	29	51	29	7							
			52	28	53	28	7							
(¹⁶)	5,013	July 1, 1884	52	26	51	27	7	214,678	173 175	25 0 14 1	9 0 6 7	4	1	4
190.58	2,157	July 1, 1884	52	27	51	26								
59.92	185	July 1, 1885	4	15	3	11	6	37,367	42	8 0	5 3	1	1	161
39.70	145	July 1, 1885	23	13	24	14	6	24,660	1	7 2	6 6	1	1	1
58.78	163	July 1, 1885	20	20	6	30	6	37,459	1	8 0	6 8	1	1	1
171.59	2,727	July 1, 1884	1	24	2	23	7	125,260	43	25 4	8 8	3	1	197
			3	21	4	18	7	125,260	2	15 0	9 2	3	1	1
54.51	576	July 1, 1884	18	25	17	25	6	33,497	1	10 6	8 5	1	1	1
(²¹)	15,122	July 1, 1885	44	24.19	25	23.43	6	39,682	1	15 0	6 7	1	1	1
110.77	368	July 1, 1884	1	16	2	18	7	82,139	43	10 4	6 10	2	1	2
48.25	616	July 1, 1884	1	19.08	4	19.87	6	30,205	1	11 3	6 6	1	1	1
41.29	652	July 1, 1883	21	29	22	27	6	25,503	1	14 2	7 5	1	1	
			1						1	12 1	9 3			
(²²)		Not weighed.	6	25	33	25	6	23,387	1	12 4	6 0	1	1	(²³)
73.98	505	July 1, 1884	46	24.03	43	20.20	6	46,311	1	13 0	8 0	1	1	1
(²⁴)	3,576	July 1, 1885	1	22.84	8	25.52	7	342,626	221 222	40 2 44 6	8 9 9 0	268	1	10
239.89	2,612	July 1, 1885							222	43 7	8 8			
(²⁷)	6,222	July 1, 1885												

¹⁰ 10 miles, Birmingham to Coalburgh, Ala., covered by closed pouches. (See Table C)
¹¹ 1 transfer clerk, Macon, Ga. One detailed to office superintendent fourth division.
¹² Clerks run on all trains; "first in, first out."
¹³ 1 detailed to office of superintendent fourth division.
¹⁴ 103.83 miles shown in Atlanta and Macon R. P. O. Both R. P. O.'s use same track, Atlanta to Macon, Ga.
¹⁵ 6 reserve cars.
¹⁶ Clerk records arrival and departure at Cuba by slip.
¹⁷ 1 transfer clerk, Augusta, Ga.
¹⁸ Balance of route covered by Bangor and Boston R. P. O., 74.78 miles.

¹⁹ Covered by Bangor and Boston R. P. O., 62.94 miles. This clerk runs in connection with Skowhegan and Portland R. P. O. clerks.
²⁰ 37 miles covered by Sag Harbor and New York R. P. O. (log run).
²¹ Clerks stated in Sag Harbor and New York R. P. O.
²² 86.60 miles covered by Baltimore and Williamsport R. P. O.
²³ All in use between Baltimore and Roanoke.
²⁴ 6 regular clerks run between Baltimore and Roanoke, and one helper between Baltimore and Hagerstown; 2 regular clerks run between Roanoke and Bristol and 1 helper between Roanoke and Marion.
²⁵ 150.50 miles covered by Lynchburg and Bristol R. P. O.
²⁶ Both in use between Roanoke and Chattanooga.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
<i>Baltimore, Md., and Grafton, W. Va.</i>	3	<i>Miles.</i> 294.86	Baltimore, Md., Grafton, W. Va. (B. and O.)	10003 (part)
Baltimore, Md., and Harper's Ferry, W. Va. ¹	3	82.24	Baltimore, Md., Harpers Ferry, W. Va. (B. and O.)	10017
Baltimore, Md., and Lexington, Va.	3	258.32	Baltimore, Md., Harper's Ferry, W. Va. (B. and O.)	10003 (part)
Baltimore, Md., and Washington, D. C.	3	43.37	Harper's Ferry, W. Va., Lexington, Va. (B. and O.)	12001
Baltimore and Williamsport, Md	3	94.12	Baltimore, Md., Washington, D. C. (B. and P.)	10013
<i>Bangor, Me., and Boston, Mass.</i>	1	245.90	Baltimore, Williamsport, Md. (W. Md.)	10006
			Bangor, Portland, Me. (Me. Central)	6 (part)
			Portland, Me., Boston, Mass. (Boston and Maine)	3001
<i>Bangor, Me., and Boston, Mass.</i> Short run	1	57.78	Portsmouth, N. H., Boston, Mass. (Boston and Maine)	3001 (part)
Bangor and Bar Harbor, Me	1	51.00	Bangor, Bar Harbor, Me. (Me. Central)	24
Bangor and Bucksport, Me	1	19.24	Bangor, Bucksport, Me. (Me. Central)	13
Batavia and Buffalo, N. Y.	2	47.39	Batavia, Tonawanda, N. Y. (T. B. and C. Div., N. Y. C. and H. R. R. R.)	6014 (part)
			Tonawanda, Buffalo, N. Y.	6016 (part)
Bath and Lewiston, Me	1	28.47	Bath, Brunswick, Me. (Me. Central)	11
			Brunswick, Lewiston, Me. (Me. Central)	193 (part)
Bayard and New Philadelphia, Ohio.	5	32.32	Bayard, New Philadelphia, Ohio (Cleve. and Pitta.)	21008
Bay City, Wayne, and Detroit, Mich. ²	9	121.41	Bay City, East Saginaw, Mich. (Flint and P. M.)	24048
			East Saginaw, Wayne, Mich. (Flint and P. M.)	24015
			Wayne, Detroit, Mich. (Mich. Cent.)	24006 (part)
Bay City and Jackson, Mich. ^{2b}	9	114.81	Bay City, Jackson, Mich. (Mich. Cent.)	24009
Beardstown and Shawneetown, Ill.	6	228.35	Beardstown, Shawneetown, Ill. (Ohio and Miss.)	23033
Belfast and Burnham, Me.	1	33.95	Belfast, Burnham, Me. (Me. Central)	4
Bellaire and Zanesville, Ohio	5	112.49	Bellaire, Zanesville, Ohio (Bell., Zanes., and Cin.)	21063
Belle Plaine and Muchachinock, Iowa.	6	62.90	Belle Plaine, Muchachinock, Iowa (Chl. and No. West) ³	27049
Belleuve and Cascade, Iowa.	6	36.32	Bellevue, Cascade, Iowa (Chi., Mil., and St. Paul)	27053
Beloit and Solomon City, Kans.	7	57.83	Beloit, Solomon City, Kans. (Solomon)	33025

¹ Cars on this line run through to Saint Louis, Mo. The 50 feet cars are owned by the O. and A. R. R. Co.

² helpers on train, 2 between Baltimore and Cumberland, Md., returning on train 5.

Clerks are detailed as follows: 1 chief clerk at Baltimore, Md.; 3 transfer clerks at Baltimore, Md.; 2 transfer clerks at Washington, D. C.; 1 transfer clerk at Cumberland, Md.; 3 to office General Superintendent Railway Mail Service, Washington, D. C.; 2 to Post Office Department, Washington, D. C.; 1 in charge of railway mail service supply room and dormitory, Washington, D. C.

^{2b} This service was formerly performed by the Baltimore and Lexington R. P. O., which now runs via Washington, D. C.

⁴ 95 miles, Baltimore, Md., via Washington, D. C., to Harper's Ferry, W. Va., covered by Baltimore and Grafton R. P. O.

⁵ 41.70 miles covered by New York and Washington R. P. O.

⁶ 3 in reserve.

⁷ Reserve car.

³ 3 clerks on Bangor and Boston short run, 57.78 miles, two weeks on and one off duty. Four clerks as short stops between Boston, Mass., and Portland, Me., 107.80 miles (two on day and two on night line). Two clerks detailed as transfer clerks (one at Portland and one at Bangor, Me.). One clerk detailed as chief clerk, Portland, Me. One clerk detailed as assistant to chief clerk, Portland, Me. Two clerks detailed to office of superintendent, Boston, Mass.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Round trips with clerks per week.	Annual miles of service with clerks.	Mall cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.		
			Train No. outward.	Average speed.				Train No. inward.	Average speed.				Length.	Width.
294.11	21,912	July 1, 1885	2	29.39	11	29.13	7	215,247	14	51 0	8 0	4	2	243
			4	34.02	5	33.89	7	215,247	15	52 0	8 0	4	2	
			6	26.58	1	33.57	7	215,247	15	50 0	8 0	4	3	
81.13	813	July 1, 1885	14	22.22	13	19.14	6	51,483	1	18 0	9 0	1	1	1
(4)	21,912	July 1, 1885	10	21.06	31	21.92	6	161,708	2	21 0	9 0	4	1	4
165.54	1,176	July 1, 1885												
(6)	57,708	July 1, 1885	57	25.55	52	23.24	6	27,149	64	14 7	8 7	1	1	1
93.20	3,576	July 1, 1885	13	20.66	16	19.24	6	58,919	2	19 6	8 2	2	1	2
137.72	15,122	July 1, 1885	64	24.83	11	25.42	6	153,933	71	10 6	8 2			
			2	22.45	71	21.01	7	179,507	1	60 0	9 1	4	3	37
106.08	23,499	July 1, 1885	64	24.51	11	24.69	7		1	60 0	9 1	4	3	
			2	23.20	71	25.48	7		1	60 0	9 1			
(10)	23,499	July 1, 1885	44	24.39	57	25.29	6	36,170	111	40 0	9 0			
50.28	699	July 1, 1885	115	14.34	114	12.82	6	81,926	162	16 0	6 7	1	1	1
19.41	676	July 1, 1885	100	16.11	101	16.11	6	12,044	1	15 6	7 5	1	1	1
			104	17.35	105	16.58	6	12,044						
126.00	241	July 1, 1885	01	16.00	02	18.00	6	29,866	1	6 0	6 0	1	1	1
(10)	8,979	July 1, 1885	01	14.00	02	14.00	6		(17)			(17)		
(10)	2,697	July 1, 1885	55	20.88	62	20.88	6	17,822	1	16 0	6 7	1	1	1
			65	20.88	74	20.88	6	17,822	71	15 9	6 7			
15.03	870	July 1, 1885	55	11.64	62	21.15								
			65	19.40	74	21.15								
32.41	506	July 1, 1884	51	25.91	52	10.03	6	20,232	202	14 6	8 9	1	1	1
13.21	1,300	July 1, 1884	405	24.80	402	29.76								
(23)	2,653	July 1, 1884	5	29.57	2	30.40	6	76,003	1	20 0	8 10	2	1	(23)
(24)	16,713	July 1, 1884	42	27.00	33	27.00								
114.81	1,423	July 1, 1884	72	25.37	73	22.46	6	71,871	1	16 10	8 7	4	1	4
			74	23.22	71	22.84	6	71,871	1	17 0	8 11			
229.08	397	July 1, 1883	20	17.00	21	17.00	6	142,847	261	16 7 1/2	9 3	4	1	4
			22	17.00	23	18.50			1	16 3	9 4 1/2			
									1	14 4	9 0 1/2			
									1	14 3	8 11			
83.95	612	July 1, 1885	87	16.53	86	17.26	6	21,252	1	14 0	7 0	1	1	1
			89	14.70	88	18.91	6	21,252	71	12 0	7 0			
112.57	243	July 1, 1884	2	13.25	1	14.06	6	70,419	1	12 0	7 8	2	1	2
									1	10 8	7 2			
62.90	208	Dec. 15, 1884	101	18.00	102	18.00	6	39,375	1	24 0	9 3	1	1	1
36.29	164	July 1, 1883	25	9.00	26	8.00	6	22,736	1	7 2	5 10	1	1	1
57.83	872	July 1, 1882	272	27.00	271	27.00	7	42,216	1	14 0	8 0	1	1	1

⁹ Balance of route covered by Bangor and Boston R. P. O., 52.18 miles.
¹⁰ Covered by Bangor and Boston R. P. O., 56.90 miles.
¹¹ These cars are also used by the North Conway and Portsmouth R. P. O.
¹² There are three clerks on this line; two crews, two clerks to a crew (two weeks on and one week off duty); the clerk in charge running as second clerk part of the time.
¹³ Shown in column 16, Bangor and Boston R. P. O.
¹⁴ 1 of these cars in reserve. New service.
¹⁵ 50 miles covered by Canandaigua and Batavia R. P. O.
¹⁶ 11.12 miles covered by Suspension Bridge and Buffalo R. P. O.
¹⁷ Car and clerk shown on 6014.
¹⁸ Covered by Rockland and Portland R. P. O., 9.14 miles.

¹⁹ Balance of route covered by Farmington and Lewiston R. P. O., 36.36 miles, and closed pouch-service between Leeds Junction and Lewiston, 16.50 miles. See Table Cc.
²⁰ 1 reserve car.
²¹ Runs on route 24015, East Saginaw to Wayne, Mich. (90.50 miles), and in connection with Ludington and Toledo R. P. O. gives double service between these points daily, except Sunday; also runs on route 24006, Wayne to Detroit, Mich. (18.16 miles).
²² Shown in report of Ludington and Toledo R. P. O.
²³ Clerks appointed to Ludington and Toledo R. P. O.
²⁴ Shown in report of Detroit and Chicago R. P. O.
²⁵ Double service daily, except Sunday.
²⁶ 1 car in reserve.
²⁷ New service.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Belvidere, N. J., and Philadelphia, Pa.	2	102.54	Manunka Chunk, Trenton, N. J. (Belv. Div. Penn.) Trenton, N. J., Philadelphia, Pa. (N. Y. Div. Penn.)	7008 7004 (part)
Bement and Effingham, Ill.	6	62.26	Bement, Shmway, Ill. (Wab., St. L. and Pac.)	423066
Bennington, Vt., and Chatham, N. Y.	2	57.79	Shmway, Effingham, Ill. (Wab., St. L. and Pac.) Bennington, Vt., Chatham, N. Y. (Lebaucn Springs)	(part) 23063 6054
Benson and Nogales, Ariz.	8	88.04	Benson, Nogales, Ariz. (N. M. and Ariz. R. R.)	40002
Benton Harbor, Mich., and Anderson, Ind.	5	164.94	Benton Harbor, Mich., Anderson, Ind. (Cin., Wab. and Mich.)	22022
Berlin and Salisbury, Md.	2	23.86	Berlin, Salisbury, Md. (Wico. and POCO.)	10009 (part)
Bethany Junction (n. o.), Iowa, and Grant City, Mo.	6	44.28	Bethany Junction, Iowa, Grant City, Mo. (Chi., Burl. and Q'cy.)	27006 (part)
Bethlehem and Philadelphia, Pa.	2	96.52	Bethlehem, Philadelphia, Pa. (Beth. Branch P. and R.)	8004
Big Rapids and Detroit, Mich. ¹²	9	180.70	Big Rapids, Ionia, Mich. (Det., Lan. and Northern) Ionia, Detroit, Mich. (Det., Lan. and Northern)	24016 24017 (part)
Big Rapids and Holland, Mich. ¹³	9	91.00	Big Rapids, Holland, Mich. (Chi. and West Mich.)	24022
Billings and Helena, Mont.	6	240.25	Billings, Helena, Mont. (North. Pac.)	1626001 (part)
Binghamton and New York, N. Y.	2	209.20	Binghamton, N. Y., Washington, N. J. (Del., Lack. and Western.) Denville, Washington, N. J. (Del., Lack. and Western.) Denville, Hoboken, N. J. (Del., Lack. and Western.)	8019 7013 7028
Bismarck, Dak., and Glendive, Mont.	6	220.96	Bismarck, Dak., Glendive, Mont. (North. Pac.)	2126001 (part)
Bloomington and Roodhouse, Ill.	6	110.75	Bloomington, Roodhouse, Ill. (Chic. and Alton)	23018
Bluffs, Ill., and Hannibal, Mo.	6	50.01	Bluffs, Ill., Hannibal, Mo. (Wab., St. L. and Pac.)	23125
Bolivar and North Springfield, Mo. ¹⁴	7	39.42	Bolivar and Northern Springfield, Mo. (St. L. and S. F.)	28038
Boone and Des Moines, Iowa	6	43.30	Boone, Des Moines, Iowa (St. L., Des M. and North.)	27081
Boonville and Versailles, Mo.	7	44.69	Boonville, Versailles, Mo. (Mo. Pac.)	28008
Boston, Mass., and Albany, N. Y.	1	203.25	Boston, Mass., Albany, N. Y. (Bos. and Albany)	3025
Boston, Mass., and Albany, Short run.	1	90.44	Boston, Springfield, Mass. (Bos. and Albany)	293025 (part)
Boston, Clinton, and Fitchburg, Mass.	1	59.48	Boston, South Framingham, Mass. (Bos. and Albany) South Framingham, Fitchburg, Mass. (Old Colony)	313025 (part) 43051 (part)
Boston Corners and Poughkeepsie, N. Y.	2	38.06	Boston Corners, Poughkeepsie, N. Y. (Pough., Hart. and Bos.)	6079 (part)
Boston, Mass., and Greenville, N. H.	1	60.33	Boston, Ayer, Mass. (Fitchburg) Ayer, Mass., Greenville, N. H. (Fitchburg)	43021 (part) 3024

¹ 32.64 miles covered by New York and Washington R. P. O.² Car and clerk shown on 7008.³ Reserve cars.⁴ Balance of route (152.66 miles) covered by Chicago, Decatur, Ill., and St. Louis, Mo., R. P. O., and between Shmway and Altamont, Ill. (10.53 miles), by closed pouches. (See Table C.)⁵ Whole car.⁶ One reserve car.⁷ Balance of route (7.06 miles) covered by closed-pouch service. (See Table C.)⁸ Balance of route (51.37 miles) covered by Chariton, Iowa, and Albany, Mo., R. P. O.⁹ Distance on train 1-10-14 57.40 miles.¹⁰ Inward trains 2 clerks; outward trains 1 clerk.¹¹ Clerk shown inward on train 1.¹² Reserve car.¹³ Runs on route 24017, Ionia to Detroit, Mich. (122.73 miles), and with Howard City and Detroit R. P. O.; gives double service between these points daily, except Sunday.¹⁴ Shown in report of Howard City and Detroit R. P. O.¹⁵ In connection with Muskegan and Allegan R. P. O.; gives double service between Muskegan and Holland, Mich. (35.50 miles), daily, except Sunday.¹⁶ Balance of route (1,040.59 miles) covered by Saint Paul, Minn., and Bismarck, Dak.; Bismarck, Dak., and Glendive, Mont.; Glendive and Billings, Mont., and Helena, Mont., and Heron, Mont., R. P. O.'s.¹⁷ Cars run through between Saint Paul, Minn., and Portland, Ore. (See Saint Paul, Minn., and Bismarck, Dak., R. P. O.)¹⁸ 33.46 miles covered by New York, Dover and Easton R. P. O.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.			Length.	Width.					
67.85 (1)	136,401 Pounds.	Not weighed July 1, 1885	573 49	28.00 24.00	554 54	28.00 22.00	6 6	64,190	1 (2)	15 6	8 2	1 (2)	1	1	
52.60	834	July 1, 1883	87	8.50	86	11.00	6	38,975	1	14 10	9 4	1	1	1	
8.75	315	July 1, 1883	87	8.50	86	11.00	6	36,176	1	11 0	7 0	1	1	1	
57.80	354	July 1, 1885	4	14.00	7	13.00	6	64,269	3	20 0	9 2	2	1	2	
88.43	271	Nov. 20, 1883	1	10.40	2	10.40	7	103,252	6	14 10	8 10	2	1	2	
164.68	534	July 1, 1884	2	25.38	1	24.43	6	14,936	1	15 10	8 10	1	1	1	
23.62	133	July 1, 1885	1	18.00	2	14.00	6	27,719	1	9 8	4 1	1	1	1	
44.23	685	July 1, 1883	47	10.00	48	10.00	6	36,057	1	15 0	8 6	1	1	3	
56.52	5,094	July 1, 1885	8 10 14	29.00 30.00 29.00	15 1	25.00 28.00	6 6 3	35,932 17,966	1 1	15 0 8 6	8 6	101 1	1 (11)	2	
68.09 (14)	889 2,107	July 1, 1884	4	23.14	7	23.14	6	119,378	2	15 0	8 6	4	1	4	
91.00	821	July 1, 1884	28	15.25	21	14.83	6	50,966	1	11 0	9 0	2	1	2	
240.25	10,412	Apr. 16, 1884	1	22.00	2	22.00	7	175,382	(17)			4	1	4	
139.36	2,604	July 1, 1885	2	26.00	47	18.00	6	130,959	2	2 0	9 0	3	2	6	
(18)	3,229	July 1, 1885	2	28.00	1913	25.00	6		(20)			(20)			
84.17	2,897	July 1, 1885	2	26.00	191	26.00	6		(20)			(20)			
220.70	10,412	Apr. 16, 1884	1	23.00	2	20.00	7	161,301	(22)			4	1	4	
111.27	1,811	July 1, 1883	6	25.00	5	25.00	6	69,330	5	14 0	8 11 1/2	2	1	2	
50.01	1,643	July 1, 1883	43	25.00	42	23.00	6	31,306	1	10 4	9 4	1	1	1	
39.42	344	Nov. 20, 1884	48	13.00	47	13.00	7	28,777	(24)			1	1	1	
43.30	190	July 1, 1883	1	20.00	2	20.00	6	27,106	1	8 2	5 8	1	1	1	
44.69	250	July 1, 1883	50	11.00	51	11.00	6	28,077	1	10 4	7 5	1	1	1	
202.06	42,810	July 1, 1885	1	25.26	32	26.07	6	127,234	1	27 10	8 7	254	3	37	
			49	28.53	56	28.32	6 1/2	137,803	1	2	8 6	274	4		
(25)	42,810	July 1, 1885	109	23.87	24	26.30	6	62,249	1	56 7	8 9	2	2	(26)	
(25)	42,810	July 1, 1885	7	22.78	443	24.48	6	37,234	1	27 7	8 7	1	1	1	
37.12	1,330	July 1, 1885	7	26.83	443	25.30	6		1	14 0	6 0	1	1	1	
38.33	199	July 1, 1885	3	12.00	2	15.00	6	23,825	1	14 0	6 6	1	1	1	
(26)	6,568	July 1, 1885	74	25.38	137	24.88	6	37,766	2	9 3	6 1	1	1	1	
23.83	521	July 1, 1885	74	23.58	137	19.60	6		1	7 2	6 1	1	1	1	
									1	8 9	6 3	1	1	1	
									1	15 10	8 11				

¹⁷ P. M. run.
¹⁸ Train 47 becomes 13 at Washington, N. J., and 1 at Denville, N. J.
¹⁹ Clerks and cars shown on 8019.
²⁰ Balance of route (1,060.14 miles) covered by Saint Paul, Minn., and Bismarck, Dak.; Glendive and Billings, Mont.; Billings and Helena, Mont.; and Helena and Heron, Mont., R. P. O.
²¹ Cars run through between Saint Paul, Minn., and Portland, Oreg. (See Saint Paul, Minn., and Bismarck, Dak., R. P. O.)
²² Not reported last year. New service.
²³ Mails distributed in baggage-car.
²⁴ A. M. run.
²⁵ 1 clerk detailed as chief clerk; 2 clerks detailed to office of superintendent; 6 clerks on short run (2 as short stops) 99.44 miles.
²⁶ Balance of route covered by Boston and Albany R. P. O., 103.43 miles. These clerks record arrival and departure at depot at Springfield, Mass.
²⁷ Covered by Boston and Albany R. P. O., 98.63 miles.
²⁸ Shown in column 10 Boston and Albany R. P. O.
²⁹ Balance of route covered by Boston and Albany R. P. O., 180.85 miles.
³⁰ Covered by Boston and Albany R. P. O., 21.21 miles.
³¹ Balance of route covered by Lowell and Taunton R. P. O., 32.26 miles, and closed-pouch service between Taunton and New Bedford, 2.88 miles. See Table Cc.
³² 6.60 miles covered by Hartford and Rhinecliff R. P. O.
³³ Balance of route covered by Boston and Troy R. P. O., 69.64 miles.
³⁴ Covered by Boston and Troy R. P. O., 36.07 miles.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.
Boston, Mass., and Hopewell Junction, N. Y.	1	<i>Miles.</i> 215.23	Boston, Mass., Willimantic, Conn. (N. Y. and N. Eng. R. R.) Willimantic, Conn., Hopewell Junc., N. Y. (N. Y. and N. Eng. R. R.)	3034 *5007 (part) 3034
Boston, Mass., and Hopewell Junction, N. Y. Short run.	1	118.30	Boston, Mass., Willimantic, Conn. (N. Y. and N. Eng.) Willimantic, Hartford, Conn. (N. Y. and N. Eng.)	*5007 (part) 3016
Boston, Mass., Nashua and Keene, N. H.	1	96.22	Boston, Mass., Nashua, N. H. (Bos. and Low.)	1011
Boston, Mass., and New York, N. Y. short run.	1	135.73	Nashua, Keene, N. H. (Bos. and Prov.) Springfield, Mass., New York, N. Y., (N. Y., N. H., and H. R. R.)	5005
Boston, Mass., Providence, R. I., and New York, N. Y.	1	233.07	Boston, Mass., Providence, R. I. (Bos. and Prov.) Providence, R. I., New London, Conn. (N. Y., Prov. and Bos.) New London, New Haven, Conn. (N. Y., N. H., and Hart.) New Haven, Conn., New York, N. Y. (N. Y., N. H., and Hart.)	3035 4002 5004 *5005 (part) 3035
Boston, Mass., and Providence, R. I.	1	45.06	Boston, Mass., Providence, R. I. (Bos. and Prov.)	3035
Boston, Springfield, Mass., and New York, N. Y.	1	235.17	Boston, Springfield, Mass. (Bos. and Albany) Springfield, Mass., New York, N. Y. (N. Y., N. H., and Hart.)	*3025 (part) 5005
Boston, Mass., and Troy, N. Y. ...	1	191.04	Boston, Greenfield, Mass. (Fitchburg) Greenfield, North Adams, Mass. (Fitchburg) North Adams, Mass., Troy, N. Y. (Troy and Bos.)	3021 3022 6067
Boston and Wellfleet, Mass.	1	106.56	Boston, South Braintree, Mass. (Old Colony) South Braintree, Middleborough, Mass. (Old Colony) Middleborough, Wellfleet, Mass. (Old Colony)	3028 *3039 (part) *3041 (part)
Boundary Line and Saint Paul, Minn.	6	393.65	Boundary Line, Junction (n.o.), Minn. (St. P., Minn., and Man.) Saint Vincent, Saint Cloud, Minn. (St. P., Minn., and Man.) Saint Cloud, Minneapolis, Minn. (St. P., Minn., and Man.)	28035 28004 28040

¹ On the a. m. run west there are 2 clerks to Bristol, Conn., the second clerk stopping there and returning with Boston and Hopewell Junction short run next morning. On the Boston and Hopewell Junction short run there are 6 clerks; 2 on a. m. east from Hartford and one short stop between Willimantic and Boston; 1 clerk on p. m. west. The clerk in charge doubles the road every day, every other week off. The second clerks run two-thirds of the time. 1 clerk detailed as transfer clerk, Hartford, Conn.; 1 clerk detailed as transfer clerk, Boston, Mass.

² Balance of route covered by Providence and Willimantic R. P. O., 58.50 miles.

³ Covered by Boston and Hopewell Junction R. P. O., 85.80 miles.

⁴ See foot-note Boston and Hopewell Junction R. P. O.

⁵ Balance of route covered by Boston and Hopewell Junction R. P. O., 92.07 miles, and Providence and Willimantic R. P. O., 58.50 miles.

⁶ Covered by Boston and Hopewell Junction R. P. O., 31.50 miles.

⁷ Covered by Saint Albans and Boston R. P. O., 39.79 miles.

⁸ Reserve car.

⁹ Covered by Boston, Springfield and New York R. P. O., 135.59 miles.

¹⁰ Shown in column 16, Boston, Springfield and New York R. P. O. These clerks register at depot at Springfield, Mass., and New York City.

¹¹ One clerk detailed as transfer clerk, Providence, R. I.; 1 clerk detailed as transfer clerk, New London, Conn.; 1 clerk detailed as transfer clerk, Saybrook Junction, Conn.

¹² Balance of route covered by Boston, Springfield and New York R. P. O., 62.36 miles.

¹³ Covered by Boston, Springfield and New York R. P. O., 73.23 miles. These clerks register at depot at New York, N. Y.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of services with clerks.	Mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.			Length.	Width.					
	Pounds.		Miles.	Miles.				Ft.	In.	Ft.	In.				
85.80			47 28.92	80 29.41	6	134,733	1	18 2	8 11	4	1	12			
129.08	5,042	July 1, 1885	47 28.92	80 25.74	6		1	21 8	9 3						
(³)			61 24.05	66 25.44	6	74,055	1	17 4	9 0	2	(⁴)	(⁴)			
(⁶)	5,042	July 1, 1885	61 21.97	66 25.20	6		1	18 2	8 11						
(⁷)	14,363	July 1, 1885	81 25.09	54 25.09	6	60,233	1	14 2	7 0	2	1	2			
55.97	1,012	July 1, 1885	81 23.04	54 23.08	6		1	13 5	6 10						
(⁹)	64,611	July 1, 1885	34 30.10	5 25.13	6	84,966	1	44 0	8 6	4	4	(¹⁰)			
							1	34 8	8 6						
							1	0	8 8						
44.19	11,597	July 1, 1885	A 31.05	B 29.32	7	170,141	1 ²		8 8	4	4	19			
62.10	12,702	July 1, 1885	A 25.59	B 31.47											
51.71	13,103	July 1, 1885	A 29.12	B 21.72											
(¹³)	64,611	July 1, 1885	A 29.64	B 29.48											
(¹⁴)	11,597	July 1, 18	a. m. 27.78	p. m. 25.62	6	28,207	2	15 0	6 4	2	1	1 ³			
			s'th. 26.40	a. m. 24.00	6	28,207	1	14 6	5 9						
			s'th.	n'th.											
(¹⁷)	42,810	July 1, 1885	13 32.87	11 33.24	6	147,217	1	55 0	8 8	4	5	18 ²			
			75 39.71	39 38.07	14	344,288		(¹⁹)		4	1				
			63 30.03	71 29.43					8 8	4	6				
185.50	4,611	July 1, 1885	13 25.60	11 33.93	6		1		8 8						
			75 38.59	39 30.34	14		1	54 6	8 8						
			63 29.29	71 29.82			1	35 6	8 7						
105.71	6,568	July 1, 1885	54 23.03	33 27.66	6	119,591	1	30 0	8 3	4	2	2 ¹⁰			
			34 27.30	35 26.08	6	119,591	1	17 0	8 8	4	2				
37.12	4,302	July 1, 1885	54 26.10	33 24.44			1	31 11	8 8						
			34 28.51	35 23.44			1	16 11	8 5						
48.46	6,909	July 1, 1885	54 27.38	33 24.97			1	17 6	6 2						
			34 26.59	35 32.28			1	15 10	8 9						
							1	15 0	8 6						
							1	18 0	6 6						
11.36	9,471	July 1, 1885	99 34.08	130 26.21	6	66,707	1	20 6	9 2	2	2	2 ¹¹			
			20 27.26	60 27.67	6	66,707	1	20 6	9 2	2	2				
23.09	1,983	July 1, 1885	99 25.65	130 22.74											
			29 22.74	60 23.09											
71.94	2,627	July 1, 1885	99 23.84	130 21.60			1	21 5	8 7						
			29 23.40	60 21.79											
2.63	2,496	July 20, 1884	2 20	1 20	6	246,425	2 ³	40 0	8 9	6	1	2 ⁹			
315.93	3,730	Apr. 1, 1884	2 20	1 20											
64.81	5,940		2 20	1 20											

¹⁴ Covered by Boston, Providence and New York R. P. O., 44.19 miles. The a. m. south and p. m. north use two cars, 1 on a. m. south and 1 on p. m. north run.
¹⁵ 1 clerk detailed to office superintendent.
¹⁶ Balance of route covered by Boston and Albany R. P. O., 103.43 miles.
¹⁷ Covered by Boston and Albany R. P. O., 98.63 miles.
¹⁸ 16 clerks on Boston and New York. Short run. (See column remarks and columns 14 and 15, that line); 1 clerk detailed as chief clerk, New York, N. Y.; 2 clerks detailed as chief clerks, Boston, Mass.; 4 clerks detailed to office superintendent, Boston, Mass.; 1 clerk detailed as transfer clerk, New Haven, Conn.; 1 clerk detailed as transfer clerk, Hartford Conn.; 2 clerks detailed as transfer clerks, Springfield, Mass.; 1 clerk detailed as transfer clerk, Worcester, Mass.; 2 clerks detailed as transfer clerks, Boston, Mass.; 4 clerks as short stops, 2 on day and 2 on night line, between Boston and Hartford and Hartford and New York.
¹⁹ 4.30 P. M. messengers. No apartment in car, mail worked in baggage car.

²⁰ 1 clerk detailed as transfer clerk, Boston, Mass.; 2 clerks as short stops between North Adams and Troy, 47.88 miles.
²¹ Reserve car—all parts of cars. These clerks register at depot at Troy, N. Y.
²² 2 clerks detailed as transfer clerks, Boston, Mass.; 1 clerk as short stop between Boston and Buzzard's Bay, daily average 92.06 miles. These clerks register at depot at Wellfleet, Mass.
²³ Balance of route covered by closed-pouch service between Middleborough and Newport, 38.16 miles. (See table C²).
²⁴ Balance of route covered by closed-pouch service between Wellfleet and Provincetown, 14.36 miles. (See table C²).
²⁵ This line was reported last year as The Saint Vincent and Saint Paul, Minn. R. P. O. Increased distance run this year, 4 miles. Whole cars.
²⁶ 1 helper between Saint Paul and Saint Cloud, Minn., 75 miles. 1 clerk detailed to transfer duty at Saint Paul, Minn., and 1 clerk detailed to transfer duty at Saint Vincent, Minn.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register. <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.
Boundbrook, N. J., and Philadelphia, Pa.	2	59.98	Boundbrook, N. J., Jenkintown, Pa. (Boundbrook Br'ch P. and R.). Jenkintown, Philadelphia, Pa. (Beth. Br'ch P. and R.)	8103 8004 (part)
Bowie and Pope's Creek, Md.	3	49.14	Bowie, Pope's Creek, Md. (Pope's Creek Br'ch B. and P.)	10014
<i>Bowling Green, Ky., and Memphis, Tenn.</i>	5	284.62	Bowling Green, Ky., Memphis, Tenn. (Louis. and Nash.)	20008
Branch Junction and Pittsburgh, Pa.	2	70.86	Branch Junction, Blairsville, Pa. (W. P. Div. Penn.)	8042
Branchville and Waterloo, N. J.	2	22.02	Blairsville, Allegheny, Pa. (W. P. Div. Penn.)	8039
		12.68	Branchville, Branchville Junction, N. J. (Sussex)	7048
			Branchville Junction, Waterloo, N. J. (Sussex)	7025 (part)
Brattleboro, Vt., and Palmer, Mass.	1	56.33	Brattleboro, Vt., Miller's Falls, Mass. (Cen. Vermont)	3062
Bremond and Cisco, Tex.	7	197.66	Miller's Falls, Palmer, Mass. (Cen. Vermont)	3061
Brewster and New York, N. Y. ¹²	2	62.19	Bremond, Cisco, Tex. (H. and T. C.)	31005
<i>Bristol and Chattanooga, Tenn.</i>	3	242.37	Brewster, New York, N. Y. (N. Y. City and Northern and Elevated).	6017 (part)
Brunswick and Albany	4	171.73	Bristol, Chattanooga, Tenn. (E. Tenn., Va. and Ga.)	19002
Buda and Yates City, Ill.	6	48.35	Brunswick, Albany, Ga. (B. and W. R. R.)	15023
Buffalo, N. Y., and Emporium, Pa.	2	121.55	Buda, Elmwood, Ill. (Chi., Burl. and Q'cy.)	23072
Buffalo and Jamestown, N. Y.	2	68.79	Elmwood, Yates City, Ill. (Chi., Burl. and Q'cy.)	23009
Buffalo, N. Y., and Pittsburgh, Pa.	2	273.10	Buffalo, N. Y., Emporium, Pa. (Buff. Div. Buff., N. Y. and Phila.)	6058 (part)
			Buffalo, Jamestown, N. Y. (R. and S. W. Div. N. Y., L. E. and W.)	6091
			Buffalo, N. Y., Corry, Pa. (Pitta. Div. Buff., N. Y. and Phila.)	6061
			Corry, Oil City, Pa. (Pitta. Div. Buff., N. Y. and Phila.)	8025 (part)
			Oil City, Pittsburgh, Pa. (Allegheny Valley)	8041
Buffalo and West, N. Y.	2	49.56	Buffalo, West, N. Y. (Buff. & Pitta. Div. Roch. and Pitta.)	6120
Bureau and Peoria, Ill.	6	47.03	Bureau, Peoria, Ill. (Chi., R. I. & Pac.)	23016
Burlington, Iowa, and Bogard, Mo. ²³	6	212.90	Burlington, Iowa, Bogard, Mo. (Chi., and Burl. & K. City)	27008
<i>Burlington and Council Bluffs, Iowa.</i>	6	291	Burlington U. P. Transfer, Iowa, (Chi., Burl. and Q'cy)	27005
Burlington and Oskaloosa, Iowa.	6	105	Burlington, Winfield, Iowa (Burl. and No. West)	27035 (part)
			Winfield, Oskaloosa, Iowa (Burl. and West.)	27022 (part)
Burlington, Iowa, and Quincy, Ill.	6	72.00	Burlington, Iowa, Quincy, Ill. (Chi., Burl. and Q'cy)	23011
Burlington, Iowa, and Saint Louis, Mo.	6	214.19	Burlington, Keokuk, Iowa, (Chi., Burl. and Q'cy.)	27011
			Keokuk, Iowa, Saint Peters, Mo. (St. L., Keo. and No. West)	28018 (part)
			Saint Peters, Saint Louis, Mo. (Wab., St. L. and Pac.)	28004 (part)
Burnet and Austin, Tex.	7	60.95	Burnet, Austin, Tex. (A. and N. W.)	31038
Butler and Freeport, Pa.	2	21.46	Butler, Freeport, Pa., (W. P. Div. Penn.)	8053

10. 10 miles covered by Bethlehem and Philadelphia R. P. O. Established October 10, 1884.
² Car and clerk shown on route 8103.
³ 1 clerk detailed to transfer duty, Milan, Tenn.
⁴ 280 miles covered by Indiana and Branch Junction R. P. O.
 Car and clerk shown on route 8042.
 Short run between Newton and Waterloo, N. J.
⁵ Balance of route (9.9 miles) covered by closed-pouch service. See Table C.
 Car and clerk shown on route 7048.
⁶ Reserve cars.
¹⁰ 33.44 miles of route 31005, between Albany and Cisco, Tex., covered by closed-pouch service. (See Table C.)

¹¹ Held in reserve at Bremond.
¹² Clerk runs 10 miles, from 155th street to Park Place, New York, N. Y., on Metropolitan Elevated Railroad.
¹³ See Baltimore and Bristol R. P. O. (Roanoke to Bristol), and Lynchburg and Bristol R. P. O. Cars on these lines run through to Chattanooga, Tenn.
¹⁴ 1 transfer clerk Way Cross, Ga. One transfer clerk Albany, Ga.
¹⁵ Distance (3 miles) covered by Peoria and Galesburg, Ill. R. P. O.
¹⁶ Clerks record arrival and departure at Emporium by slips. Larrabee and Clermont clerk runs as helper to Olean, but is shown on his own route.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).			Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
			Train No. outward.	Average speed.	Train No. inward.				Average speed.	Length.				Width.
49.82	<i>Pounds.</i> 297	July 1, 1885	574	20	557	25	6	37,534	1	<i>Ft. In.</i> 13 9	<i>Ft. In.</i> 6 4	1	1	1
(¹)	5,064	July 1, 1885	574	22	557	22			(²)			(³)		
49.14	256	July 1, 1885	95	11.24	96	10.78	6	30,761	1	9 7	8 9	1	1	1
263.15	7,893	July 1, 1884	3	23.52	2	20.75	7	193,173	2	50 0	9 0	4	2	10
(⁴)	699	July 1, 1885	3	25	2	20	6	44,358	1	17 0	8 6	1	1	1
68.04	760	July 1, 1885	3	18	2	18	6		(⁵)			(⁵)		
6.63	188	July 1, 1885	204	20	201	22	6	21,722	1	8 8	5 3	1	1	1
*14.86	336	July 1, 1885	{ 204 200	{ 20 25	{ 201 209	{ 22 25	{ 6 6		(⁶) (⁶)			(⁶) (⁶)		
21.39	1,587	July 1, 1885	44	23.32	33	26.25	6	35,262	1	6 6	3 6	1	1	1
34.08	1,587	July 1, 1885	44	22.57	33	23.86	6		1	10 6	6 5			
197.60	575	July 1, 1883	33	13.20	34	13.20	7	144,292	3	17 8	9 4	3	1	2
54.70	380	July 1, 1885	12	21	1	21	6	38,931	1	14 0	8 10	1	1	1
242.17	6,520	July 1, 1884	1	22.86	2	22.86	7	176,030		9 10	8 10	4	2	16
171.73	238	July 1, 1884	3	21	4	21	7	176,950	(¹³)			4	2	
45.37	307	July 1, 1883	151	22	152	23	6	125,363	2	14 6	8 8	3	1	145
(¹⁴)			151	22	152	23	6	30,267	2	12 0	6 10	1	1	1
122.25	1,492	July 1, 1885	2	24	3	19	6	76,090	1	19 0	9 6	1	1	2
69.36	740	July 1, 1885	1	23	4	25	6	43,063	(¹²)	19 0	9 0	1	1	1
93.91	1,300	July 1, 1885	1	24	6	24	6	170,900	2	15 0	9 0	4	1	1
*45.60	1,069	July 1, 1885	1	22	6	21			(²¹)	18 0	8 8	(²¹)		1
132.08	2,690	July 1, 1885	2	26	1	23	6		(²¹)			(²¹)		
49.28	416	July 1, 1885	7	20	10	20	6	31,025	(²¹)	15 6	8 8			
47.03	1,419	July 1, 1883	1	27	2	28	6	20,441	(²¹)	18 6	8 8	1	1	1
212.71	585	Mar. 18, 1885	1	21	2	20	6	133,275	1	14 8	8 6	1	1	1
									1	20 0	9 4	1	1	1
									1	14 6	7 7	3	1	3
									1	13 9	9 4			
									1	13 7	8 10			
291.00	37,031	Mar. 11, 1884	7	29	4	23	7	212,430	(²³)			4	3	1422
			5	22	6	23	7	212,430				4	2	
34.29	197	July 1, 1883	1	19	2	19	6	65,730	2	8 0	6 0	2	1	2
71.41	234	Oct. 1, 1884	1	20	2	20								
72.61	314	July 1, 1883	181	21	182	21	6	45,072	1	13 3	7 2	1	1	1
43.00	1,397	July 1, 1883	171	24	174	24	6	134,083	1	24 8	8 11	4	1	4
137.97	1,690	July 1, 1883	1	21	2	21			1	23 1	9 0			
(¹⁷)	7,026	July 1, 1883	18	21	17	21			1	20 0	9 0			
60.95	408	Sept. 18, 1882	2	13.50	4	15	6	38,155	(²²)	8 10	7 10	1	1	1
22.14	526	July 1, 1885	21	31	22	32	6	13,433	1	5 3	8 7	1	1	1
			23	22	24	22	6	13,434						

¹¹ Reserve car.
¹² Relieved every third week by a clerk from the Dunkirk and Titusville R. P. O.
¹³ 2 helpers run from Oil City to Pittsburg and return, week on and off, 132.5 miles.
¹⁴ 49.52 miles covered by Irvine and Oil City R. P. O.
¹⁵ Cars and clerks shown on route 8061.
¹⁶ This line was reported last year as the Burlington, Iowa, and La Crosse, Mo., R. P. O. Increased distance run this year, 31.56 miles. Smallest car in reserve.
¹⁷ Cars run through between Chicago, Ill., and U. P. Transfer, Iowa. See Chicago, Ill., and Burlington, Iowa, R. P. O.
¹⁸ 2 helpers between Burlington and Council Bluffs, 291 miles 4 days each week.

¹⁹ Balance of route, Winfield to Washington, Iowa (18.64 miles), covered by closed pouches. (See Table C.) This line was reported last year as the Burlington and Brighton, Iowa, R. P. O. Increased distance run this year, 49.69 miles.
²⁰ Balance of route (49.10 miles) covered by Mount Pleasant and Keokuk, Iowa, R. P. O.
²¹ Distance (32.20 miles) covered by Saint Louis, Moberly and Kansas City, Mo., R. P. O. Small car in reserve.
²² 1 car in reserve at Austin, Tex.
²³ Double daily service except Sunday. Car and clerk shown on trains 21 and 22.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register. <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
¹ Cadillac, Mich., and Fort Wayne, Ind.	9	240.76	Cadillac, Mich., Fort Wayne, Ind. (Gd. Rap. and Ind.)	*24018 (part)
Cairo and New Orleans	4	552.58	Cairo, Ill., New Orleans, La. (Ill. Cent.)	18001
Cairo, Ill., and Poplar Bluff, Mo.	7	74.50	Cairo, Ill., Poplar Bluff, Mo. (St. L., I. M. and S.)	28027
Cairo, Ill., and Texarkana, Ark. ²	7 ¹	*423.47	Bird's Point, Mo., Texarkana, Ark. (T. & St. L.)	28051
Cairo and West Point	4	260.68	Cairo, Ill., West Point, Miss. (M. and O.)	18004 (part)
Callistoga and Vallejo, Cal.	8	44.87	Callistoga, Vallejo Junction, Cal. (Cal. Pac.)	46008
Calmar, Iowa, and Chamberlain, Dak.	6	399.02	Calmar, Iowa, Marion, Dak. (Chi., Mil. and St. Paul)	*27023 (part)
Calmar and Davenport, Iowa	6	165.70	Marion, Chamberlain, Dak. (Chi., Mil. and St. Paul)	35002
Camak and Macon	4	78.59	Calmar, Davenport, Iowa (Chi., Mil. and St. Paul)	27027
Cambridge City and Madison	5	109.11	Camak, Macon, Ga. (Ga.)	15021
Cambridge Junction and Burlington, Vt.	1	34.47	Cambridge City, Columbus, Ind. (Jeff., Mad. and Ind.)	22011
Cameron, Plattsburgh, Mo., and Atchison, Kans.	7	63.42	Columbus, Madison, Ind. (Jeff., Mad. and Ind.)	22006
Cameron, Saint Joseph, Mo., and Atchison, Kans.	7	56.10	Cambridge Junction, Burlington, Vt. (Burl. and Lamolite)	2014
Canandaigua and Batavia, N. Y.	2	50.17	Cameron, Atchison Junction, Mo. (C., R. I. and P.)	27017 (part)
Canandaigua and Elmira, N. Y.	2	69.17	Atchison Junction, Mo., Atchison, Kans. (C., R. I. and P.)	28032
Canasota and Elmira, N. Y.	2	118.76	Cameron, Saint Joseph, Mo. (H. and St. J.)	28005 (part.)
Canton and Mechanic's Falls, Me.	1	27.79	Saint Joseph, Mo., Atchison, Kans. (H. and St. J.)	28030
Canton and Sherodsville, Ohio	5	48.59	Canandaigua, Batavia, N. Y. (T., B. and C. Branch, N. Y. C. and H. R. R.)	6014 (part)
³ Cape Girardeau and Wappapello, Mo.	7	52.01	Canandaigua, Elmira, N. Y. (Northern Central)	6063
Carbondale and Scranton, Pa.	2	17.46	Canasota, Cortland, N. Y. (Elmira, Cort. and Northern)	6080
Carlisle and Gettysburgh, Pa.	2	32.34	Cortland, Elmira, N. Y. (Elmira, Cort. and Northern)	6075
Carroll and Mapleton, Iowa	6	64.52	Canton, Mechanic's Falls, Me. (Rum. Falls and Buck.)	*419 (part)
Cartersville and Broken Arrow	4	114.08	Canton, Sherodsville, Ohio (Con. Val.)	21009 (part)
Caseville and Pontiac, Mich.	9	100.73	Cape Girardeau, Wappapello, Mo. (C. G. S. W.)	28045
Cayuga and Ithaca, N. Y.	2	39.11	Carbondale, Scranton, Pa. (Del. and Hud. Canal Co.)	8018
⁴ Cecil and Tecumseh, Ohio	5	91.10	Carlisle, Hunter's Run, Pa. (Gettys. and Harris.)	*8052 (part)
⁵ In connection with Grand Rapids and Cincinnati, and Mackinaw City and Grand Rapids R. P. O.'s gives double service between Cadillac, Mich., and Fort Wayne, Ind. (240 miles), daily, except Sunday.			Hunter's Run, Gettysburgh, Pa. (Gettys. and Harris.)	8155
⁶ Balance of route (225.67 miles) covered by Mackinaw City and Grand Rapids R. P. O.			Carroll, Maple River, Iowa (Chi. and No. West.)	23003 (part)
⁷ Clerks appointed to Mackinaw City and Kalamazoo route.			Maple River, Mapleton, Iowa (Chi. and No. West.)	27038
⁸ 2 reserve cars.			Cartersville, Ga., Broken Arrow, Ala. (E. and W. R. R. of Ala.)	15020
⁹ North Division, Cairo to Jackson, Miss.			Caseville, Pontiac, Mich. (Pontiac, O. and Pt. Austin)	24064
¹⁰ 1 transfer clerk, Jackson, Miss. 1 transfer clerk, Jackson, Tenn. 1 helper, South Division. 1 chief clerk, New Orleans, La.			Cayuga, Ithaca, N. Y. (Cayuga Br'ch Geneva, Ith. and Sayre)	6089
¹¹ South Division, Jackson, Miss., to New Orleans.			¹⁰ Cecil, Tecumseh, Ohio (n.o.) (Cin., Van W. and Mich.)	21073
¹² This line is divided at Pine Bluff, Ark., into Cairo and Pine Bluff Division (270.71 miles) and Pine Bluff and Texarkana Division (151.76 miles).				

⁹ Clerks register at Cairo, Ill., 3 miles from Bird's Point Mo.
¹⁰ 1 car in reserve at Bird's Point, Mo.
¹¹ 232.99 miles shown in West Point and Mobile R. P. O.
¹² Cars run through to Mobile, Ala., over West Point and Mobile R. P. O. 1 reserve car.
¹³ 1 transfer clerk, Corinth, Miss. 2 helpers.
¹⁴ Balance of route (63 miles) covered by Marion and Running Water, Dak., R. P. O.
¹⁵ East Division, Calmar to Sanborn, Iowa.
¹⁶ 1 helper between Calmar and Bassett, 39 miles; 1 helper between Algona and Sanborn, 74 miles; and 1 helper between Sanborn and Bridgewater, Dak., 102 miles. 4 days each week.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.			Length.	Width.					
143.23	Pounds. 1,831	July 1, 1884	8	Miles. 18.06	7	Miles. 18.50	6	150,716	2	Ft. In. 22 0	Ft. In. 8 10	4	1	(3)	
550.80	4,817	July 1, 1884	1	21	4	24	7	403,340	4	45 2	9 0	56	3	25	
74.50	612	July 1, 1883	681	15	682	15	7	54,385	1	12 10	6 4	2	1	2	
419.05	226	July 1, 1883	3	16	4	16.50	7	308,403	105	23 9	8 1	6	1	8	
1262.90	1,320	July 1, 1884	2	23	1	21	7	190,296	146	21 6	8 10	4	1	17	
43.87	645	July 1, 1882	25&27	21.40	26&28	22.43	12	56,176	2	10 0	8 10	1	1	1	
288.40	1,949	July 1, 1883	3	21	2	22	6	125,200	4	22 0	9 3	144	1	1010	
111.88			1	22	4	21		124,588				173	1		
165.70	951	July 1, 1883	2	19 ¹	1	20	6	103,728	1	20 0	9 9	3	1	3	
78.59	755	July 1, 1884	17	16	18	16	6	49,197	1	15 3	8 5	2	1	1	
63.58	253	July 1, 1884	102	23.12	101	28.26	6	68,303	1	15 7	8 0	2	1	2	
45.75	803	July 1, 1884	102	20.40	101	22.95				10 4	8 0				
34.47	462	July 1, 1885	2	24	1	22.66	6	21,578	1	8 6	6 10	1	1	1	
1034.50	1,980	July 1, 1883	1	21	2	24	7	46,207	181	6 10	6 0	2	1	28	
20.45	1,128	July 1, 1883	1	21	2	24				1 15 0	9 0				
138.28	7,465	July 1, 1883	63	18	64	21	7	40,953	1	14 4	9 3	1	1	1	
21.79	1,080	July 1, 1883	63	18	64	21									
10050.00	241	July 1, 1885	5	25	?	23	6	31,406	43	5 9	6 0	1	1	1	
69.79	2,367	July 1, 1885	8	24	7	27	6	43,300	1	15 2	8 7	2261	1	1	
49.08	931	July 1, 1885	4	25	1	25	6	74,344	32	16 0	9 0	2	1	2	
70.96	932	July 1, 1885	4	25	1	25			(2)						
27.84	388	July 1, 1885		19.41		20.62	6	17,396		1 10 0	6 9	1	1	1	
148.24	389	July 1, 1884	29	21.59	30	21.59	6	30,417	32	19 6	7 6	1	1	1	
52.01	212	Feb. 11, 1885	1	13	2	14	6	32,558	1	15 0	7 0	1	1	1	
17.57	890	July 1, 1885	12	20	11	20	6	10,930	1	10 3 ¹	6 9 ¹	1	1	1	
			14	20	13	20	6	10,930	(3)			(3)			
			16	20	15	20	6	10,930	(3)			(3)			
10	413	July 1, 1885	1	29	6	25	6	20,245	181	10 6	6 7	1	1	1	
21.96	620	July 1, 1885	1	22	6	21			(81)	1 9 9	6 7	1	1	1	
(32)	8,642	Apr. 1, 1884	73	13	74	13	6	40,389	181	5 1	5 4				
60.33	422	July 1, 1883	73	13	74	13				1 12 2	7 5	1	1	1	
114.08	146	July 21, 1884	1	16	2	14	7	83,278	1	8 3	7 6	2	1	2	
100.78	241	July 1, 1884	2	21.42	1	19.67	6	63,057	1	7 0	6 9	1	1	1	
39.15	408	July 1, 1885	15	23	8	21	6	24,483	2	9 0	7 0	1	1	1	
90.54	130	July 1, 1884	1	18.95	2	17.15	6	29,915	181	15 0	9 0	2	1	2	
									252	10 0	6 0	2	1	2	

¹⁷ West Division, Sanborn, Iowa, to Chamberlain, Dak.

¹⁸ Reserve car.

¹⁹ 280.90 miles of route 27017, between Davenport, Iowa, and Cameron, Mo., covered by Davenport and Cameron R. P. O., and 20.66 miles covered by closed pouches between Atchison Junction, Mo., and Leavenworth, Kans. (See Table C.)

²⁰ 1 helper through; clerks alternate in such duty.

²¹ 171.51 miles of route 28005, between Quincy, Ill., and Cameron, Mo., covered by Quincy and Kansas City R. P. O.

²² 36 miles covered by Batavia and Buffalo R. P. O.

²³ Relieved every third week by an Elmira and Williamsport clerk.

²⁴ Car and clerk shown on route 6090.

²⁵ Balance of route covered by closed pouch service between Canton and Gilbertville, 1.63 miles.

²⁶ Balance of line, 60 miles, shown on Cleveland and Co-shocton R. P. O.

²⁷ 1 reserve car.

²⁸ Not reported last year. New service.

²⁹ Triple service daily, except Sundays.

³⁰ Car and clerk shown on trains 12 and 11.

³¹ Balance of route (8.92 miles) covered by closed pouch service. (See Table C.)

³² Car and clerk shown on route 8052.

³³ Distance (4.20 miles) covered by the Cedar Rapids and Council Bluffs, Iowa, R. P. O.

³⁴ 1 car held in reserve.

³⁵ R. P. O. from Cecil to Greenville, established November 12, 1884, 81.47 miles. Extended to Tecumseh (n. o.), February 16, 1885; whole distance 89.91 miles.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Cedar Falls and Des Moines, Iowa	6	107.40	Cedar Falls, Des Moines, Iowa (Wis., Io. and Nebr.)	27056
<i>Cedar Rapids and Council Bluffs, Iowa.</i>	6	270.77	Cedar Rapids, U. P. Transfer, Iowa (Chi. and No. West)	¹ 23003 (part)
Cedar Rapids and Ottumwa, Iowa ¹	6	90.94	Cedar Rapids, Ottumwa, Iowa (Chi., Mil. and St. Paul)	27047 (part)
Cedar Rapids, Iowa, and Pipe Stone, Minn.	6	314.35	Cedar Rapids, Iowa, Pipe Stone, Minn. (Bur., C. Rap. and North.)	² 27063 (part)
<i>Centralia and Cairo, Ill.</i>	6	112.79	Centralia, Cairo, Ill. (Illinois Central)	¹⁰ 23020 (part)
Chambersburgh and Richmond Furnace, Pa.	2	31.35	Chambersburg, South Penn Junction, Pa. (S. Penn Brch. Cumb. Valley).	8030
			South Penn Junction, Richmond Furnace, Pa. (S. Penn. Brch. Cumb. Valley)	8071
			Mercersburgh Junction, Mercersburgh, Pa. (S. Penn Brch. Cumb. Valley).	8145
Chariton, Iowa, and Albany, Mo.	6	97.00	Chariton, Bethany Jct., Iowa (Chi., Burl. and Q'cy.)	¹⁴ 27006 (part)
			Bethany Jct., Iowa, Albany, Mo. (Chi., Burl. and Q'cy.)	27061 (part)
Charleston and Augusta	4	139.22	Charleston, Branchville, S. C. (S. C. R. R.)	14063 (part)
			Branchville, S. C., Augusta, Ga. (S. C. R. R.)	14017 (part)
<i>Charleston and Jacksonville</i>	4	288.88	Charleston, S. C., Savannah, Ga. (C. and S. R. R.)	14004
			Savannah, Ga., Jacksonville, Fla. (S. F. and W. Rwy)	15009
<i>Charlotte and Atlanta</i>	4	268.22	Charlotte, N. C., Atlanta, Ga. (R. and D. R. R.)	15001
Charlotte and Augusta	4	192.00	Charlotte, N. C., Augusta, Ga. (C., C. and A. R. R.)	13007
Charlotte and Shelby, N. C.	3	55.42	Charlotte, Shelby, N. C. (C. C.)	13008
Chatham and New York, N. Y. ²⁴	2	130.44	Chatham, New York, N. Y. (Harlem Div. N. Y. C. and H. R.)	6022
<i>Chattanooga and Atlanta</i>	4	138.55	Chattanooga, Tenn., Atlanta, Ga. (W. and A. R. R.)	15002
Chattanooga and Memphis, Tenn	5	310.59	Chattanooga, Memphis, Tenn. (M. and C. R. R.)	17005
Chattanooga and Meridian	4	295.71	Chattanooga, Tenn., Meridian, Miss. (A. G. S. R. R.)	17015
Cheyenne, Wyo., and Denver, Colo. ²⁰	7	106.86	Cheyenne, Wyo., Denver, Colo. (D. P. Ry. and T. Co.)	38007
<i>Chicago, Ill., and Burlington, Iowa.</i>	6	207.50	Chicago, Ill., Burlington, Iowa (Chi. Burl. and Q'cy.)	23007
<i>Chicago, Ill., and Cedar Rapids, Iowa.</i>	6	220.40	Chicago, Ill., Cedar Rapids, Iowa (Chi. and No. West.)	¹⁴ 23003 (part)

¹ Reserve car.
² Balance of route (219.40 miles) covered by Chicago, Ill. and Cedar Rapids, Iowa, R. P. O.
³ Cars run through between Chicago, Ill., and U. P. Transfer, Iowa. (See Chicago, Ill., and Cedar Rapids, Iowa R. P. O.)
⁴ Day line.
⁵ 2 helpers on day line between Ames and Council Bluffs, 184 miles. 2 clerks detailed to transfer duty at Council Bluffs, Iowa.
⁶ Night line.
⁷ New service.
⁸ Balance of route, Pipe Stone, Minn., to Watertown, Dak. (85.76 miles), covered by closed pouches. (See Table C). This line was reported last year as the Cedar Rapids, Iowa, and Worthington, Minn., R. P. O. Increased distance run this year, 60.93 miles.
⁹ 1 clerk detailed to transfer duty at Cedar Rapids, Iowa.
¹⁰ 1 car in reserve.
¹¹ Balance of route (252.10 miles) covered by Chicago and Centralia, Ill., R. P. O.
¹² 7.10 miles covered by Harrisburg and Martinsburgh R. P. O.
¹³ Car and clerk shown on route 8030.
¹⁴ Double service daily on route 8145, Sundays excepted.
¹⁵ Balance of route (44.23 miles) covered by Bethany Jct. Iowa, and Grant City, Mo., R. P. O.
¹⁶ Cars run through between Des Moines, Iowa, and Saint Joseph, Mo. (See Indianola and Chariton, Iowa, R. P. O.)
¹⁷ 60.00 miles shown in Columbia and Charleston R. P. O. Both R. P. O.'s use same track, Branchville to Charleston.
¹⁸ See Columbia and Charleston R. P. O.
¹⁹ These cars run through to Wilmington, N. C., over Wil and Chas. R. P. O.
²⁰ 1 chief clerk, Charleston, S. C.
²¹ Reserve cars.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.				Train No. inward.	Average speed.				Length.	Width.
	Pounds.		Miles.	Miles.			Ft.	In.				
107.40	238	Mar. 18, 1885	4 20 ¹	1 20	6	67,232						
270.74	8,642	Apr. 1, 1884	5 22	6 22	6	169,502	(¹²)	15 6	8 9	2	1	3
			3 22	4 22	6	169,502				4	1	16
90.94	350	Aug. 15, 1884	1 23 ¹	2 23	6	58,928	1	20 0	9 2	2	1	2
314.46	567	Jan. 1, 1885	61 22 ¹	62 22 ¹	6	106,733	4	19 10	9 1	5	1	6
113.43	8,583	Nov. 3, 1884	7 22	2 23	6	70,606	1	44 4 ¹	9 0	2	2	4
(¹¹)	1,942	July 1, 1885	41 21	42 21	6	19,687	1	9 9	8 6	1	1	1
19.38	319	July 1, 1885	41 20	42 22			(¹²)			(¹²)		
192.58	858	July 1, 1885	41 16	42 13			(¹²)			(¹²)		
50.45	685	July 1, 1883	41 24	42 24	6	60,722	(¹⁴)			2	1	2
46.76	511	July 1, 1883										
(¹⁵)	1,462	July 1, 1884	3 30	4 30	6	94,222	(¹⁷)	18 10	8 11	2	1	2
76.43	794	July 1, 1884	3 26	4 26								
115.00	7,191	July 1, 1884	40 33	47 29	7	211,982	185	50 0	8 11	4	3	181
			42 25	43 23	7	211,982	2	42 3	9 0	4	1	
171.50	7,442	July 1, 1884	40 34	47 27			293	39 6	9 0			
			42 15	43 15								
268.03	9,595	July 1, 1884	50 26	51 26	7	195,801	(²¹)	40 1		4	2	218
			52 27	53 27	7	195,801				4	2	
192.56	2,082	July 1, 1884	52 22	53 21	7	140,160	1	22 0	9 0	3	1	3
							1	22 9	9 2			
55.53	409	July 1, 1884	3 13.50	4 13.50	6	34,692	22	10 1	8 10	1	1	1
130.50	1,469	July 1, 1885	16 20	9 20	6	81,655	1	18 2	8 5	3	1	5
			34 28	28 27	6	81,655	20	20 2	8 4	2	1	
							20	19 10	8 2			
188.47	8,067	July 1, 1884	2 26	3 26	7	101,142	2	41 10	8 8	2	2	2020
			4 26	1 26	7	101,142	2	49 9	9 2	2	3	
			12 26	11 26	7	101,142	2	49 9	9 2	2	2	
310.40	2,220	July 1, 1884	3 25.89	4 26.45	7	226,731	2	20 0	8 0	5	1	308
							273	15 0	9 0			
295.45	2,273	July 1, 1884	5 20	6 17	7	215,868	22	56 0	9 3	5	1	5
							21	49 0	9 0			
							21	43 0	9 0			
							21	39 0	9 0			
106.86	1,944	Apr. 1, 1884	302 24	301 24	7	78,008	2	24 1	9 4	2	1	2
206.00	54,621	Mar. 11, 1884	5 25	6 27	7	151,475	2	60 5 ¹	9 3 ¹	4	4	144
			7 38	4 25	7	151,475	4	60 1	9 3 ¹	4	5	
							27	60 1	9 3 ¹			
							21	54 10	8 9 ¹			
210.40	8,642	Apr. 1, 1884	3 26	4 26	6	137,970	4	50 0	9 5	4	3	2027
			5 24.50	6 24.50	6	137,970	2	60 0	9 5	4	3	

¹¹ See Wash. and Char. R. P. O., third division, R. M. S.
¹² 2 detailed to office of superintendent fourth division, R. M. S.
¹³ 1 in reserve.
¹⁴ Double daily service, Sundays excepted.
¹⁵ 1 helper; 1 chief clerk, 4th division R. M. S.; 1 chief clerk Atlanta, Ga.; 2 transfer clerks Atlanta, Ga.; 1 detailed to office of superintendent 4th division R. M. S.
¹⁶ 1 clerk detailed to transfer duty Chattanooga, Tenn.; 1 clerk detailed to transfer duty Grand Junction, Tenn.; 1 clerk detailed to transfer duty Memphis, Tenn.
¹⁷ 3 reserve cars.
¹⁸ Cars run through to Vicksburg, Miss., over Meridian and Vicksburg R. P. O.
¹⁹ Reserve car
²⁰ This line is operated in connection with Fort Collins and Denver R. P. O.

²¹ 2 helpers on train No. 7, between Chicago and Galesburgh, Ill., 165 miles; 1 clerk detailed as chief clerk at Burlington, Iowa; 1 clerk detailed to transfer duty at Galesburgh, Ill.; 2 clerks detailed to transfer duty at Burlington, Iowa, and 2 clerks detailed to transfer duty at Chicago, Ill.
²² Storage cars.
²³ Receive. Cars run through between Chicago, Ill., and U. P. Transfer, Iowa, covering Burlington and Council Bluffs, Iowa, R. P. O.
²⁴ Balance of route (270.74 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O. Cars run through between Chicago, Ill., and U. P. Transfer, Iowa, covering Cedar Rapids and Council Bluffs, Iowa, R. P. O.
²⁵ 3 clerks detailed to clerical duty at office superintendent Chicago, Ill.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
<i>Chicago and Centralia, Ill.</i>	6	<i>Miles.</i> 252.96	Chicago, Centralia, Ill. (Ill. Cent.)	23020 (part)
<i>Chicago, Ill., and Cincinnati, Ohio.</i>	5	307.21	Chicago, Kankakee, Ill. (Ill. Cent.)	23020 (part)
			Kankakee, Ill., La Fayette, Ind. (Cin., Ind., St. L. and Chi.)	23029 (part)
			La Fayette, Indianapolis, Ind. (Cin., Ind., St. L. and Chi.)	22005
			Indianapolis, Ind., Cincinnati, Ohio (Cin., Ind., St. L. and Chi.)	22003
Chicago, Decatur, Ill., and Saint Louis, Mo.	6	286.80	Chicago, Bement, Ill. (Wab., St. L. and Pac.)	23066 (part)
			Bement, Decatur, Ill. (Wab., St. L. and Pac.)	21019 (part)
			Decatur, Ill., Saint Louis, Mo. (Wab., St. L. and Pac.)	23023 (part)
<i>Chicago, Foreston, Ill., and Dubuque, Iowa.</i>	6	200.04	Chicago, Aurora, Ill. (Chi., Bnrl. and Qcy.)	23007 (part)
			Aurora, Foreston, Ill. (Chi. and Iowa)	23036 (part)
			Foreston, Ill., Dubuque, Iowa (Ill. Cent.)	23021 (part)
<i>Chicago, Freeport, Ill., and Dubuque, Iowa.</i>	6	189.72	Chicago, Freeport, Ill. (Chic. and No. West.)	23002 (part)
			Freeport, Ill., Dubuque, Iowa (Ill. Cent.)	23021 (part)
Chicago, Ill., and Louisville, Ky.	5	325.40	Chicago, Ill., Monon, Ind. (Louis., N. Alb. and Chi.)	23038 (part)
			Monon, Louisville Junction, Ind. (Louis., N. Alb. and Chi.)	22008 (part)
Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn.	6	450.63	Chicago, Lanark Junction, Ill. (Chi., Mil. and St. Paul)	23054 (part)
			Lanark Junction, Savanna, Ill. (Chic., Mil. and St. Paul)	25024 (part)
			Savanna, Ill., Sabula Junction, Iowa (Chi., Mil. and St. Paul)	27028 (part)
			Sabula Junction, McGregor, Iowa (Chi., Mil. and St. Paul)	27012 (part)
			McGregor, Iowa, Saint Paul, Minn. (Chi., Mil. and St. Paul) ..	26006 (part)
<i>Chicago, Ill., and Minneapolis, Minn.</i>	6	423.15	Chicago, Ill., Milwaukee, Wis. (Chi., Mil. and St. Paul)	23035 (part)
			Milwaukee, La Crosse, Wis. (Chi., Mil. and St. Paul)	25002 (part)
			La Crosse, Wis., Minneapolis, Minn. (Chi., Mil. and St. Paul) ..	26013 (part)
Chicago and Pekin, Ill.	6	153.00	Chicago, Joliet, Ill. (Chi. and Alton)	23017 (part)
			Joliet, Pekin, Ill. (Chi., St. L. and West.)	23051 (part)

¹ Balance of route (113.43 miles) covered by Centralia and Cairo, Ill., R. P. O.
² 2 helpers on day line between Chicago and Champaign, Ill., 128 miles; 2 helpers on night line between Chicago and Tolono, Ill., 137 miles; 5 clerks detailed to transfer duty at Chicago, Ill.; 1 clerk detailed to transfer duty at Grand Crossing, Ill.; 2 clerks detailed as printers, 1 clerk as stenographer, and 1 clerk in charge of dormitory at office superintendent, Chicago, Ill.
³ Covered by Chicago and Centralia R. P. O., 56.90 miles.
⁴ Day line, 6 trips per week.
⁵ Day line, 4 crews, 3 clerks to crew.
⁶ Night line, 7 trips per week.
⁷ Night line, 4 crews, 6 clerks to crew.
⁸ Balance of route (52.60 miles) covered by Bement and Effingham, Ill., R. P. O., and between Shumway and Altamont (10.53 miles) by closed pouches. See Table C.
⁹ 1 clerk detailed to transfer duty at East Saint Louis, Ill.
¹⁰ Distance (19.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.

¹¹ Distance (37 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.
¹² 1 clerk detailed to transfer duty at Chicago, Ill. Small car in reserve.
¹³ Distance (81.57 miles) covered by Foreston and Aurora, Ill., R. P. O.
¹⁴ Distance (82.07 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.
¹⁵ 2 helpers between Chicago and Spring Valley, Ill., 50 miles; 1 clerk detailed to transfer duty at Dubuque, Iowa, and 1 clerk detailed to clerical duty at office superintendent, Chicago, Ill.
¹⁶ Distance (68.80 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.
¹⁷ 1 reserve car.
¹⁸ Balance of route covered by Michigan City, Monon and Indianapolis R. P. O.
¹⁹ Distance (116.50 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.
²⁰ East division, Chicago, Ill., to McGregor, Iowa.
²¹ 2 helpers on west division, between McGregor, Iowa, and Austin, Minn., 112 miles.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments).	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
	Pounds.		Miles.		Miles.				Ft.	In.	Ft.	In.			
352.10	8,583	Nov. 3, 1884	1 23		2 23	6	158,853	3	44	4 1/2	9	0	4	2	20
(⁹)	8,583	July 1, 1885	3 27	4 24	4 24	46	184,661	3	41	4 1/2	9	0	4	2	26
			4 28.45	1 28.45	5 22.78	7	192,313	3	40	0	9	5	4	3	
72.75	20,239	July 1, 1884	4 22	32.32	1 32.32		224,263	3	50	0	9	5	7	6	
			4 22	25.29	5 29.10										
64.79	21,442	July 1, 1884	4 22	32.45	1 32.45										
			4 22	25.84	5 25.90										
110.40	18,154	July 1, 1884	4 22	31.86	1 29.73										
			4 22	31.86	5 28.83										
152.86	834	July 1, 1883	5 27	4 24		6	179,537	1	25	10	9	2	4	1	5
(¹⁰)	11,242	July 1, 1884	5 29	4 29				1	25	8	9	2			
113.44	7,767	July 1, 1883	5 26	4 25											
(¹¹)	54,921	Mar. 11, 1884	31 20	12 25		6	125,225	2	40	1 1/2	8	11 1/2	4	2	10
			3 23	2 24				1	35	5	8	9 1/2			
(¹²)	4,576	July 1, 1883	3 23	2 24											
(¹³)	3,794	Nov. 3, 1884	6 25	3 22											
121.39	5,035	July 1, 1883	13 24	14 24		6	118,765	3	35	4	9	5	4	2	12
(¹⁴)	3,794	Nov. 3, 1884	2 26	1 26											
88.52	785	July 1, 1884	2 25.29	1 25.29		6	203,700	174	14	0	9	2	4	1	4
¹⁵ 234.05	967	July 1, 1884	2 23.70	1 25.06											
(¹⁶)	6,964	Apr. 1, 1884	3 26	2 26		6	282,094	2	23	6	9	3	2	2	14
(¹⁷)	2,122	July 1, 1883	1 26	2 26				1	24	6	9	3	2	1	
(¹⁸)	1,759	Apr. 1, 1884	1 25	2 25											
¹⁹ 43.50	2,442	July 1, 1883	1 20	2 18											
213.03	2,220	July 1, 1883	1 22	2 22											
86.18	48,949	Mar. 13, 1884	1 29	4 29		7	308,899	3	60	2	9	4	7	4	63
			55 34	2 29				1	60	0	9	3	2	3	
197.95	35,167	Mar. 13, 1884	1 22	4 24		7	308,899								
			55 35	2 24											
142.57	28,360	Mar. 9, 1884	1 19	4 19											
			55 30	2 27											
(²⁰)	10,999	July 1, 1883	1 21	2 24		6	95,778	2	10	0	7	2 1/2	3	1	3
115.79	323	July 1, 1883	1 17	2 14				1	11	0	6	3 1/2			

⁹ Distance (22 miles) covered by Racine, Wis., and Rock Island, Ill. R. P. O.
¹⁰ West Division, McGregor, Iowa, to Saint Paul, Minn.
¹¹ Distance (3.20 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.
¹² Balance of route (121.47 miles) covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O., and between Sabula and Clinton, Iowa (16.27 miles), by closed pouches. (See Table C.)
¹³ Balance of distance (53.19 miles) covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O.
¹⁴ Fast mail (trains Nos. 55 and 2).
¹⁵ 4 helpers between Chicago, Ill., and La Crosse, Wis., 284 miles, west on train No. 55 and east on train No. 2, 2 helpers between Chicago, Ill., and Watertown, Wis., 130 miles, west on train No. 55 and return deadhead on train No. 4. 4 helpers west on train No. 1, between Chicago, Ill., and Camp Douglas, Wis., 227 miles, and return deadhead on train No. 2, 2 helpers west on train No. 1, between Chicago, Ill., and Milwaukee,

Wis., and return on Milwaukee, Wis., and Chicago, Ill. R. P. O. 1 helper west on Chicago, Ill., and Portage, Wis., R. P. O., and return on train No. 2. 1 clerk detailed as chief clerk at Chicago, Ill.; 1 as chief clerk at Milwaukee, Wis., and 1 as chief clerk at Saint Paul, Minn. 1 clerk detailed to transfer duty at Chicago, Ill.; 2 clerks distributing mails for city delivery at Minneapolis, Minn., on trains Nos. 55 and 1; and 1 clerk distributing mail for city delivery at Saint Paul, Minn., on train No. 55. 1 clerk detailed to transfer duty at Minneapolis, Minn.
¹⁶ Day line (trains Nos. 1 and 4).
¹⁷ 1 car in reserve.
¹⁸ Storage cars.
¹⁹ Distance (37.20 miles) covered by Chicago, Ill., and Saint Louis, Mo., R. P. O. Clerks of this line run between Chicago and Joliet, Ill., as helpers, with Chicago, Ill., and Saint Louis, Mo., R. P. O. Largest car in reserve.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-offices. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.
		<i>Miles.</i>		
<i>Chicago, Ill., and Portage, Wis.</i>	6	178.90	Chicago, Ill., Milwaukee, Wis. (Chi. Mil. and St. Paul)..... Milwaukee, Portage, Wis. (Chi. Mil. and St. Paul).....	23035 25002 (part) 23007 (part) 23010
<i>Chicago and Quincy, Ill.</i>	6	263.50	Chicago, Galesburgh, Ill. (Chi., Burl. and Qcy.).....	23007 (part) 23010
		100.00	Galesburgh, Quincy, Ill. (Chi., Burl. and Qcy.).....	23010
<i>Chicago, Savanna, Ill., and Cedar Rapids, Iowa.</i>	6	233.44	Chicago, Lanark Jct., Ill. (Chi., Mil. and St. Paul)..... Lanark Jct., Savanna, Ill. (Chi., Mil. and St. Paul)..... Savanna, Ill., Marion, Iowa (Chi., Mil. and St. Paul)..... Marion, Cedar Rapids, Iowa (Chi., Mil. and St. Paul).....	23054 25024 (part) 27028 (part) 27020 (part) 23017
<i>Chicago, Ill., and Saint Louis, Mo.</i>	6	284.70	Chicago, Ill., Saint Louis, Mo. (Chi. and Alton).....	23017
<i>Chicago and Streator, Ill.</i>	6	97.70	Chicago, Aurora, Ill. (Chi., Burl. and Qcy.)..... Aurora, Streator, Ill. (Chi., Burl. and Qcy.).....	23007 (part) 23012 23042
<i>Chicago, Ill., and Terre Haute, Ind.</i>	6	180.02	Chicago, Danville, Ill. (Chi. and East. Ill.)..... Danville, Ill., Terre Haute, Ind. (Chi. and East. Ill.).....	23042 22024
<i>Chicago, Ill., and West Liberty, Iowa.</i>	6	221.52	Chicago, Ill., Davenport, Iowa (Chi., R. Isld. and Pac.)..... Davenport, West Liberty, Iowa (Chi., R. Isld. and Pac.).....	23015 27014 (part) 22009
<i>Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.</i>	5	295.06	Chicago, Ill., Richmond, Ind. (Chi., St. L. and Pitta.)..... Richmond, Ind., Hamilton, Ohio (Cin., Rich. and Chi.)..... Hamilton, Cincinnati, Ohio (Cin., Ham. and Day.).....	21025 (part) 21028 (part) 25009 (part) 25011 (part) 25010
<i>Chicago, Ill., and Winona, Minn.</i>	6	297.70	Chicago, Harvard, Ill. (Chi. and No. West.)..... Harvard, Caledonia Jct., Ill. (Chi. and No. West.)..... Caledonia Jct., Ill., Winona Jct., Wis. (Chi. and No. West.)..... Winona Jct., Wis., Winona, Minn. (Chi. and No. West.).....	25014 (part) 25009 (part) 25011 (part) 25010
<i>Cincinnati, Ohio, and Chattanooga, Tenn.</i>	5	336.01	Cincinnati, Ohio, Chattanooga, Tenn. (Cin., New Or. and Tex. Pac.).....	20020
<i>Cincinnati, Hamilton, Ohio, and Indianapolis, Ind.</i>	5	125.41	Cincinnati, Hamilton, Ohio (Cin., Ham. and Day.)..... Hamilton, Ohio, Indianapolis, Ind. (Cin., Ham., and Ind.).....	21026 (part) 21024 20004
<i>Cincinnati, Ohio, and Louisville, Ky.</i>	5	111.31	Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.).....	20004
<i>Cincinnati, Ohio, and Nashville, Tenn., R. P. O.</i>	5	297.40	Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.)..... Cincinnati Junction, Louisville, and Nashville Junction, Ky. (Louis. and Nash.)..... Louisville, Ky., Nashville, Tenn. (Louis. and Nash.).....	20004 20017 20005

¹ Distance (85 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.
² 1 helper west between Chicago, Ill., and Oconomowoc, Wis., 117 miles and return on train No. 2, Chicago, Ill., and Minneapolis, Minn., R. P. O.
³ Distance (91.90 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.
⁴ Distance (163.0 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.
⁵ 1 car in reserve. Cars run through between Chicago, Ill., and Kansas City, Mo., covering Quincy, Ill., and Kansas City, Mo., R. P. O.; day line.
⁶ Additional short run from Galesburgh to Quincy, Ill.
⁷ Whole cars; two cars in reserve.
⁸ Distance (22 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.
⁹ Balance of route (261.90 miles) covered by Marion and Council Bluffs, Iowa, R. P. O.

¹⁰ Distance (5.40 miles) covered by Farley and Cedar Rapids, Iowa, R. P. O.
¹¹ 3 clerks detailed to clerical duty at office superintendent, Chicago, Ill. One clerk detailed to transfer duty at Chicago, Ill. One vacancy.
¹² 1 car in reserve.
¹³ Distance (37 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O. Whole car.
¹⁴ 1 car in reserve. Cars run through from Chicago, Ill., to U. P. Transfer, Iowa.
¹⁵ 3 helpers on day line; one clerk detailed to Chicago and Omaha register run. One clerk detailed as chief clerk at Des Moines, Iowa. One clerk detailed to transfer duty at Davenport, Iowa.
¹⁶ Balance of route (279.10 miles) covered by West Liberty and Council Bluffs, Iowa, R. P. O.
¹⁷ 2 reserve cars.
¹⁸ Covered by Toledo and Cincinnati R. P. O., 25 miles.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.		
			Train No. outward.	Average speed.	Train No. inward.	Average Speed.				Length.	Width.					
	Pounds.			Miles.	Miles.				Ft.	In.	Ft.	In.				
(1)	43,949	Mar. 13, 1884	3	28	8	28	6	110,739	2	49	3	0	3	8	10	
(2)	35,167	Mar. 13, 1884	3	26	8	20										
(4)	54,621	Mar. 11, 1884	3	25	8	24	7	182,355	2	54	9 1/2	8	9 1/2	4	5	28
101.09	10,117	July 1, 1883	103	25	104	23			2	51	4 1/2	8	9 1/2	2	4	
116.50	6,964	Apr. 1, 1884	1	26	4	29	7	73,000	6	44	0	8	0	4	1	4
	2,122	July 1, 1883	1	22	4	22	0	146,133	7	49	3	0	3			
89.28	1,759	Apr. 1, 1884	1	20	4	20										
(18)	491	July 1, 1883	1	20	4	20										
281.17	10,999	July 1, 1883	2	25	1	25	6	178,222	2	44	3	9	1	4	3	(11)
(12)	54,621	Mar. 11, 1884	4	25	3	25	7	187,831	123	40	0	8	11 1/2	4	3	29
			13	24	14	24	6	61,160	1	27	3 1/2	8	9 1/2	2	1	2
60.68	1,228	July 1, 1883	69	24	72	24										
124.06	1,690	July 1, 1883	1	25	2	22	6	112,692	121	17	6	7	2	3	1	3
56.48	1,597	July 1, 1884	1	23	2	28			1	16	9	6	8			
182.92	9,600	Apr. 1, 1884	11	28	2	27	6	138,671	145	50	0	9	4	4	2	126
			3	23	4	23										
38.85	4,827	Apr. 1, 1884	1	26	2	19	6	138,671	2	49	4	4	4	4	3	
225.00	1,206	July 1, 1884	2	28.36	1	25.61	6	185,083	2	19	0	8	9	4	1	4
			2	30.69	1	26.31			12	12	6	9	0			
45.06	1,605	July 1, 1884	2	25.00	1	31.33										
(14)	5,577	July 1, 1884														
(15)	6,373	April 1, 1884	1	26	2	25	7	217,321	2	50	0	9	5	4	2	16
(16)	2,256	April 1, 1884	7	26	6	26	6									
182.52	7,816	July 1, 1883	1	24	2	24		186,360	212	50	0	9	5	4	2	
			7	25	6	24										
29.82	6,071	April 1, 1884	1	25	2	22			22	35	5	8	7			
			3 & 7	25	6 &	19										
338.20	4,762	July 1, 1884	1	23	2	24										
			3	26	4	22										
(17)	5,577	July 1, 1884	1	24.54	2	25.96	7	245,287	3	24	0	9	0	4	1	27
(18)	5,577	July 1, 1884	6	25.00	37	25.00	6	78,507	2	10	5	7	4	2	1	2
99.23	905	July 1, 1884	6	30.95	37	30.97										
(19)	10,548	July 1, 1884	(20)		6	24.44	7	81,256	2	15	7	9	4	2	1	(20)
110.10	10,548	July 1, 1884	21	24.44	4	25.88	207	217,102	271	9	0	9	4	4	3	137
			273	25.88	2	27.50	337	217,102	207	45	0	9	0	4	3	
4.50	16,822	July 1, 1884	1	5.33	4	5.33										
185.00	16,947	July 1, 1884	3	5.00	2	5.15										
			1	27.44	4	27.44										
			3	27.44	2	28.50										

¹¹ Distance (62.70 miles) covered by Fort Howard, Wis., and Chicago, Ill., R. P. O.
¹² Distance (15 miles) covered by Keosauha, Wis., and Rockford, Ill., R. P. O.
¹³ Whole cars, but not paid for or authorized.
¹⁴ Reserve.
¹⁵ Two helpers between Cincinnati and Junction City, Ky.; 1 clerk detailed to transfer duty at Junction City, Ky.
¹⁶ Covered by Cincinnati and Nashville R. P. O., 110.10 miles.
¹⁷ Clerks act as helpers to Cincinnati and Nashville R. P. O. night line on south bound trips, running north in mail apartment cars on train 6, daily.
¹⁸ Clerks are appointed to Cincinnati and Nashville R. P. O., and are shown with that line.
¹⁹ One reserve car.

²⁰ Day line.
²¹ 3 clerks run south from Louisville on train No. 5 in apartment cars, and north with day line, acting as helpers.
²² 3 reserve cars.
²³ 2 clerks between Cincinnati and Louisville in apartment cars; 3 clerks between Louisville and Nashville in apartment cars; 2 helpers between Cincinnati and Elizabethtown; 3 helpers between Louisville and Nashville; 1 clerk detailed as chief clerk, Louisville, Ky.; 1 clerk detailed to transfer duty at Louisville, Ky.; 1 clerk detailed to transfer duty at Bowling Green, Ky.
²⁴ Night line.
²⁵ 2 clerks run south night line to Louisville, and north on train No. 6 in apartment cars.

TABLE A^a.—Statement of railway post offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.
		<i>Miles.</i>		
Cincinnati and New Richmond, Ohio.	5	27.64	Cincinnati, New Richmond Junction, Ohio (Cin. and East'n.). New Richmond Junction, New Richmond, Ohio, (Cin. and East'n.).	21052 (part) 21085
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	5	130.01	Cincinnati, Ohio, North Vernon, Ind. (Ohio and Miss.)	22010 (part)
Cincinnati, Ohio, and Saint Louis, Mo.	5	342.25	North Vernon, Ind., Louisville, Ky. (Ohio and Miss.)	22018 (part)
Cincinnati, Ohio, and Livingston, Ky. ¹	5	156.54	Cincinnati, Ohio, East Saint Louis, Ill. (Ohio and Miss.)	22010
Clarinda, Iowa, and Corning, Mo.	6	43.36	Covington, Paris, Ky. (Ky. Cent.)	20002 (part)
Clayton, Del., and Chestertown, Md.	2	32.71	Paris, Richmond, Ky. (Ky. Cent.)	20032
Clayton, Del., and Easton, Md.	2	44.52	Richmond, Livingston, Ky. (Ky. Cent.)	20018
Clarksburgh and Weston, W. Va.	3	26.05	Clarinda, Northborough, Iowa (Chi., Burl. and Q'cy.)	27083
Cleveland and Cincinnati, Ohio.	5	245.86	Northborough, Iowa, Corning, Mo. (K. C., St. Jos. and C. Bl.)	28046
Cleveland and Coshocton, Ohio	5	115.56	Clayton, Del., Chestertown, Md. (Balto. and Del. Bay R. R.)	10012
Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.	9	340.50	Clayton, Del., Easton, Md. (Del. and Chesa. Div. Phila., Wilm., and Balto.)	9608
Cleveland, Hudson and Columbus, Ohio.	5	170.87	Clarksburgh, Weston, W. Va. (C. W. and G.)	12006
Cleveland, Ohio, and Indianapolis, Ind.	5	282.00	Cleveland, Cincinnati, Ohio (Cleve., Col., Cin. and Ind.)	21042
Cleveland and New Lisbon, Ohio.	5	92.72	Cleveland, Canton, Ohio (Con. Val.)	21009 (part)
Cleveland, Ohio, and Pittsburgh, Pa.	5	149.30	Canton, Coshocton, Ohio (Con. Val.)	21092 (part)
Cloverdale and San Francisco, Cal.	8	85.46	Cleveland, Ohio, Chicago, Ill. (N. Y., Chi. and St. L.)	21089
Cleveland and Selma	4	264.95	Cleveland, Hudson, Ohio (Cleve. and Pitts.) ¹⁰	21006 (part)
Cleveland, Ohio, and Sharpville, Pa. ²³	5	84.61	Hudson, Columbus, Ohio (Cleve., Mt. Ver. and Del.)	21004 (part)
Cleveland and Toledo, Ohio	9	113.37	Cleveland, Gallon, Ohio (Cleve., Col., Cin. and Ind.)	21042 (part)
			Gallon, Ohio, Indianapolis, Ind. (Cleve., Col., Cin. and Ind.)	21018 (part)
			Cleveland, Niles, Ohio (N. Y., L. E. and W.)	21005 (part)
			Niles, New Lisbon, Ohio (N. Y., L. E. and W.)	21037 (part)
			Cleveland, Wellsville, Ohio (Cleve. and Pitts.)	21006 (part)
			Wellsville, Ohio, Pittsburgh, Pa. (Cleve. and Pitts.)	21003 (part)
			Cloverdale, San Francisco, Cal. (S. F. and N. P. R. R.)	46011
			Cleveland, Tenn., Selma, Ala. (E. T. V. and G. R. R.)	17010
			Cleveland, Ohio, Sharpville, Pa. (N. Y., L. E. and West.)	21005
			Cleveland, Toledo, Ohio (L. S. and M. S.)	22052 (part)
			Elyria, Millbury, Ohio (L. S. and M. S.)	221007

¹ Covered by Portsmouth and Cincinnati R. P. O., 12 miles.
² 1 reserve car.
³ Covered by Cincinnati and Saint Louis R. P. O., 73 miles.
⁴ These clerks perform service on west trips between Cincinnati and North Vernon in car of Cincinnati and Saint Louis R. P. O. On east trips they perform no service between North Vernon and Cincinnati. Mail apartment car on this line runs only between North Vernon and Louisville.
⁵ Twelve cars on line between Baltimore and Saint Louis. (See Baltimore and Grafton R. P. O., with third division report.)
⁶ Day line, 4 crews, 3 clerks to crew.
⁷ 1 clerk detailed to duty in office superintendent fifth division. 1 clerk detailed to duty at Mitchell, Ind., as transfer clerk. 1 clerk detailed to duty at Vincennes, Ind., as transfer clerk. 2 helpers Cincinnati, Ohio, to Washington, Ind., on day line.
⁸ Night line, 4 crews, 5 clerks to crew.
⁹ Report of 1884, shown as Cincinnati and Richmond R. P. O. Curtailed to end at Lexington, July 19, 1884, decrease distance 21.84 miles. Run changed, and extended to end at Livingston, Ky., October 17, 1884; whole distance 154 miles.
¹⁰ Closed pouches on route 20002, between Paris and Lexington, Ky., 19.98 miles. (See Table C.)
¹¹ 1 reserve car.
¹² Balance of route, 10.42 miles, covered by closed pouch service. (See Table C.)
¹³ Day line, 4 crews, 2 clerks to crew.
¹⁴ 4 clerks detailed to office superintendent fifth division. Two clerks act as helpers to day line between Cleveland and Delaware on trips south, and between

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trip with clerks per week.	Annual miles of service with clerks.	Mall cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
(¹)	Pounds.		Miles.	Miles.					Ft. In.	Ft. In.				
14.66	497	July 1, 1884	27 1 ⁰⁰	22 24.00	6	17,203	2	6	5	1	1	1		
(²)	104	July 1, 1884	27 14.66	22 14.66	6	81,386	1	17 9	8 11	2	1	42		
54.86	3,270	July 1, 1884	15 28.86	8 23.86	7	249,842	(³)	50 0	9 4	4	3	137		
338.20	18,554	July 1, 1884	1 33.02	2 32.24	7	249,842	2	16 0	9 6	4	3	5		
180.00	2,460	July 1, 1884	3 27.04	4 28.22	6	86,042	111	12 0	8 6	3	1	3		
40.84	552	Ang. 1, 1883	6 16.34	3 23.34	6	29,021	1	11 10 ¹	6 7 ¹	1	1	1		
36.62	141	Apr. 15, 1884	6 9.16	3 9.76	7	178,478	15	10 0	6 0	1	1	1		
18.23	380	July 1, 1883	87 19	88 19	6	20,476	1	8 3	6 6	1	1	1		
27.77	367	July 1, 1883	16 20	15 20	7	179,478	7	14 0	7 6	2	1	2		
32.73	546	July 1, 1885	2 16	1 15	6	27,870	1	9 6	6 0	1	1	1		
144.08	497	July 1, 1885	13 27	2 25	6	16,307	1	10 0	6 0	1	1	1		
26.25	787	July 1, 1885	4 13.04	1 12.50	6	178,478	15	40 0	9 8	14	2	1427		
244.60	13,788	July 1, 1884	3 27.15	12 33.70	7	179,478	7	14 0	7 6	14	3	3		
1460.00	389	July 1, 1884	9 22.21	8 27.15	6	72,340	112	14 0	7 6	2	1	2		
54.73	303	July 2, 1883	1 21.89	4 24.32	6	213,153	174	20 0	9 0	4	1	4		
339.07	623	July 1, 1884	3 27.19	4 25.68	6	107,246	203	15 4	8 10	3	1	3		
(¹⁹)	8,374	July 1, 1884	2 26.00	3 26.00	6	205,860	2	40 0	9 8	4	2	278		
145.15	841	July 1, 1884	2 27.81	3 30.74	7	58,043	1	6 6	6 6	2	1	242		
(²¹)	13,788	July 1, 1884	3 29.02	12 26.60	6	93,462	205	20 0	9 0	9	1	212		
204.07	5,882	July 1, 1884	3 26.31	12 27.19	6	62,385	2	10 3	8 11	2	1	2		
(²²)	3,814	July 1, 1884	12 32.57	3 20.75	6	193,413	174	12 1	7 6	4	1	4		
84.85	313	July 1, 1884	12 19.47	3 13.63	6	52,966	1	18 0	9 0	2	1	2		
101.29	8,374	July 1, 1884	40 22.66	35 23.97	6	70,977	1	40 0	9 0	4	1	4		
(²⁷)	4,986	July 1, 1884	42 25.48	37 25.48	6	69,720	3	17 8	9 0	4	1	2		
84.95	1,142	July 1, 1882	36 20.38	41 22.64	6	82,385	7	17 8	9 0	4	1	2		
264.92	1,483	July 1, 1884	40 24.10	35 24.10	7	193,413	174	12 1	7 6	4	1	4		
84.87	3,814	July 1, 1884	42 27.54	37 27.54	6	52,966	1	18 0	9 0	2	1	2		
69.142	Mar. 9, 1884	21 26.70	24 28.37	6	70,977	1	40 0	9 0	4	1	4			
34.928	Mar. 9, 1884	25 28.14	(²⁸) 22 25.22	3	69,720	1	17 8	9 0	4	1	(²⁹)			
		(²⁹)			3		1	17 8	9 0	4	1	(³⁰)		

Delaware and Crestline on trips north. (See Cleveland and Indianapolis R. P. O.) 1 clerk detailed as chief clerk Columbus, Ohio.

¹⁸ Night line, 4 crews, 3 clerks to crew.

¹⁹ Balance of route shown on Canton and Sherodaville R. P. O.

²⁰ Cars held in reserve.

²¹ Clerks do no local service between Cleveland and Hudson, running in car of, and acting as helpers to the Cleveland and Pittsburgh R. P. O.

²² Covered by Cleveland and Pittsburgh R. P. O. 26 miles.

²³ 1 reserve car. Clerks record arrival and departure at depot, Columbus, but go to post-office for registered mail, 0.83 miles.

²⁴ Covered by Cleveland and Cincinnati R. P. O., 79.80 miles.

²⁵ Second-clerks act as helpers from Cleveland to Grafton in car of Cleveland and Wheeling R. P. O., Cleveland and Cincinnati R. P. O., helpers assist in car of this R. P. O. between Crestline and Cleveland, on north trips.

³¹ Covered by Cleveland and Sharpville R. P. O., 57 miles.

³² Clerks act as helpers to Cleveland and Sharpville R. P. O. between Cleveland and Niles.

³³ 1 reserve car.

³⁴ 3 helpers on trains No. 35, and 36, running over whole line.

³⁵ Covered by Pittsburgh and Bellaire R. P. O., 48.20 miles.

³⁶ Clerks of Cleveland and New Lisbon R. P. O. act as helpers to this line between Cleveland and Niles.

³⁷ Shown in report of New York and Chicago R. P. O.

³⁸ Return train (22) inward runs on route 21007.

³⁹ Clerks appointed to New York and Chicago R. P. O.: 1 clerk assigned as helper between Cleveland and Tremont, Ohio, 83.50 miles; 1 clerk assigned as helper between Cleveland and Toledo, Ohio, 113.37 miles. This clerk runs inward on New York and Chicago R. P. O. train 12.

⁴⁰ Return train (25) outward runs on route 6052.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-offices. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Cleveland, Ohio, and Wheeling, W. Va.	5	168.57	Cleveland, Grafton, Ohio (Cleve., Col., Cin. and Ind.)	21042 (part)
			Grafton, Bridgeport (Cleve., Lor. and Wheel.)	21041 (part)
Cleveland, Youngstown, Ohio, and Pittsburgh, Pa. ⁴	5	136.81	Cleveland, Youngstown, Ohio (N. Y., L. E. and West.)	21005 (part)
			Youngstown, Ohio, Pittsburgh, Pa. (Pitts. and L. E.)	8123
Cleveland and Zoar Station, Ohio	5	76.48	Cleveland, Zoar Station, Ohio (Valley)	21073
Clifton Forge, Va., and Huntington, W. Va.	3	227.39	Clifton Forge, Va., Huntington, W. Va. (C. and O.)	211005 (part)
Clinton and Anamosa, Iowa	6	71.80	Clinton, Anamosa, Iowa (Chi. and No. West.)	27024
Clinton and Elmira (n. o.), Iowa ⁵	6	69.51	Clinton, Elmira Junction, Iowa (Bur. C. Rap. and North.)	27072
Clinton and National City, Cal.	8	128.18	Colton, National City, Cal. (Cal. South. R. R.)	46037
Columbia and Charleston	4	132.77	Columbia, Charleston, S. C. (S. C. R. R.)	14003
Columbia and Fayetteville, Tenn.	5	49.00	Columbia, Fayetteville, Tenn. (Duck Riv. Val.)	19015
Columbia and Huron, Dak.	6	97.81	Columbia, Huron, Dak. (Chi. and No. West.)	35010
Columbia, Pa., and Perryville, Md.	2	43.68	Columbia, Pa., Port Deposit, Md. (Fred'k Div. Penn.)	8124
			Port Deposit, Perryville, Md. (Fred'k Div. Penn.)	10023
Columbia and St. Joseph, Tenn. ¹⁰	5	57.92	Columbia, Saint Joseph, Tenn. (Nash. and Flor.)	19017
Columbia, Sumter, and Charleston	4	136.00	Columbia, Sumter, S. C. (W. C. and A. R. R.)	14002 (part)
			Sumter, Lanes, S. C. (Cent. of S. C.)	14015
			Lanes, Charleston, S. C. (N. E. R. R.)	14005 (part)
Columbia and Walhalla	4	161.68	Columbia, Belton, S. C. (C. and G. R. R.)	14001 (part)
			Belton, Walhalla, S. C. (B. R. R. R.)	14016
Columbus and Albion, Nebr.	6	43.45	Columbus, Lost Creek, Nebr. (Om., Nio. and Blk. Hills)	34012 (part)
			Lost Creek, Albion, Nebr. (Om., Nio. and Blk. Hills)	34017 (part)
Columbus, Nebr., and Atchison, Kans. ¹⁰	6	220.50	Columbus, Nebr., Atchison, Kans. (Bur. and Mo. Riv. in Nebr.)	35012
Columbus, Ohio, and Ashland, Ky.	5	133.72	Columbus, Coal Grove, Ohio (Scioto Val.)	21051
Columbus and Athens, Ohio	5	77.48	Columbus, Athens, Ohio (Col., Hoc. Val. and Tol.)	21036
Columbus and Cincinnati, Ohio	5	120.74	Columbus, Cincinnati, Ohio (Pitts., Cinti. and St. L.)	21014
Columbus and Clinton Valley, O. ¹¹	5	72.02	Columbus, Clinton Valley, Ohio (Col. and Cin. Mid.)	21094
Columbus and Middleport, Ohio ¹²	5	123.62	Columbus, Col. Hoc. Val. and Tol. Junction, Ohio (Ohio Cent.)	21068
			Col., Hoc. Val. and Tol. Junction, Middleport, Ohio (Col., Hoc. Val. and Tol.)	21074 (part)
Columbus, Springfield, Ohio, and Indianapolis, Ind.	5	185.22	Columbus, Ohio, Indianapolis, Ind. (Ind., Bloom. and West.)	21033
Colmeaneil and Trinity, Tex. ¹³	7	66.73	Colmeaneil, Trinity, Tex. (T. and S.)	31046
Columbia, Ga., Troy, Ala.	4	85.70	Columbia, Ga., and Troy, Ala. (M. and G.)	17008
Como and Gunnison, Colo. ¹⁴	7	120.93	Como, Buena Vista, Colo. (D., S. P. and Pac.)	38031
			Buena Vista, Nathrop, Colo. (D. and R. G.)	38019 (part)
			Nathrop, Gunnison, Colo. (D., S. P. and P.)	38014 (part)
Concord and Claremont, N. H.	1	55.05	Concord, Claremont, N. H. (Con. and Clar.) ¹⁵	1009 (part)

¹ Covered by Cleveland and Cincinnati R. P. O., 25.40 miles.² Balance of route, between Lorain and Grafton, covered by closed-pouch service, 16.35 miles. (See Table C.)³ 1 reserve car.⁴ Clerks of Cleveland and Sharpsville and Cleveland and New Lisbon R. P. O.'s act (alternately) on Sunday as helpers to this R. P. O. on train No. 4 from Cleveland to Warren.⁵ Covered by Cleveland and Sharpsville R. P. O., 65.50 miles.⁶ See Richmond and Clifton Forge R. P. O.⁷ 1 in reserve.⁸ New service.

Car and clerk shown on route 8024.

¹⁰ Formerly Columbia and Lawrenceburgh R. P. O. Extended June 22, 1885, to end at Saint Joseph, increase distance 20.07 miles.¹¹ 42.70 miles Columbia to Sumter, S. C., reported in and covered by Flor. and Augusta R. P. O.¹² 53.30 miles Lanes to Charleston, S. C., reported in and covered by Wil. and Charleston R. P. O.¹³ 26.32 miles shown in Greenville and Belton R. P. O.¹⁴ Reserve car.¹⁵ Distance (9.2 miles) covered by Norfolk and Columbia, Nebr. R. P. O.¹⁶ 1 car in reserve.¹⁷ Clerks make two round trips daily, except Sunday.¹⁸ Clerks record arrival and departure at depot, Columbus, but go to the post-office for registered mail, 0.83 mile.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
(1)	Pounds. 13,788	July 1, 1884	1	20.32	4	25.40	6	105,525	3	Ft. In. 16 6	Ft. In. 8 11	4	1	4
142.08	702	July 1, 1884	1	23.68	4	23.68								
(5)	3,814	July 1, 1884	4	23.82	6	23.82	7	99,871	3	18 2	9 2	3	1	3
68.03	3,575	July 1, 1885	4	31.52	5	25.79								
76.12	716	Apr. 1, 1884	1	23.42	4	23.42	6	47,876	2	20 4	8 11	4	1	4
226.84	1,781	July 1, 1885	5	22.31	2	22.27	7	165,994	2	20 0	8 0	2	1	2
71.99	321	July 1, 1883	41	22	42	22	6	44,947	1	22 2	7 5	2	1	2
69.51	249	Jan. 15, 1885	41	25	40	26	6	43,513	1	18 8	9 1	1	1	1
128.18	457	Sept. 1, 1882	2	15.03	1	14	6	80,240	2	8 2	11 0	2	1	2
181.50	1,462	July 1, 1884	52	33	53	34	7	96,822	5	18 0	8 11	2	1	2
48.87	139	July 1, 1884	2	12.14	1	12.14	6	30,674	1	7 8	5 0	1	1	1
97.40	400	Apr. 1, 1883	22	28	21	26	7	71,036	1	15 6	7 7	2	1	2
39.62	216	July 1, 1885	22	19	23	21	6	27,469	1	9 6	8 0	1	1	1
4.11	306	July 1, 1885	22	17	23	17								
56.74	158	July 1, 1884	22	13.93	21	13.93	6	23,277	(*)	6 0	3 6	(*)	1	1
(11)	6,781	July 1, 1884	53	34	52	34	7	99,280	2	13 0	8 4	2	1	2
40.00	195	July 1, 1884	53	34	52	34								
(12)	8,326	July 1, 1884	53	34	52	34								
118.00	794	July 1, 1884	53	21	52	21	6	101,212	2	19 5	8 5	3	1	3
43.94	442	July 1, 1884	53	20	52	17			14	18 0	8 8			
(14)			69	14	70	14	6	27,200	1	10 5	9 0	1	1	1
34.22														
221.36	1,641	Jan. 15, 1885	60	23	59	23	6	138,083	2	19 8	9 0	4	1	4
182.00	1,913	July 1, 1884	2	21.12	1	19.55	17	83,709	1	18 0	9 0			
			4	20.00	3	21.12	6	83,709	1	13 6	6 10	4	1	4
77.44	1,125	July 1, 1884	1	23.84	2	22.14	17	56,475	2	12 4	6 10			
(15)	20,281	July 1, 1884	3	22.14	4	23.84	6	56,475	1	9 6	7 0	3	1	3
72.73	441	Jan. 1, 1885	11	25.60	12	28.61	16	77,663	2	15 6	7 10			
122.85	538	July 1, 1884	104	26.44	105	26.44	16	22,182	2	12 0	7 6	2	1	2
(16)	900	July 1, 1884	12	12.78	11	12.11	6	93,930	3	18 6	9 0	2	1	2
			12	11					1	11 7	7 2	2	1	2
185.68	1,258	July 1, 1884	5	26.52	4	26.52	16	115,948	1	17 0	6 9	2	1	2
66.73	170	Mar. 8, 1885	476	7	475	7.50	8	20,886	1	16 2	7 0			
85.70	431	July 1, 1884	1	17	2	17	7	62,561	2	13 0	9 0	2	1	2
47.44			411	16	412	16	7	34,631	1	17 0	6 9	2	1	2
(17)	2,834	July 1, 1882							10	16 1 1/2	7 4 1/2	2	1	2
(18)	385	May 26, 1884												
(19)	54.90	July 1, 1885	12	20.35	3	19.74	6	34,461	2	14 2	7 0	1	1	1
									21	10 0	7 0			
									21	12 0	6 8			

¹³ Covered by Pittsburgh and Cincinnati R. P. O., 120.05 miles.

¹⁴ Clerks on this line are appointed to Pittsburgh and Cincinnati R. P. O., and are shown with that line.

¹⁵ Established January 1, 1885.

¹⁶ In report of 1884 clerks are shown as running between Columbus and Athens only; run extended August 11, 1884.

¹⁷ Covered by Logan and Pomeroy R. P. O., 1.50 miles.

¹⁸ Clerks run in two divisions, dividing at Corning, Ohio; trains 6 and 5 between Columbus and Corning, trains 12 and 11 between Corning and Middleport.

¹⁹ Not reported last year; new service.

²⁰ Reported last year as Buena Vista and Gunnison R. P. O. Increased distance miles.

²¹ No pay fixed.

²² Distance on route 38019 covered by Leadville and Solida R. P. O., 7.30 miles.

²³ 14.04 miles of route 38014 covered by closed pouch service between Castleton and Gunnison, Colo. (See Table C.)

²⁴ Service temporarily suspended from Buena Vista to Gunnison on account of snow on range.

²⁵ Balance of route covered by closed pouch. Service between Claremont and Claremont Junction, 190 miles. (See Table C.)

²⁶ These cars are also used by Pittsburgh and Lowell R. P. O. from Hooksett to Lowell. See column remarks that line.

²⁷ Reserve cars.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Miles.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parenthesis).	Number of route.
Concordia and Junction City, Kas	7	170.92	Concordia, Junction City, Kas. (U. P.)	33015	
Corpus Christi and Laredo, Tex.	7	161.75	Corpus Christi, Laredo, Tex. (Tex. and Max.)	81016	
Covington and Norfolk, Nebr.	6	73.96	Covington, Emerson, Nebr. (Chi., St. P., Minn. and Om.)	34003 (part)	
			Emerson, Norfolk, Nebr. (Chi., St. P., Minn. and Om.)	34021	
			Council Bluffs, Iowa, Brunswick, Mo. (W., St. L. and P.)	28013	
Council Bluffs, Iowa, and Brunswick, Mo.	7	224.60			
Council Bluffs, Iowa, and Kansas City, Mo.	7	196.50	U. P. Transfer. Iowa, Kansas City, Mo. (K. C., St. J. and C. B.)	28006	
Cranberry, N. C., and Johnson City, Tenn.	8	34.11			
	6	42.40	Cranberry, N. C., Johnson City, Tenn. (E. T. and W. N. C.)	19018	
Cresighton and Norfolk, Nebr.	5	280.40			
Crestline, Ohio, and Chicago, Ill.	7	104.47	Cresighton, Norfolk, Nebr. (Fre., Elk. and Mo. Valley)	34018	
	6	150.11	Crestline, Ohio, Chicago, Ill. (Pitts., Ft. W. and Chi.)	21002 (part)	
	7	104.47	Creston, Iowa, Hopkins, Mo. (C. B. and Q.)	27007	
Creston, Iowa, and Saint Joseph, Mo.	6	150.11	Hopkins, Saint Joseph, Mo. (K. C., St. J. and C. B.)	28028	
Crete and Red Cloud, Nebr. ¹¹	6	114.35	Crete, Beatrice, Nebr. (Om. and So. West.)	34006	
	7	114.35	Beatrice, Red Cloud, Nebr. (Rep. Valley)	34016	
Crookston, Minn., and Devil's Lake, Dak. ¹²	6	40.93	Crookston, Minn., Devil's Lake, Dak. (St. P., Minn. and Man.)	26039	
Cuba and Salem, Mo.	3	150.73			
Cumberland, Md., and Pittsburgh, Pa.	3	33.73	Cuba Junction, Salem, Mo. (St. L., S. and L. R.)	28023	
Cumberland, Md., and Piedmont, W. Va.	2	47.45	Cumberland, Md., Pittsburgh, Pa. (Pitts. Div. B. and O.)	8063	
Curwensville and Tyrone, Pa.	7	55.05	Cumberland, Md., Piedmont, W. Va. (C. and Pa.)	10011	
Dallas and Cleburne, Tex.	1	47.12	Curwensville, Tyrone, Pa. (T. and C. Broh. Penn.)	8035	
Dallas and Kemp, Tex. ¹³	1	23.61	Dallas, Cleburne, Tex. (G., Colo. and S. F.)	81035	
Danbury and South Norwalk, Conn.	2	95.98	Dallas, Kemp, Tex. (Tex. Trunk)	81031	
Dansville and Buffalo, N. Y.	6	126.00	Danbury, South Norwalk, Conn. (Dan. and Norwalk)	5013	
	6	108.82	Avon, Dansville, N. Y. (D. and Mt. M. Broh. N. Y., L. E. and W.)	6006	
	6	108.82	Avon, Attica, N. Y. (Attica Broh. N. Y., L. E. and W.)	6007 (part)	
	6	108.82	Attica, Buffalo, N. Y. (Buf. Broh. N. Y., L. E. and W.)	6008 (part)	
Danville and Mount Carmel, Ill.	6	126.00	Danville, Mt. Carmel, Ill. (Wab., St. L. and Pac.)	23050 (part)	
Danville and Olney, Ill.	6	108.82	Danville, Sidell, Ill. (Chi. and East Ill.)	23044 (part)	
	3	76.16	Sidell, Olney, Ill. (Dan., Olney and O. River)	23006 (part)	
Danville and Stuart, Va.	6	283.45			
Davenport, Iowa, and Cameron, Mo.	6	143.00	Danville, Stuart, Va. (Dan. and N. R.)	11028	
	6	143.00	Davenport, Iowa, Cameron, Mo. (Chi., R. Isld. and Pac.)	227017 (part)	
Davenport and Knoxville, Iowa.	6	143.00	Davenport, Washington, Iowa. (Chi., R. Isld. and Pac.)	27017 (part)	
	5	168.36	Washington, Knoxville, Iowa. (Chi., R. Isld. and Pac.)	27016 (part)	
Dayton and Ironton, Ohio.	5	168.36	Dayton, Ironton, Ohio (Tol., Cin. and St. L.)	21054	
	8	68.96			
Dayton and Wallula, Wash.	8	68.96	Dayton, Walla Walla, Wash. (O., R. and N. Co.)	43008	
Decherd and Fayetteville, Tenn.	5	40.45	Walla Walla, Wallula, Wash. (O., R. and N. Co.)	43004	
Decorah and Cedar Rapids, Iowa.	6	122.06	Decherd, Fayetteville, Tenn. (Nash., Chat. and St. L.)	19005	
Delaware and Columbus, Ohio.	5	225.42	Decorah, Cedar Rapids, Iowa (Bur., C. Rap. and North.)	27002	
	5	225.42	Delaware, Columbus, Ohio (Cleve., Col., Cin. and Ind.)	21013	

¹ Clerk registers at depot at Junction City, Kas.
² Distance (27 miles) covered by Sioux City, Iowa, and Omaha, Nebr., R. P. O. This line was reported last year as Emerson and Norfolk, Nebr., R. P. O. Increased distance run this year, 27 miles. Small car in reserve.
³ 1 car in reserve at Saint Joseph, Mo.
⁴ 1 clerk detailed as assistant to chief clerk, Kansas City, Mo.
⁵ 1 reserve car.
⁶ Covered by Pittsburgh and Chicago R. P. O., 279.50 miles.
⁷ 1 reserve car; clerks record arrival and departure at depot, Crestline, but go to post-office for registered mail, .5 miles.
⁸ Clerks on this line are appointed to Pittsburgh and Chicago R. P. O., and are shown with that line.

⁹ Trains 11 and 12, between Creston, Iowa, and Hopkins, Mo., and 63 and 64, between Hopkins and Saint Joseph, Mo.
¹⁰ 1 helper through. Clerks alternating such duty.
¹¹ Whole car.
¹² Small car in reserve.
¹³ 1 helper between Pittsburgh and Connellsville, Pa.
¹⁴ Reserve car.
¹⁵ Not reported last year. New service.
¹⁶ Relieved every third week by a Rochester and Corning clerk.
¹⁷ 76.47 miles covered by Rochester and Corning R. P. O.
¹⁸ Car and clerk shown on route 6006.
¹⁹ 81.51 miles covered by Hornellsville and Buffalo R. P. O.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules.				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	Pounds.		Miles.	Miles.					Ft. In.	Ft. In.				
73.19	669	Apr. 16, 1884	202 24	261 20	7	51,772	1	13 3	9 1	1	1	1		
161.75	351	July 1, 1882	2 13	1 13	7	122,077	2	12 0	6 0	3	1	3		
(²)	587	July 1, 1883	11 24	12 23	6	46,299	1	11 9	9 4	1	1	1		
46.67	203	June 1, 1882	11 20	12 17			1	7 4	9 0					
234.42	2,454	July 1, 1883	4 22.50	5 22.50	7	163,958	2	25 7 ¹ / ₂	9 23	4	1	4		
200.70	5,150	July 1, 1883	2 24.50	1 22	7	143,445	3	22 0	9 3	3	2	47		
33.80	85	July 1, 1884	2 11.00	1 9.90	6	21,352	1	10 8	5 6	1	1	1		
42.50	166	July 1, 1882	18 16	17 17	6	26,542	1	11 8	7 2					
(⁹)	23,000	July 1, 1885	1 34.84	6 24.84	6	175,530	3	10 0	7 6	1	1	1		
44.30	795	July 1, 1883	12 26	11 23	6	65,398	1	15 4	9 3	2	1	103		
59.13	687	July 1, 1883	63 26	64 23	6									
30.66	1,275	Jan. 15, 1885	5 24	6 25	6	93,969	1	35 8	9 0	2	1	2		
120.84	2,117	Jan. 15, 1885	5 24	6 25	6									
114.34	633	Apr. 16, 1884	9 18	10 17	6	71,583	2	16 0	8 9	2	1	2		
40.45	398	July 1, 1883	1 9	2 9	6	25,622	1	11 6	7 4					
150.32	3,200	July 1, 1885	10 28.12	1 18.12	6	94,356	2	18 2	8 10	3	1	14		
33.76	435	July 1, 1885	2 17.31	1 18.20	6	21,114	1	10 4	8 0	1	1	1		
47.66	735	July 1, 1885	4 17.10	3 17.41	6	21,114	1 ¹ / ₂	10 0	8 9					
55.05	76	Mar. 1, 1882	1 18	2 18	6	29,704	1	10 9	8 1	1	1	1		
47.12	53	Feb. 1, 1884	12 22	11 22	7	40,187	1	13 0	9 0	1	1	1		
23.61	1,435	July 1, 1885	2 14	1 14	6	29,497	1	15 0	8 0	1	1	1		
30.19	1,078	July 1, 1885	1 23.57	2 20.20	6	14,779	1	11 2	6 0	1	1	1		
			7 23.57	8 23.18	6	14,779	1 ¹ / ₂	10 5	5 9					
			17 26	18 20	6	60,084	1	15 0	9 0	1 ¹ / ₂	1	1		
1734.54			17 26	18 30				(¹⁸)			(¹⁸)			
(¹⁹)	5,787	July 1, 1885	17 26	18 27				(¹⁸)						
111.40	482	July 1, 1883	1 19	2 19	6	78,876	1 ¹ / ₂	12 8	9 11					
23.76		Not weighed.	51 14	52 13	6	68,121	1	15 2	9 6	2	1	33		
86.49	154	Nov. 1, 1882	1 11	2 11			1	14 8	9 6					
78.73	193	July 1, 1885	2 13.25	1 13.25	6	47,676	1	8 6	4 6	2	1	2		
280.90	1,980	July 1, 1883	5 24	6 24	6	177,449	1	7 2	5 8					
							2 ¹ / ₂	6 10	6 2					
(²⁰)	1,980	July 1, 1883	5 22	6 21	6	89,518	1	8 0	4 10	1	1	1		
78.61	443	July 1, 1883					1 ¹ / ₂	41 3	9 4	4	1	36		
169.19	160	June 1, 1884	39 13.37	38 11.26	6	105,393	1	17 6	9 4					
40.00	1,344	Sept. 20, 1881	1 20.89	2 20.89	7	50,340	2	22 6	9 4	2	1	2		
32.10	1,312	July 1, 1882					1	22 6	9 4					
40.41	188	July 1, 1884	81 17.94	82 17.94	6	25,322	1	7 11	5 10	3	1	33		
122.29	425	Mar. 18, 1885	52 24	51 29	6	76,409	1	11 8	6 8	1	1	1		
25.51	2,076	July 1, 1884	3 25.70	2 25.70	6	15,913	1	7 5	7 5	2	1	2		
							1	21 8	8 10	1	1	1		

²⁰ Difference in distance covered by Vincennes, Ind., and Cairo, Ill., R. P. O., being lap between St. Francisville and Mt. Carmel, Ill.

²¹ Balance of route (148.45 miles) covered by Vincennes, Ind., and Cairo, Ill., R. P. O.

²² 1 clerk detailed to transfer duty at Danville, Ill.

²³ Reserve.

²⁴ Balance of route (34.50 miles) covered by Cameron, Plattsburgh, Mo., and Atchison, Kans., R. P. O., and between Atchison Junction, Mo., and Leavenworth, Kans. (20.66 miles), by closed pouches. (See Table C.)

²⁵ 2 helpers between Seymour, Iowa, and Cameron, Mo.,

116 miles. Clerks of Davenport and Knoxville, Iowa, R. P. O. run on this line as helpers from Davenport to Washington, Iowa, 65¹/₂ miles.

²⁶ Distance (65.50 miles) covered by Davenport, Iowa, and Cameron, Mo., R. P. O. Clerks run between Davenport and Washington, Iowa, as helpers, in Davenport, Iowa, and Cameron, Mo., R. P. O.

²⁷ R. P. O. in two divisions dividing at Wellston, Ohio.

²⁸ 1 clerk on east division and 2 clerks on west division.

²⁹ Clerk records arrival and departure at depot, Columbus, but goes to post-office for registered mail, 0.83 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register. <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or north west to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.
Delphos and Cincinnati, Ohio ¹	5	155.82	Delphos, Dayton, Ohio (Del. and Day.)	21039
			Dayton, Dodds, Ohio (Cin. North.)	21064
			Dodds, Cincinnati, Ohio (Cin. North.)	21078
Delta and Baltimore, Md.	3	47.83	Delta, Pa., Baltimore, Md. (Md. Cen.)	10024
<i>Delta and Sacramento, Cal.</i>	8	209.50	Delta, Tehama, Cal. (Cent. Pac.)	46003
			Tehama, Davisville, Cal. (Northr. Railway)	(part)
			Davisville, Sacramento, Cal. (Cent. Pacific)	46022
				46001
				(part)
Deming, N. M., and Los Angeles, Cal.	8	715.72	Deming, N. M., Yuma, Cal. (So. Pac.)	40001
			Yuma, Los Angeles, Cal. (So. Pac.)	46014
				(part)
Denison City and Houston, Tex.	7	339.19	Denison City, Houston, Tex. (H. and T. C.)	31003
Denison City and San Antonio, Tex. ²	7	410.89	Denison City, Whitesborough, Tex. (Mo. Pac.)	31022
			Whitesborough, Denton, Tex. (Mo. Pac.)	(part)
				31028
			Denton, Dallas, Tex. (Mo. Pac.)	(part)
				31030
			Dallas, Fort Worth, Tex. (T. and P.)	(part)
				31009
			Fort Worth, Taylor, Tex. (Mo. Pac.)	(part)
				31028
			Taylor, San Antonio, Tex. (I. and G. N.)	(part)
				31007
Denison City and Troup, Tex. ¹³	7	147.44	Denison City, Mineola, Tex. (Mo. Pac.)	(part)
			Mineola, Troup, Tex. (I. and G. N.)	31017
				31032
Denton and Dallas, Tex. ¹⁴	7	38.23	Denton, Dallas, Tex. (Mo. Pac.)	31030
Denver and Georgetown, Colo.	7	50.80	Denver, Golden, Colo. (Colo. Central)	38003
			Golden, Georgetown, Colo. (Colo. Central)	(part)
				38020
Denver and Leadville, Colo. ¹⁵	7	151.98	Denver, Leadville, Colo. (D., S. P. and P.)	(part)
				38005
Denver, Colo., and Ogden, Utah ¹⁶	7	772.81	Denver, South Pueblo, Colo. (D. and R. G.)	38001
			South Pueblo, Solida, Colo. (D. and R. G.)	(part)
				38019
			Salida, State Line, Colo. (D. and R. G.)	(part)
				38012
Denver and Pueblo, Colo.	7	143.98	State Line, Colo., Ogden, Utah (D. and R. G. W.)	41002
			Denver, Pueblo, Colo. (D. and N. O.)	30028
			Manitou Junction, Colorado Springs, Colo. (D. and N. O.)	38025
Des Moines and Albia, Iowa	6	68.46	Des Moines, Albia, Iowa (Chi., Burl. and Q'cy)	27033
Des Moines, Iowa and Cainesville, Mo. ¹⁷	6	116.55	Des Moines, Iowa, Cainesville, Mo. (D., M., Osc. and So.)	27084
Des Moines and Centerville, Iowa ¹⁸	6	94.46	Des Moines, Centerville, Iowa (Wab., St. L. and Pac.)	27060
Des Moines and Keokuk, Iowa. ¹⁹	6	163.08	Des Moines, Keokuk, Iowa (Chi., R. Isl'd and Pac.)	27019

¹ Formerly Toledo, Delphos and Cincinnati R. P. O. Run curtailed to begin at Delphos February 25, 1885; decreased distance, 74.79 miles.
² R. P. O. in two divisions, dividing at Dayton, Ohio.
³ 2 clerks on North Division and 1 clerk on South Division.
⁴ 105.06 miles of route 46003, between Tehama and Roseville, covered by Tehama and Sacramento R. P. O. 8.35 miles of route 46001 shown on Ogden and San Francisco R. P. O. 40 feet cars authorized.
⁵ 241.62 miles of route 46014 covered by San Francisco and Los Angeles R. P. O. Cars of San Francisco and Los Angeles R. P. O. run through to Deming, N. Mex. 40 feet of cars authorized to Los Angeles, Cal., only. 1 reserve car.
⁶ 2 helpers between Denison City and Corsicana, Tex., 127 miles. 1 helper between Houston and Navasota, Tex., 71 miles. 1 clerk detailed as assistant to chief clerk, Houston, Tex.
⁷ Held in reserve.

⁸ Reported last year as Denison and Taylor R. P. O.; increased distance, 151.91 miles. This line divides at Taylor into two divisions.
⁹ Balance of route 31022, between Whitesborough and Gainesville, Tex. (15.59 miles), covered by closed-pouch service. (See Table C'.)
¹⁰ 2 helpers between Denison City and Alvarado, Tex., 157 miles.
¹¹ Balance of route 31028, between Denton and Fort Worth, Tex. (36 miles), covered by closed-pouch service. (See Table C'.)
¹² Distance on route 31030 covered by Denton and Dallas R. P. O., 37 miles.
¹³ Distance on route 31009 covered by Texarkana and El Paso R. P. O., 32 miles.
¹⁴ Distance on route 31007 (16 miles) covered by Palestine and Laredo R. P. O.
¹⁵ Reported last year as Denison City, Troup and Houston R. P. O.; decreased distance, 194.91 miles.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
98.35	498	July 1, 1884	23	7.78	22	7.94	6	97,542	2 1	Ft. In. 9 10 8 4	Ft. In. 5 2 7 7	3	1	93	
24.15	498	July 1, 1884	12	24.15	6	24.15	6								
36.20	703	July 1, 1885	12	20.68	6	20.68									
45.50	345	July 1, 1885	9	16.06	2	15.88	6	29,941	1	8 0	5 8	1	1	1	
85.10	2,723	July 1, 1884	19	20.75	20	20.50	7	152,935	2	55 14	9 5 1/2	4	1	4	
111.67 (4)	486 18,754	Apr. 16, 1883 Apr. 1, 1884	19	24.79	20	23.14									
467.02	2,710	Nov. 18, 1881	19	23.10	20	23.33	7	522,475	(4)	55 14	9 5 1/2	8	1	8	
248.71	2,710	July 1, 1882	19	19.05	20	20.55									
338.70	4,125	July 1, 1882	2	22	1	22	7	247,609	3 2	22 0 17 6	9 0 8 10	5	1	60	
24.92	2,549	Mar. 1, 1885	153	20	154	20	7	215,270	3	22 0	9 2	4	1	108	
1186 (12)	1,937	Mar. 1, 1885	153	10	154	19									
(12)	261	Sept. 1, 1881	153	19	154	19									
(12)	1,209	Oct. 1, 1883	153	18	154	18									
11162.43 (14)	1,937 2,554	Mar. 1, 1885 Oct. 1, 1881	153 501	20.50 20	154 502	20.50 20	7	84,680				2	1		
102.84 44.54	1,080 1,363	July 1, 1882 July 1, 1882	16199 455	18.30 18.30	200 456	20 15	7	107,631	1 1 171 1	23 10 23 0 20 6 21 2	9 4 8 10 7 5 8 10	2	1	2	
37.86 (19)	201 1,119	Sept. 1, 1881 July 1, 1882	191 381	19 16	192 382	19 18	7	27,968 37,084	1 1	13 4 16 2 1/2	7 4 7 5	1 1	1 1	1 1	
2135	808	July 1, 1882	381	13	382	13			201	14 11	7 5				
151.98	1,078	July 1, 1882	401	16	402	16	7	110,945	1 1	15 3 14 0	7 7 7 6	3	1	234	
2120	2,233	July 1, 1882	7	24	8	24	7	564,151	7	35 8	7 7	8	1	212	
277	2,850	July 1, 1882	7	24	8	24	7	2487,600	2	20 0	9 1	2	1		
244.30 311.34	1,281	Apr. 16, 1884	7	22	8	22				171 177	35 8 19 8	7 7 7 5			
125.96 9.64	527	Dec. 1, 1882	1	23	2	23	7	10,515	2	171 2	13 8 1/2 24 7	7 6 9 1 1/2	2	1	2
68.88	2,360	Apr. 1, 1884	32	22	33	25	6	42,856	172	17 5	5 9	2	1	2	
117.37	158	Mar. 18, 1885	1	17	2	17	6	72,960	1	12 0	6 10 1/2	2	1	2	
94.70 168.11	168 704	Jan. 22, 1883 July 1, 1883	8 2	22 23	7 1	23 24	6 6	59,132 162,088	1 203	24 6 16 6	9 2 9 4	2 3	1 1	2 3	

¹⁶ Trains 199 and 200, between Denison City and Mineola, Tex., and 453 and 456 between Mineola and Troup, Tex.
¹⁷ Reserve cars.
¹⁸ Denison City and San Antonio R. P. O. also runs over this line.
¹⁹ 16 miles distance, on route 38003, covered by Fort Collins and Denver R. P. O.
²⁰ In reserve.
²¹ 4.53 miles of route 38020, Georgetown to Silver Plume, Colo., covered by closed-pouch service. (See Table C.)
²² Reported last year as 172.25 miles; decreased distance, 20.27 miles.
²³ 1 clerk detailed to transfer service, Denver, Colo.
²⁴ Double daily service between Denver and South Pueblo, 120 miles.
²⁵ 50 miles of route 38001 covered by Pueblo and Silverton

R. P. O., between South Pueblo and Cucharas, Colo., and 36.90, between Cancharas and El Moro, Colo., covered by closed-pouch service. (See Table C.)
²⁶ 2 helpers between Denver and Cañon City, Colo., 161 miles.
²⁷ 61.92 miles of route 38019 covered by Leadville and Salida R. P. O.
²⁸ Clerks double route 38025 twice a round trip.
²⁹ Small car in reserve.
³⁰ This route was reported last year as Des Moines and Decatur, Iowa, R. P. O. Increased distance run this year 31.05 miles.
³¹ This line was reported last year as the Des Moines, Percy and Albia, Iowa, R. P. O. Increased distance run this year, 26.49 miles.
³² One car in reserve.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-offices. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.
		<i>Miles.</i>		
Des Moines and Winterset, Iowa	6	42.90	Des Moines, Somerset Junction, Iowa (Chi., R. Isl'd and Pac.)	27015 (part)
			Somerset Junction, Winterset, Iowa (Chi., R. Isl'd and Pac.)	27076
<i>Detroit, Michigan and Chicago, Ill¹</i>	9	256.69	Detroit, Mich., Chicago, Ill. (Mich. Cent.)	24006
Detroit and Grand Haven, Mich ²	9	188.94	Detroit, Grand Haven, Mich. (Det., G'd Haven and Mil.)	24027
Detroit and Grand Rapids, Mich ³	9	170.65	Detroit, Jackson, Mich. (Mich. Cent.)	24006 (part)
			Jackson, Grand Rapids, Mich. (Mich. Cent.)	24010
Detroit, Mich., and Peru, Ind	9	198.61	Detroit, Mich., Denver, Ind. (W., St. L. and P.)	22027 (part)
			Denver, Peru, Ind. (W., St. L. and P.)	22009 (part)
Detroit, Three Rivers, Mich., and Chicago, Ill.	9	274.49	Detroit, Jackson, Mich. (Mich. Cent.)	24006 (part)
			Jackson, Niles, Mich. (Mich. Cent.)	24008 (part)
			Niles, Mich., Chicago, Ill. (Mich. Cent.)	24006 (part)
Detroit, Mich., and Toledo, Ohio (night line).	9	65.90	Detroit, Mich., Toledo, Ohio (L. S. and M. S.)	24001
Detroit, Mich., and Toledo, Ohio (day line.)	9	60.50	Detroit, Mich., Toledo, Ohio (Mich. Cent.)	24035
Dickson and Centreville, Tenn ⁴	5	38.85	Dickson, Centreville, Tenn. (Nash., Chat. and St. L.)	19016
<i>Dresden and Cincinnati, Ohio</i>	5	185.67	Dresden, Morrow, Ohio (Pitta., Cin. and St. L.)	21029
			Morrow, Cincinnati, Ohio, (Pitta., Cin. and St. L.)	21014 (part)
Driftwood and Red Bank Furnace, Pa.	2	109.98	Driftwood, Red Bank Furnace, Pa. (Low Grade Div. Alleg. Val.)	8076
Dubuque, Iowa, and Mendota, Ill	6	182.29	Dubuque, Iowa, Mendota, Ill. (Illinois Central)	222021 (part)
Dubuque and Sioux City, Iowa	6	327.64	Dubuque, Sioux City, Iowa (Illinois Central)	27021
Duluth and St. Paul, Minn ⁵	6	154.80	Duluth, Saint Paul, Minn. (St. Paul and Dul.)	26007
Duncan's Mills and San Francisco, Cal.	8	79.25	Duncan's Mills, San Francisco, Cal. (No. Pac. Coast)	48016
Dunkirk, N. Y. and Titusville, Pa.	2	91.41	Dunkirk, N. Y., Titusville, Pa. (Dunk., N. Y. and Pitta.)	6019
Du Pont and Gainesville	4	119.27	Du Pont, Ga., Gainesville, Fla. (S. F. and W. Rwy.)	15036
Dwight and Washington, Ill.	6	70.13	Dwight, Washington, Ill. (Chi. and Alton)	23019
Easton and Hazleton, Pa.	2	69.18	Easton, Penn Haven Junction, Pa. (Lehigh Valley)	8010
		245.53	Penn Haven Junction, Hazleton, Pa. (Lehigh Valley)	23016
East Saginaw and Lakeview, Mich.	9	71.39	East Saginaw, Alma, Mich. (Det., Lan. and Northern)	24030
			Alma, Lakeview, Mich. (Det., Lan. and Northern)	24041

¹ Balance of route, Somerset Junction to Indianola, Iowa (6.73 miles), covered by closed pouches. (See Table C.)

² Double service: Trains 2 and 3 daily, except Sunday; trains 9 and 10 daily.

³ 1 car held in reserve.

⁴ 4 clerks detailed to Detroit, Three Rivers and Chicago R. P. O. 1 clerk detailed to office chief clerk, R. M. S., Detroit, Mich. 2 clerks detailed as transfer clerks, Detroit, Mich. 1 clerk detailed as transfer clerk, Jackson, Mich. 1 clerk detailed as transfer clerk, Michigan City, Ind. 1 clerk detailed to Fort Gratiot and Chicago R. P. O. 2 clerks assigned as helpers between Kalamazoo, Mich., and Chicago, Ill. (144 miles).

⁵ Clerks on trains 1 and 8 run only between Detroit and Grand Rapids, Mich. (157.50 miles). There is double service between these 2 points daily, except Sunday.

⁶ 1 clerk detailed as transfer clerk at D., G. H. and M. depot, Detroit, Mich. 1 clerk detailed as helper between Detroit and Durand, Mich. (67 miles).

⁷ Double service between Jackson and Grand Rapids, Mich. (94.72 miles), daily, except Sunday.

⁸ Shown in report at Detroit and Chicago R. P. O.

⁹ Balance of route, Denver to Logansport, Ind. (18.33 miles), covered by closed-pouch service. (See Table C.)

¹⁰ Shown in report of Michigan City and Indianapolis R. P. O.

¹¹ Shown in report of Detroit and Chicago R. P. O.

¹² Clerks appointed to Detroit and Chicago R. P. O.

¹³ On trips outward this clerk takes charge of registered matter. Local service performed by day line.

¹⁴ 1 clerk detailed to duty as transfer register clerk, Union Depot, Toledo, Ohio.

¹⁵ R. P. O. service established November 10, 1884.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last road-just-ment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.		
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.					
	Pounds.		Train No.	Miles.	Train No.	Miles.			Ft.	In.	Ft.	In.				
15. 70	533	July 1, 1888	33	16	34	20	6	26, 850	1	22	6	9	4	1	1	1
27. 72	449	July 1, 1883	33	24	34	20	6	179, 468	3	44	0	9	0	4	2	36
285. 10	16, 713	July 1, 1884	3	28. 31	2	29. 28	7	209, 284	3	50	0	9	0	4	4	(*)
189. 06	3, 038	July 1, 1884	9	26. 15	10	30. 58	6	118, 276	3	22	10	9	0	1	1	48
(*)	16, 713	July 1, 1884	1	23. 14	6	23. 14	6	498, 595	1	21	0	8	7	4	1	5
94. 72	1, 958	July 1, 1884	8	25. 20	8	25. 54	6	106, 827	1	11	1	7	11	3	1	5
184. 08	530	July 1, 1884	15	25. 95	16	30. 28	6	59, 295	1	11	1	7	11	2	1	3
(*)	913	July 1, 1884	105	28. 02	104	29. 65	6	124, 330	1	10	7	8	6	2	1	8
(*)	16, 713	July 1, 1884	21	24. 91	22	27. 84	6		2	16	6	10	4	3	1	3
(*)	16, 713	July 1, 1884	21	24. 91	22	27. 84	6		1	16	0	8	9	4	1	(12)
104. 30	834	July 1, 1884	11	22. 16	4	26. 71	6	171, 631	1	18	0	9	0	4	1	(12)
(11)	16, 713	July 1, 1884	61	24. 81	62	25. 85	6		1	18	0	9	0	4	1	(12)
64. 90	4, 634	July 1, 1884	11	21. 69	4	21. 28	6	41, 253	1	18	0	9	0	4	1	(12)
59. 50	543	July 1, 1884	101	24. 33	130	11. 80	6	37, 973	1	36	0	9	0	1	1	142
134. 59	159	July 1, 1884	301	27. 36	306	29. 16	6	16, 528	1	17	10	8	8	1	1	1
148. 73	778	July 1, 1884	61	8. 82	62	8. 62	6	116, 190	1	7	0	12	6	1	1	165
(*)	20, 281	July 1, 1884	7	24. 79	18	25. 87	6	67, 251	1	14	0	7	0	5	1	1
110. 45	584	July 1, 1885	11	18. 68	4	22. 61	6	68, 848	1	14	8	8	5	2	1	2
132. 29	3, 794	Nov. 3, 1884	2	24. 00	18	20. 56	6	82, 813	1	14	0	8	6	2	1	2
327. 59	2, 944	July 1, 1883	5	2	4	25	6	205, 102	1	27	6	9	0	2	1	2
155. 59	1, 235	July 1, 1883	4	22	3	22	6	205, 102	3	27	9	9	0	5	1	311
79. 25	429	July 1, 1882	2	22	1	22	6	96, 905	2	24	0	9	0	5	1	3
91. 16	605	July 1, 1885	2	22	1	21	6	40, 610	1	22	0	8	6	3	1	3
119. 27	393	Feb. 11, 1885	3	15. 80	18	15. 80	6	57, 223	1	22	0	9	4	2	1	2
70. 12	239	July 1, 1883	1	24	4	23	6	87, 067	1	2	4	9	6	2	1	2
(*)	3, 459	July 1, 1885	1	24	4	23	6	43, 901	1	15	6	6	6	2	1	2
			59	24	60	24	7	43, 307	1	13	0	7	0	2	1	2
			122	23	121	23	6	43, 307	1	18	0	9	3	2	1	2
			2	27	7	26	6	43, 307	2	13	10	9	5	1	1	1
			18	25	3	26	6	28, 483	2	10	0	8	0	2	1	1
			6	31	21	32	6		1	15	0	6	0	2	1	1
14. 80	645	July 1, 1885	2	18	7	15	6		1	15	0	8	0	2	1	1
			18	18	3	16	6		1	15	0	8	0	2	1	1
38. 78	527	July 1, 1884	3	20. 82	2	19. 82	6	44, 690	1	10	0	6	0	2	1	1
32. 61	334	July 1, 1884	5	20. 17	8	21. 18	6		1	10	3	5	6	2	1	1

¹⁶ On south bound trips clerk runs from Lyles (station) to Warner, 1.60 miles and back, covering route 19023; this part of run is omitted on north bound trips.
¹⁷ 12 trips per week between Dresden and Washington C. H., 6 trips residua.
¹⁸ Department pays for apartment cars of second daily service between Dresden and Washington C. H., 1 reserve car.
¹⁹ Dresden to Cincinnati, 3 crews, 1 clerk to crew. Dresden to Washington C. H., 2 crews, 1 clerk to crew. Clerks act as helpers to Columbus and Cincinnati R. P. O., on west bound trips between Morrow and Cincinnati.
²⁰ Covered by Pittsburgh and Cincinnati R. P. O., 36 miles.
²¹ Reserve cars.
²² Balance of route (212.85 miles) covered by Mendota and Centralia, Ill., R. P. O.
²³ 1 helper between Dubuque and Waterloo, Iowa, 93 miles.
²⁴ 1 car in reserve.

²⁵ 1 reserve car.
²⁶ Relieved every third week by a Buff and Jamestown clerk.
²⁷ Reserve car.
²⁸ 54.10 miles covered by New York and Elmira R. P. O.
²⁹ 1 helper Easton to Hazleton and return.
³⁰ Balance of route covered by Hazleton and Sunbury R. P. O.
³¹ Short run, Easton to Mauch Chunk, same clerks as on trains 2 and 18, one from Mauch Chunk in the a. m.; one from Easton in the p. m.
³² Double daily service, and additional run 45.53 miles to Mauch Chunk and return.
³³ Clerks and cars shown on route 8010.
³⁴ Remainder of route (7.20 miles), Alma to Ithaca, covered by closed-pouch service. (See Table C.)
³⁵ 1 clerk appointed to Ludington and Toledo route alternates between this line and the Manistee and East Saginaw R. P. O.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
East Saginaw and Port Huron, Mich. (1)	9	92.06	East Saginaw, Zion, Mich. (Pt. Huron and Northwestern) .. Zion, Port Huron, Mich. (Pt. Huron and Northwestern) ..	24025 24042
Eatonton and Gordon, Ga.	4	38.73	Eatonton, Gordon, Ga. (Cent. R. R.) ..	(part) 15014
Eau Claire, Wis., and Wabasha, Minn.	6	49.40	Eau Claire, Wis., Wabasha, Minn. (Chl., Mil. and St. Paul) ..	25047
Elba and Rocky Mount, Va.	8	37.26	Elba, Rocky Mount, Va. (Frank. Div. Va. Mid.) ..	11022
Ellijay and Marietta, Ga.	4	67.80	Ellijay, Marietta, Ga. (M. and N. G. R. R.) ..	15030
Elmira, N. Y., and Blossburgh, Pa.	2	752.41	Elmira, N. Y., Blossburgh, Pa. (Tioga Br'ch N. Y., L. E. and W.) ..	8020
Elmira, N. Y., and Wilkes Barre, Pa.	2	124.13	Elmira, Waverly, N. Y. (N. Y., L. E. and W.) ..	6001
Elmira, N. Y., and Williamsport, Pa.	2	79.13	Waverly, N. Y., Wilkes Barre, Pa. (Lehigh Valley) .. Elmira, N. Y., Williamsport, Pa. (No. Central) ..	(part) 8010 8021
Emporia and Howard, Kans.	7	76.59	Emporia, Howard, Kans. (A. T. and S. F.) ..	33023
Erie and Pittsburgh, Pa.	2	148.00	Erie, New Castle, Pa. (Erie and Pitts.) .. New Castle, Homewood, Pa. (Erie and Pitts.) .. Homewood, Pittsburgh, Pa. (Pitts. Ft. W. and Chic.) ..	8044 8029 21002
Essex Junction, Vt., and Boston, Mass.	1	241.86	Essex Junction, Burlington, Vt. (Ct. Vermont) .. Burlington, Bellows Falls, Vt. (Cen. Vermont) .. Bellows Falls, Vt., Fitchburg, Mass. (Cheshire) .. Fitchburg, Boston, Mass. (Fitch. R. R.) ..	20201 (part) 2003 3055 20321 20025
Evansville, Ind., and Nashville, Tenn. ²⁴	5	156.27	Henderson, Ky., Nashville, Tenn.	23082
Evansville, Ind., and Saint Louis, Mo. ²⁵	6	164.70	Evansville, Ind., Saint Louis, Mo. (Louis. and Nash.) ..	23082
Fairland and Martinsville, Ind.	5	37.81	Fairland, Martinsville, Ind. (Fair., Frank. and Mart.) ..	22016
Fair Oaks and Yeddo, Ind. ²⁶	5	76.09	Fair Oakes, Attica, Ind. (Chl. and G't South.) .. Attica, Yeddo, Ind. (Chl. and G't South.) ..	22028 22031
Fargo, Dak., Breckenridge and St. Paul, Minn. ²⁷	6	268.48	Fargo, Dak., Breckenridge, Minn. (St. P., Minn. and Man.) .. Breckenridge, Saint Paul, Minn. (St. P., Minn. and Man.) ..	26065 26006
Fargo and La Moure, Dak.	6	88.15	Fargo, La Moure, Dak. (North. Pac.) ..	35015
Fargo, Dak., and Ortonville, Minn. ²⁸	6	118.20	Fargo, Dak., Ortonville, Minn. (Fargo and South.) ..	35019
Farley and Cedar Rapids, Iowa	6	57.81	Farley, Cedar Rapids, Iowa (Chl. Mil. and St. Paul) ..	27020
Farmington and Lewiston, Me.	1	47.12	Farmington, Leeds Junction, Me. (Me. Central) .. Leeds Junction, Lewiston, Me. (Me. Central) ..	203 (part) 215
Fernandina and Tavares, Fla.	4	183.22	Fernandina, Waldo, Fla. (F. R. and N. Co.) .. Waldo, Tavares, Fla. (F. R. and N. Co.) ..	16001 (part) 16011
Flomaton, Ala., and Pensacola, Fla.	4	44.84	Flomaton, Ala., Pensacola, Fla. (Pensa. R. R.) ..	16003
Florence and Augusta	4	164.37	Florence, Columbia, S. C. (W. C. and A. R. R.) .. Columbia, S. C., Augusta, Ga. (C. C. and A. R. R.) ..	14002 (part) 13007 (part)
Florence and Douglas, Kans.	7	54.58	Florence, Douglas, Kans. (A., T. and S. F.) ..	33017
Florence and Ellinwood, Kans.	7	98.87	Florence, Ellinwood, Kans. (A., T. and S. F.) ..	33030
Fonda and Des Moines, Iowa	6	115.17	Fonda, Des Moines, Iowa (Wab., St. L. and Pac.) ..	27016

¹ Runs on route 24042, Zion to Port Huron, Mich. (12.75 miles).

² Shown in report of Port Austin and Port Huron R. P. O.

³ Reported on route 24025.

⁴ 1 clerk alternates between East Saginaw and Port Huron, Port Austin and Port Huron, and Port Huron and Detroit R. P. O.

⁵ Mail, baggage, and express in same car.

⁶ Reserve car.

⁷ 3.20 miles, Tioga Junction to Lawrenceville, doubledaily service, except Sunday.

⁸ Balance of route, 16.2 miles, covered by closed-pouch service. (See Table C.)

⁹ Reserve car.

¹⁰ Short run, New York and Elmira R. P. O., 17.75 miles covered by New York and Dunkirk R. P. O.

¹¹ Clerk accounted for in New York and Elmira R. P. O.

¹² 124.90 miles covered by New York and Elmira R. P. O.

¹³ Car and clerk shown on route 6001.

¹⁴ Reserve cars.

¹⁵ 1 clerk relieves Canandaigua and Elmira clerk every third week.

¹⁶ 1 reserve car.

¹⁷ 1 clerk transfer duty Erie, Pa.

¹⁸ Cars and clerks shown on route 8044.

¹⁹ 34.60 miles covered by Pittsburgh and Chicago R. P. O.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures.)		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
				Miles.		Miles.				Ft. In.	Ft. In.				
78.85	248	July 1, 1884	5	27.30	8	21.41	0	57,631	1	9 6	6 0	1	1	2	
(2)	575	July 1, 1884	5	27.30	8	21.41									
88.53	154	July 1, 1884	26	13	25	12	6	24,240	(2)	26 4	8 7	1	1	(4)	1
49.58	182	July 1, 1883	4	19	2	18	6	30,924	1	18 0	9 3	1	1	1	
87.23	128	July 1, 1885	34	10.57	33	11.11	6	23,324	1	5 3	5 1	1	1	1	
67.76	219	July 1, 1884	2	17	1	17	6	42,443	1	14 0	6 10	1	1	1	
49.93	588	July 1, 1885	1	19	4	19	6	32,807	61	7 8	5 10	1	1	1	
(10)	12,297	July 1, 1885	9	43	30	27	6	77,705	9	12 4	9 5	1	1	1	
(12)	3,459	July 1, 1885	9	35	30	25			2	10 2	6 4	11	1	1	
79.71	3,039	July 1, 1885	2	26	1	26	6	49,535	2	20 0	8 3	(13)	2	1	2
78.59	315	July 1, 1884	55	19	56	19	6	47,945	14	15 0	8 7				
98.47	1,305	July 1, 1885	24	25	21	25	6	92,648	14	15 3	8 7				
14.94	1,305	July 1, 1885	24	24	21	18			14	14 8	8 7	1	1	1	
(18)	23,000	July 1, 1885	24	22	21	22			16	12 0	7 7	3	1	17	
8.50	Not fixed.		53	20.86	10	19.20	6	151,404	(18)	20 0	9 0	(18)			
120.39			53	21.12	10	24.76			1	23 9	6 10	4	2	21	
64.54	3,374	July 1, 1885	53	23.70	10	28.44			14	24 2	6 10				
			53	30.36	10	31.32				24 0	6 10				
145.52	1,151	July 1, 1884	51	17.68	52	17.68	7	114,077	2	14 9	9 4	3	1	3	
162.25	1,033	Aug. 15, 1882	54	22	53	21	6	103,102	1	17 9	9 4	3	1	3	
									1	16 2	9 0				
									1	11 10	9 0				
28.85	169	July 1, 1884	54	10.96	53	9.59	6	23,669	1	12 0	6 10	1	1	1	
54.34	70	Mar. 17, 1884	1	9.39	2	7.04	6	47,032	2	12 7	7 5	2	1	2	
21.32	64	July 1, 1884	1	9.48	2	9.48									
53.27	2,698	Apr. 1, 1884	4	21	3	18	6	168,068				4	1	26	
216.88	3,686	Apr. 1, 1884	10	22	9	22	6								
88.34	383	Dec. 1, 1883	51	20	52	21	6	55,182	1	23 9	8 10	1	1	1	
118.20	396	Feb. 10, 1885	1	27	2	26	6	73,993	3	15 6	9 4	1	1	1	
57.87	491	July 1, 1883	19	19	20	19	6	36,189	1	16 9	6 11	1	1	1	
35.73	870	July 1, 1885	56	19.80	70	19.10	6	29,497	1	19 2	7 9	2	1	2	
(21)	1,521	July 1, 1885	56	12.84	70	12.58			1	19 3	7 10				
84.00	1,046	July 1, 1884	15	17	16	17	6	114,696	1	20 4	8 8	3	1	34	
									1	19 4	7 11				
									1	19 7	8 8				
94.45	835	July 1, 1884	15	19	16	19									
44.84	1,033	July 1, 1884	5	20	6	22	6	22,070	1	14 0	9 0	1	1	1	
83.00	6,781	July 1, 1884	48	21	47	21	7	118,990	1	25 3	8 10	3	1	3	
(22)	2,082	July 1, 1884	48	20	47	20			1	22 0	8 10				
54.58	397	July 1, 1882	63	14	64	14	6	34,167	1	12 0	7 7	1	1	1	
98.87	373	July 1, 18 2	73	21.30	74	21.30	6	61,893	1	13 5	9 3	2	1	2	
114.22	317	July 1, 1883	2	21	1	20	6	72,096	3	14 2	8 0	2	1	2	

23 Balance of route covered by Saint Albans and Boston R. P. O., 24.10 miles, and Saint Albans and Ogdensburg R. P. O., 24.10 miles.
 24 clerk detailed as transfer clerk, Rutland, Vt.
 25 Balance of route covered by Boston and Troy R. P. O., 58.11 miles.
 26 Covered by Boston and Troy R. P. O., 49.60 miles.
 27 Cars and clerks are carried on boats between Evansville and Henderson, a distance of 10 miles.
 28 Small car in reserve.
 29 R. P. O. service established July 30, 1884.
 30 Cars run through between Neche, Dak., and Saint Paul, Minn. (See Neche, Dak., and Breckenridge, Minn., R. P. O.)

31 1 helper between Saint Paul and Delano, Minn., 38 miles.
 32 New service. 2 cars in reserve.
 33 Balance of route covered by Bath, Lewiston R. P. O., 15.03 miles, and closed-pouch service between Leeds Junction and Lewiston, 16.50 miles. See Table C.
 34 Balance of route covered by Skowhegan and Portland R. P. O., 91.90 miles.
 35 Covered by Skowhegan and Portland R. P. O., 10.66 miles.
 36 71.15 miles shown in Waldo and Cedar Keys R. P. O.
 37 1 transfer clerk Baldwin, Fla.
 38 110 miles shown in Wilmington and Charleston R. P. O.
 39 81.37 miles reported in Charlotte and Augusta R. P. O. Same track Columbia to Augusta.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Fond du Lac and Milwaukee, Wis.	6	64.18	Fond du Lac, Milwaukee, Wis. (Chi. and No. West.)	25012
Forreston and Aurora, Ill.	6	81.58	Forreston, Aurora, Ill. (Chi. and Iowa)	23036
Fort Branch and Mount Vernon ¹	5	38.69	Fort Branch, Mount Vernon, Ind. (Evans and T. Haute)	22089
Fort Collins and Denver, Colo. ²	7	89.54	Fort Collins, Denver, Colo. (Colo. Cent.)	38003
Fort Gratiot, Mich., and Chicago, Ill.	9	337.73	Fort Gratiot, Mich., Chicago, Ill. (Chi. and Grand Trunk)	24039
Fort Howard, Wis., and Chicago, Ill.	6	243.33	Fort Howard, Wis., Chicago, Ill. (Chi. and No. West.)	25009
Fort Howard, Wis., and Winona, Minn.	6	215.40	Fort Howard, Wis., Winona, Minn. (G. Bay, Win. and St. P.)	25027
Fort Scott, Kans., and Joplin, Mo.	7	76.77	Fort Scott, Kans., Joplin, Mo. (K. C., Ft. S. and G.)	33008 (part)
Fort Scott and Anthony, Kans. ¹⁰	7	215.11	Fort Scott, Anthony, Kans. (S. L., Ft. S. and W.)	33036 (part)
Fort Wayne, Ind., and Cincinnati, Ohio.	5	178.77	Fort Wayne, Cambridge City, Ind. (Ft. W., Cin. and Louis.)	22020 (part)
			Cambridge City, Ind., Harrison, Ohio (White Water)	21031 (part)
			Harrison, Valley Junction, Ohio (Cin., Ind., St. L. and Chi.)	21071
			Valley Junction, Cincinnati, Ohio (Cin., Ind., St. L. and Chi.)	22003 (part)
Fort Worth and Galveston, Tex.	7	246.70	Fort Worth, Galveston, Tex. (G., Colo. and S. F.)	31027
Fredericksburgh and Orange C. H., Va.	3	38.70	Fredericksburgh, Orange C. H., Va. (P., F. and P.)	11020
Galesburgh and Havana, Ill.	6	62.03	Galesburgh, Havana, Ill. (Fulton Co. N. G.)	23067
Gainesville and Social Circle, Ga.	4	52.27	Gainesville, Social Circle, Ga. (G., J. and S. R. R.)	15034
Galva, Ill., and Burlington, Iowa	6	85.15	Galva, Gladstone, Ill. (Chi., Burl. and Q'cy)	23070
			Gladstone, Ill., Burlington, Iowa (Chi., Burl. and Q'cy)	23007 (part)
Garrison, Mont., and Ogden, Utah.	8	455.51	Garrison, Silver Bow, Mont. (Utah and Northern)	38001
			Silver Bow, Mont., Ogden, Utah (Union Pacific)	141003 (part)
Geneva, N. Y., and Williamsport, Pa.	2	172.	Geneva, Corning, N. Y. (Fall Brook Coal Co.)	6103
			Corning, N. Y., Stokesdale Junction, Pa. (Fall Brook Coal Co.)	8065 (part)
			Williamsport, Stokesdale Junction, Pa. (Fall Brook Coal Co.)	8150
Georgetown, Del., and Franklin City, Va.	2	56.26	Georgetown, Del., Franklin City, Va. (Del., Md. and Va.)	9506 (part)
Gilman and Springfield, Ill.	6	112.77	Gilman, Springfield, Ill. (Illinois Central)	23034
Girard and Chanute, Kans. ¹⁹	7	41.23	Girard, Chanute, Kans. (South. Kans.)	33039
Girard and Galena, Kans.	7	48.29	Girard, Kans., Joplin, Mo. (St. L. and S. F.)	33020
			Joplin, Mo., Galena, Kans. (St. L. and S. F.)	22054 (part)
Glendive and Billings, Mont.	6	225.28	Glendive, Billings, Mont. (North. Pac.)	26001 (part)
Glendon, Md., and Gettysburgh, Pa. ¹²	2	51.42	Gettysburgh, Valley Junction, Pa. (Han. Junc., H. and Gettys.)	8102 (part)
			Valley Junction, Intersection, Pa. (Han. Junc., H. and Gettys.)	8082 (part)
			Intersection, Pa., Glyndon, Md. (Han. Junc., H. and Gettys.)	10020

¹ Report of 1884. Evansville, Fort Branch and Mount Vernon R. P. O. Run curtailed to begin at Fort Branch July 10, 1884; decreased distance, 18.83 miles.

² Cars are also used on the Washington and Evansville R. P. O. in connection with this line. 1 reserve car.

³ Denver and Georgetown R. P. O. also runs over 16 miles of route 38003, between Denver and Golden, Colo. Cheyenne and Denver R. P. O. operated in connection with this line.

⁴ 1 car held in reserve.

⁵ 1 clerk detailed from Detroit and Chicago R. P. O. as short stop, who runs between Fort Gratiot and Battle Creek, Mich. (159.75 miles).

⁶ 1 car in reserve.

⁷ 2 clerks detailed to transfer duty at Chicago, Ill.

⁸ 99 miles of route 33008 covered by Kansas City and Memphis R. P. O., and 6.30 miles covered by closed-pouch service between Joplin and Webb City, Mo. (See Table C.)

⁹ Reserve car.

¹⁰ Reported last year as Fort Scott and Wichita R. P. O. Increased distance, 56.51 miles.

¹¹ Closed pouches between Hagerstown and Cambridge City (6.75 miles). (See Table C.) No mails are carried on route 22020 between Cambridge City and Connersville (10.50 miles). (See Table C.)

¹² Covered by Chicago and Cincinnati R. P. O. (18.07 miles).

¹³ Distance (10 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of clerks.	Number of clerks to crews.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
64. 07	8, 770	July 1, 1883	6	30	5	28	6	40, 177	1	Ft. In.	Ft. In.	1	1	1
81. 57	4, 576	July 1, 1883	4	27	1	25	6	51, 069	2	12 8	8 2	2	1	2
82. 75	163	July 1, 1884	8	28. 56	7	28. 56	6	24, 220	3	8 1	8 9	1	1	1
91. 01	1, 119	July 1, 1882	362	22	361	22	6	65, 364	1	9 0	8 0	1	1	1
832. 46	811	July 1, 1884	4	28. 44	1	25. 12	7	211, 419	3	13 8	8 11	4	1	4
242. 70	6, 373	Apr. 1, 1884	20	22	19	23	6	152, 324	3	20 5	9 5	4	2	10
215. 50	459	July 1, 1883	1	21	2	20	6	22, 840	3	30 9	12 8	3	1	3
76. 49	1, 532	Apr. 10, 1883	5	23	6	23	7	56, 042	1	18 13	8 10	1	1	1
215. 11	232	Jan. 17, 1884	1	21	2	21	7	147, 030	1	14 0	9 1	3	1	3
1196. 50	319	July 1, 1884	1	25. 73	2	20. 35	6	111, 910	1	15 7	7 1	1	1	3
55. 91	391	July 1, 1884	1	22. 24	2	24. 75	6		1	14 0	6 10	3	1	3
7. 40	643	July 1, 1884	1	22. 20	2	23			1	11 9	7 7			
(12)	18, 154	Jan. 1, 1884	1	18. 07	2	24. 09			1	11 0	7 8			
348. 70	792	Sept. 1, 1883	2	21. 50	1	21. 50	7	263, 091	3	20 6	9 0	5	1	5
38. 83	211	July 1, 1885	1	13. 81	2	12. 66	6	24, 226	1	7 0	7 4	1	1	1
60. 81	279	July 1, 1883	1	16	2	15	6	38, 831	1	8 0	6 0	1	1	1
52. 27	138	July 1, 1884	2	13	1	13	6	32, 721	1	6 4	5 4	1	1	1
75. 17	471	July 1, 1883	141	25	142	25	6	53, 304	1	6 11	6 10	1	1	1
(12)	54, 621	Mar. 11, 1884	11	24	12	17								
44. 32	1, 343	July 1, 1885	631	13. 85	632	13. 40	7	332, 522	4	40 0	7 5	7	1	7
410. 27	2, 233	July 1, 1885	601	16. 91	602	17. 10								
58. 45	1, 066	July 1, 1885	1	23	4	20	6	107, 854	2	15 0	9 0	3	1	3
185. 44	1, 423	July 1, 1885	1	21	4	25			(16)			(16)		
78. 52	803	July 1, 1885	1	20	4	22			(16)			(16)		
1855. 21	374	July 1, 1885	6	27	1	19	6	35, 219	1	14 0	9 0	1	1	1
112. 72	396	July 1, 1883	1	22	2	25	6	70, 594	1	10 0	7 0	2	1	2
41. 23	27	Jan. 1, 1883	30	10. 25	29	10. 25	6	25, 810	1	11 8	7 5	1	1	1
38. 69	151	July 1, 1882	25	20	26	17	7	35, 252	1	12 0	6 0	1	1	1
10. 00	190	July 1, 1883	25	20	26	17			1	20 6	7 0	1	1	1
21225. 28	10, 412	Apr. 16, 1884	1	22	2	22	7	164, 454	(22)			4	1	4
223. 70	671	July 1, 1885	5	24	4	22	6	32, 189	1	16 8	8 3	1	1	2
27. 20	431	July 1, 1885	9	23	8	23	6	32, 189	1	17 0	8 8	1	1	2
20. 36	7, 090	July 1, 1885	5	24	4	22			(26)			(26)		
			9	22	8	23			(26)			(26)		

¹⁷ 7 miles of route 41003 between Silver and Batte, Mont., covered by closed-pouch service. (See Table C.)

¹⁸ Balance of route (18.96 miles) covered by closed-pouch service. (See Table C.) Formerly Geneva and Wellsborough, and Corning and Williamsport R. P. O's. Consolidated May 25, 1885.

¹⁹ Cars and clerks shown on route 6103.

²⁰ Reserve cars.

²¹ Balance of route (25.09 miles) covered by Harrington and Lewis R. P. O.

²² Not reported last year; new service.

²³ 11 miles of route 28054, between Oronoga and Joplin, Mo., covered by closed-pouch service. (See Table C.)

²⁴ Balance of route (1,055.56 miles) covered by Saint Paul, Minn., and Bismarck, Dak., Bismarck, Dak., and Glendive, Mont., Billings and Helena, Mont., and Helena and Heron, Mont., R. P. O's.

²⁵ Cars run through from Saint Paul, Minn., to Portland, Oreg. (See Saint Paul, Minn., and Bismarck, Dak., R. P. O.)

²⁶ Double daily service, Sundays excepted. Clerk records arrival and departure at Gettysburgh, by slip.

²⁷ Balance of route (0.16 miles) covered by closed-pouch service. (See Table C.)

²⁸ Balance of route (5.77 miles) covered by closed-pouch service. (See Table C.)

²⁹ Cars and clerks shown on route 8102.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
Goldsborough and Greensborough, N. C.	3	130.01	Goldsborough, Greensborough, N. C. (N. C. Div. R. and D.)	13004
Goldsborough and Morehead City, N. C.	3	94.93	Goldsborough, Morehead City, N. C. (Mid. N. C.)	13005
Goodwater and Opelika, Ala.	4	60.15	Goodwater, Opelika, Ala. (Col. and W. Rwy.)	17016
Grafton, W. Va., and Chicago, Ill. ^b	5	206.35	Grafton, Benwood, W. Va. (Balt. and Ohio)	10003 (part)
<i>Eastern Division</i>			Benwood, W. Va., Newark, Ohio (Balt. and Ohio)	2100
<i>Western Division</i>	5	359.90	Newark, Chicago, Ohio (Balt. and Ohio)	21010 (part)
Grafton, W. Va., and Cincinnati, Ohio.	5	300.16	Chicago, Ohio, Chicago, Ill. (Balt. and Ohio)	21047 (part)
			Grafton, Parkersburgh, W. Va. (Balt. and Ohio)	12002
			Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balt.)	21028
Grafton and Parkersburgh, W. Va.	3	104.54	Grafton, Parkersburgh, W. Va. (Park. Br. B. and O.)	12002
Grafton and Wheeling, W. Va.	3	99.44	Grafton, Wheeling, W. Va. (B. & O.)	1210003 (part)
Grand Rapids, Mich., and Cincinnati, Ohio.	5	304.79	Grand Rapids, Mich., Fort Wayne, Ind. (Gd. Rap. and Ind.)	24018 (part)
			Fort Wayne, Richmond, Ind. (Gd. Rap. and Ind.)	22021 (part)
			Richmond, Ind., Hamilton, Ohio (Cin., Rich. and Chi.)	21025 (part)
			Hamilton, Cincinnati, Ohio (Cin., Ham. and Day.)	21026 (part)
Grand Rapids, Mich., and Elkhart, Ind. ^c	9	115.02	Grand Rapids, White Pigeon, Mich. (L. S. and M. S.)	24004 (part)
			White Pigeon, Mich., Elkhart, Ind. (L. S. and M. S.)	6052 (part)
Grand Rapids and La Crosse, Ind.	9	154.54	Grand Rapids, Mich., La Crosse, Ind. (Chi. and West. Mich.)	24021
Granger, Wyo., and Huntington, Oreg.	6	539.75	Granger, Wyo., Huntington, Oreg. (Oreg. Short Line)	37001
Green Bay and Milwaukee, Wis.	6	114.50	Green Bay, Milwaukee, Wis. (Mil. and North.)	25016 (part)
Greenport and New York, N. Y.	2	98.60	Greenport, Long Island City, N. Y. (Long Island)	6045
Greensborough, N. C., and Bennettsville, S. C.	3	155.78	Greensborough, N. C., Bennettsville, S. C. (C. F. and T. V.)	13011
Greensborough and Winston, N. C.	3	29.10	Greensborough, Winston, N. C. (Salem Br. R. and D.)	13012
Greenup and Willard, Ky.	5	35.51	Greenup, Willard, Ky. (East'n Ky.)	20013
Greenville and Belton	4	26.27	Greenville, Belton, S. C. (C. and G. R. R.)	14001 (part)
Greenville and Columbus	4	51.77	Greenville, Columbus, Ga. (C. and R. R. R.)	15024 (part)
Greenville and Oldtown, Me. ^d	1	78.18	Greenville, Oldtown, Me. (Bang. and Piscataquis)	14
Greenville and Butler, Pa.	2	58.87	Greenville, Butler, Pa. (Shen. and Alleg.)	6051
Greenwood Lake and New York, N. Y.	2	50.06	Greenwood Lake, New York, N. Y. (N. Y. and Green. Lake)	7034

¹ Reserve car.

² In reserve.

³ This line is in two divisions, dividing at Newark. Eastern division, Grafton to Newark, postal car running on trains 4 and 1 seven times per week. Western division, Newark to Chicago, postal car running on trains 6 and 5 six times per week. Car lying over at Newark 3½ hours in both directions. This line, together with the Sandusky, Newark and Wheeling and the Grafton and Wheeling R. P. O.'s, forms double daily service between Grafton, W. Va., and Chicago, Ohio.

⁴ Covered by Grafton and Wheeling R. P. O., 96.36 miles.
⁵ 1 clerk detailed to transfer duty Shelby, Ohio. 1 clerk detailed to transfer duty Newark, Ohio.

⁶ Closed-pouch service performed between Newark and Columbus, 33 miles. (See Table C^e.)

⁷ Covered by Sandusky, Newark and Wheeling R. P. O., 88.25 miles.

⁸ 12 cars on line between Baltimore and Saint Louis. See Baltimore and Grafton R. P. O. for full equipment of line.

⁹ Day line.

¹⁰ 4 clerks running in mail apartment cars between Parkersburgh and Cincinnati. 2 clerks detailed to duty in office of superintendent fifth division. 4 clerks detailed to transfer duty at Cincinnati, Ohio. Second clerks of day line run east to Parkersburgh in mail apartment car, with Parkersburgh and Cincinnati R. P. O. acting as helpers.

¹¹ Night line.

¹² Balance of route shown in Baltimore and Grafton R. P. O.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
129.89	1,125	July 1, 1884	50	Miles. 15.40	51	Miles. 18.31	7	84,907	2	Ft. 20 0	In. 8 9	2	1	2
94.05	509	July 1, 1884	51	20.25	50	19.37	6	59,426	1	19 4	8 0	2	1	2
60.15	228	July 1, 1884	6	15	5	15	6	37,654	1	10 6	8 1	1	1	1
(*)	21,912	July 1, 1885	4	32.12	1	32.12	7	146,182	1	11 1	8 6	4	2	18
*106.03	7,261	July 1, 1884	4	35.34	1	30.20	6	225,203	5	14 0	8 8	4	2	
(?)	6,889	July 1, 1884	6	23.53	5	23.53	6	225,203				4	2	
271.00	4,930	July 1, 1884	6	22.59	5	24.64	7	219,117	(*)	9		4	3	1034
104.50	24,107	July 1, 1884	6	32.16	5	34.83	7	219,117				14	3	
195.15	24,538	July 1, 1884	6	27.82	3	27.86	7							
104.50	24,107	July 1, 1885	2	32.52	5	32.52	6	65,442	2	27.88	3	26.92	1	2
100.55	21,912	July 1, 1885	104	23.54	133	23.54	6	72,591	1	27.88	3	26.92	2	2
(14)	1,831	July 1, 1884	2	26.46	11	22.90	7	190,799	1	23.54	133	23.54	2	2
92.73	645	July 1, 1884	2	28.14	3	28.14	6	72,591	1	26.46	11	22.90	2	2
(17)	1,605	July 1, 1884	2	20.60	3	21.57	6	72,591	1	20.60	3	21.57	2	2
(18)	5,577	July 1, 1884	2	30.69	3	23.02	6	72,591	1	30.69	3	23.02	2	2
96.32	1,760	July 1, 1884	2	25.00	3	33.33	6	72,591	1	25.00	3	33.33	2	2
(20)	69,142	July 1, 1885	1	24.70	4	25.25	6	72,003	1	24.70	4	25.25	2	1
154.54	1,829	July 1, 1884	3	24.70	2	24.42	6	72,003	1	24.70	2	24.42	2	1
541.58	2,315	Apr. 15, 1885	1	27.90	4	27.90	6	72,003	(21)	27.90	4	27.90	2	4
114.14	1,066	Mar. 18, 1885	3	24.02	3	27.90	6	96,742	(21)	27.90	3	27.90	163	3
97.17	1,467	July 1, 1885	4 & 12	22.60	1 & 17	17.18	7	394,017	23	22.60	1	17.18	7	7
155.34	336	Feb. 16, 1885	1	21	2	22	6	71,677	23	21	2	22	1	1
29.98	766	July 1, 1884	2	24	1	25	7	61,724	23	24	1	25	2	2
34.31	126	July 1, 1884	34	28	9	27	6	97,518	1	17 10	8 10	2	1	2
*26.32	794	July 1, 1884	2	14.53	1	14.09	6	21,243	1	15 0	8 0	1	1	1
50.65	68	July 1, 1884	10	17.15	9	19.97	7	18,216	1	12 0	9 0	3	1	2
78.04	596	July 1, 1885	12	16.74	11	16.98	6	22,229	1	10 4	8 0	1	1	1
87.29	393	July 1, 1885	52	17	53	18	6	18,445	12	9 6	6 6	1	1	1
51.10	255	July 1, 1885	10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1
			12	16.74	11	16.98	6	18,216	1	8 0	6 9	1	1	1
			10	17.15	9	19.97	7	21,243	1	8 0	6 9	1	1	1

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-offices. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Greycourt, N. Y., and Belvidere, N. J.	2	63. 36	Greycourt, N. Y., McAfee Valley, N. J. (Lehigh & H. R. R. R.)	6062
Griffin and Carrollton	4	60. 37	McAfee Valley, Belvidere, N. Y. (Lehigh and H. R. R. R.)	7052
Gurdon and Camden, Ark.	7	34. 28	Griffin, Carrollton, Ga. (S. G. and N. A. R. R.)	15022
Hagerstown and Weverton, Md.	3	24. 52	Gurdon, Camden, Ark. (St. L., I. M. and S.)	29010
Hamden and Portsmouth, Ohio	5	56. 47	Hagerstown, Weverton, Md. (Washn. Co. Br. E. and O.)	10005
Hamersville and Cincinnati, Ohio	5	40. 44	Hamden Junction, Portsmouth, Ohio (Cin., Wash. and Balt.)	21018
<i>Hannibal, Mo., and Denison City, Tex.^b</i>	7	575. 11	Hamersville, Columbia, Ohio (Cin., George and Ports.)	21060
Hannibal and Gilmore, Mo.	7	85. 69	Columbia, Cincinnati, Ohio (Pitts., Cin. and St. L.)	21014
Harrington and Lewes, Del.	2	40. 79	Hannibal, Sedalia, Mo. (Mo. Pac.)	(part) 28014
Harrisburgh, Pa. and Baltimore, Md.	2	86. 22	Sedalia, Mo., Denison City, Tex. (Mo. Pac.)	28011
Harrisburgh, Pa. and Martinsburgh, W. Va.	2	94. 79	Hannibal, Gilmore, Mo. (St. L., H. and K.)	28011
Hartford, Conn., and Rhinecliff, Y. ¹⁰	1	109. 09	Harrington, Georgetown, Del. (Del., Md. and Va.)	(part) 9506
<i>Hartford, Conn., and Saybrook, Conn.</i>	1	45. 36	Georgetown, Lewes, Del. (Del., Md. and Va.)	(part) 9504
Hastings and Cologne, Minn.	6	55. 88	Harrisburgh, Pa., Baltimore, Md. (No. Central)	10002
Havana and Springfield, Ill.	6	48. 12	Harrisburgh, Pa., Martinsburgh, W. Va. (Cumb. Valley)	8030
Hazleton and Sunbury, Pa.	2	52. 67	Hartford, Conn., State Line (Hart. and Conn. West.)	125018
Helena and Clarendon, Ark.	7	45. 20	State Line (No. 1), Boston Corners (Hart. and Conn. West.)	126079
Helena and Heron, Mont.	8	273. 80	Boston Corners, Rhinecliff, N. Y. (H. and Conn. West.)	(part) 6097
Hempstead and Austin, Tex.	7	115. 22	Hartford, Saybrook, Conn. (Hart. and Conn. Valley)	205015
Hendersonville, N. C., and Columbia, S. C.	4	143. 36	Hastings, Cologne, Minn. (Chi., Mil. and St. Paul)	2126010
Henry and Saint Joseph, Mo. ¹⁰	7	73. 47	Havana, Springfield, Ill. (Wab., St. L. and Pac.)	(part) 23049
Heron, Mont., and Wallula, Wash.	8	269. 50	Hazleton, Tombickien, Pa. (Lehigh Valley)	8016
			Tombickien, Sunbury, Pa. (S. H. & W. Br. Penn.)	(part) 8015
			Helena, Clarendon, Ark. (Ark. Mid.)	29002
			Helena, Missoula, Mont. (No. Pac.)	2226001
			Missoula, Heron, Mont. (No. Pacific)	(part) 2243009
			Hempstead, Austin, Tex. (H. and T. C.)	(part) 31004
			Hendersonville, N. C., Spartanburgh, S. C. (S. and A.)	14011
			Spartanburgh, Alston, S. C. (S., W. and Col. R. R.)	14008
			Alston, Columbia, S. C. (C. and G. R. R.)	14001
			Henry, Saint Joseph, Mo. (W., St. L. and P.)	(part) 28012
			Heron, Mont., Wallula, Wash. (No. Pacific)	43009
				(part)

¹ reserve car. Clerk records arrival and departure at Chester by slips.

² Car and clerk shown on route 6062.

³ Not reported last year. New service.

⁴ Car dropped and received at Columbia; no local service performed by this R. P. O. between Columbia and Cincinnati.

⁵ Covered by Pittsburg and Cincinnati R. P. O., 4.70 miles.

⁶ Mail apartment service between Sedalia, Mo., and Muscogee, Ind. Ter. (276.50 miles), in addition to full car service. (See trains 153 and 154.)

⁷ 1 car in reserve.

⁸ 2 helpers between Sedalia, Mo., and Parsons, Kans., 159

miles; 1 clerk detailed as chief clerk, Houston, Tex.; 1 clerk detailed transfer service, Hannibal, Mo., and 1 Sedalia, Mo. Last year double service was established between Sedalia, Mo., and Parsons, Kans., only—increased distance this year, 117 miles.

⁹ Balance of route, 55.21 miles, covered by Georgetown and Franklin City R. P. O.

¹⁰ Car and clerk shown on route 9506.

¹¹ 84.60 miles covered by Williamsport and Baltimore R. P. O.

¹² 2 reserve cars.

¹³ Double daily service, Sundays excepted.

¹⁴ Helper from Harrisburg to Shippensburg and return twice daily.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad ^a is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crews.	Number of clerks pointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
				Miles.		Miles.				Ft. In.	Ft. In.			
21.72	Pounds.		7	16	8	14	6	39,603	12	13 1	6 6	1	1	1
41.48	257	July 1, 1885	7	18	8	18	6	37,792	(²) 1	9 4	5 10	(³) 1	1	1
60.37	215	July 1, 1884	2	12	1	14	6	21,459	1	9 2	9 5	1	1	1
34.28	414	July 1, 1882	685	10	680	10	6	15,349	1	9 0	8 0	1	1	1
24.56	389	July 1, 1885	313	24.25	314	22.78	6	15,349	1	7 0	4 0	1	1	1
56.60	352	July 1, 1884	387	12.65	324	26.26	6	35,350	1	13 0	7 4	1	1	1
35.00	528	July 1, 1884	5	12.73	4	14.00	6	25,315	1	10 5	7 5	1	1	1
(⁴)	20,282	July 1, 1884	3	11.28	4	11.28								
142.63	3,281	July 1, 1883	151	18.50	152	20	7	419,830	76	50 7	9 3	8	2	(²¹)
431.46	8,604	July 1, 1883	151	22	152	23	7	201,848	2	22 0	9 2	4	2	
85.69	207	July 1, 1883	1	22	2	22	6	53,642	2	12 0	8 0	2	1	2
(⁵) 25.09	374	July 1, 1885	4	27	3	26	6	25,534	1	9 0	6 6	1	1	1
16.02	121	July 1, 1885	4	26	3	20	6	53,974	(¹⁰) 3	15 0	8 7	(¹⁶) 2	1	2
(¹¹) 11.371	July 1, 1885	12	24	11	27	6								
94.63	1,942	July 1, 1885	9	25	8	23	6	159,339	1	25 0	8 0	3	1	144
			3	22	4	21	6	159,339	1	18 0	8 0			
									151	16 0	8 0			
									151	14 0	8 0			
67.25	1,101	July 1, 1885	13	24.02	10	27.07	6	63,927	1	12 9	6 9	3	1	3
			5	26.19	16	25.06	6	63,927	1	13 10	6 9			
6.50	199	July 1, 1885	13	27.85	10	27.85	6	34,981	1	12 0	7 2	1	1	1
			5	30.00	16	27.75	6	30,110	1	11 6	9 4	1	1	1
35.70	1,101	July 1, 1885	13	26.77	10	28.56	6	32,971	1	10 0	6 6	1	1	1
44.25	2,079	July 1, 1885	5	31.50	16	24.61	6	28,395	1	8 0	6 0			
			3	26.13	8	26.68	6	28,395	1	6	7 0	1	1	2
			9	28.22	6	25.84	6	34,981	1	10 0	6 9	1	1	1
56.51	1,826	Apr. 15, 1885	13	19	14	19	6	30,110	1	11 6	9 4	1	1	1
48.10	307	July 1, 1883	203	10	204	11	6	32,971	1	10 0	6 6	1	1	1
(¹²) 8.80	645	July 1, 1885	70	27	3	27	6		151	8 0	6 0			
43.61	242	July 1, 1885	7	24	14	23	6	30,173	(²⁴) 1	10 8	6 0	(²⁴) 1	1	1
48.20	312	Mar. 1, 1883	1	10	2	10	6	199,874	296	24 0	9 0	4	1	275
124.92	10,412	Apr. 16, 1884	1	19.36	2	16.65								
149.50	7,704	Apr. 16, 1884	.....	21.05	.....	20.20	7							
115.22	766	July 1, 1882	21	19	22	19	7	84,111	2	14 0	8 10	2	1	3
50.75	225	July 1, 1884	52	17	53	17	6	89,743	1	8 6	8 0	3	1	3
68.39	271	July 1, 1884	52	17	53	18	6		1	8 0	8 0			
(¹³) 794	July 1, 1884	52	24	53	24				1	19 9	8 0			
73.47	756	July 1, 1883	5	20	4	21	7	53,633	(¹) 1	21 7 1/2	9 4	2	1	3
267.80	7,704	Apr. 16, 1884	1	20.13	2	21.59	7	196,735	(²¹)			4	1	4

¹⁴ Reserve cars.
¹⁵ Reported last year as Hartford and State Line R. P. O.; line extended to Rhinecliff September 1, 1884.
¹⁶ Balance of route covered by closed-pouch service between State Line and Millerton, 2 miles.
¹⁷ Reserve car.
¹⁸ Balance of route covered by Second Division, 38.33 miles.
¹⁹ Balance of route covered by closed-pouch service between Saybrook and Saybrook Point, 1.83 miles.
²⁰ Balance of route (256.40 miles) covered by Minneapolis, Minn., and Millbank, Dak., and Millbank and Mitchell, Dak., R. P. O.; and between Aberdeen and Ipswich, Dak. (26.33 miles), by closed pouches. (See Table C.)
²¹ Balance of route (15.90 miles) covered by Eaton and Hazleton R. P. O.
²² Cars and clerks shown on route 8016.
²³ Balance of route covered by R. P. O. in 6th division.
²⁴ 1 reserve car.
²⁵ 1 clerk detailed as acting chief clerk at Helena, Mont.
²⁶ Balance of route covered by Heron and Wallula R. P. O., 267.8 miles. Cars run from Portland, Oreg., to Saint Paul, Minn.
²⁷ Distance shown (25 miles) in Columbia and Walhalla R. P. O. Same track Alston to Columbia, S. C.
²⁸ Reported last year as Lexington and Saint Joseph R. P. O.; decreased distance, 3.57 miles.
²⁹ See Helena and Heron R. P. O. for cars on line.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Hightstown, N. J., and Philadelphia, Pa.	2	52.17	Hightstown, Camden, N. J. (Amboy Div. Penn.)	7606
Holden, Mo., and Le Roy, Kans.	7	114.66	Holden, Mo., Paola, Kans. (Mo. Pac.)	28024
Horicon and Portage, Wis.	6	53.17	Paula, Le Roy Junction, Kans. (Mo. Pac.)	33031
Hornellsville and Buffalo, N. Y.	2	91.69	Horicon, Portage, Wis. (Chi., Mil. and St. Paul)	25008
Houston and Del Rio, Tex. ³	7	390.23	Buffalo, Hornellsville, N. Y. (Buff. Div. N. Y., L. and E. W.)	6008
Houston and Galveston, Tex. ⁷	7	50.90	Houston, San Antonio, Tex. (G., H. and S. A.)	31002
Howard City and Detroit, Mich. ⁹	9	161.22	San Antonio, Del Rio, Tex. (G., H. and S. A.)	31039
Humeston and Shenandoah, Iowa.	6	113.91	Houston, Galveston, Tex. (G., H. and H.)	(part)
Huntingdon, Pa., and Cumberland, Md.	2	90.69	Howard City, Detroit, Mich. (Det., Lan. and Northern)	24017
Huntington, W. Va., and Lexington, Ky. ¹²	5	140.05	Humeston, Shenandoah, Iowa (Hum. and Shen.)	27067
Indiana and Branch Junction, Pa.	2	19.20	Huntingdon, Mt. Dallas Station, Pa. (Hunt. and B. T.)	8034
Indianapolis, Ind., and Decatur, Ill.	6	152.50	Mt. Dallas Station, Pa., Cumberland, Md. (Bedford Div. Penn.)	8072
Indianapolis, Ind., and Louisville, Ky.	5	111.21	Huntington, W. Va., Lexington, Ky. (Ches. and Ohio)	20016
Indianapolis and Madison, Ind. ¹⁰	5	86.64	Indiana, Branch Junction, Pa. (W. Pa. Div. Penn.)	8042
Indianapolis, Ind., and Peoria, Ill.	5	212.22	Indianapolis, Ind., Decatur, Ill. (Ind., Dec. and Spr.)	23055
<i>Indianapolis, Ind., and Saint Louis, Mo.</i>	5	265.39	Indianapolis, Ind., Jeff. rsonville, Ind. (Jeff., Mad. and Ind.)	22007
Indianapolis and Terre Haute, Ind.	5	73.20	Indianapolis, Columbus, Ind. (Jeff., Mad. and Ind.)	(part)
Indianapolis, Ind., Vandalia, Ill., and Saint Louis, Mo.	5	242.39	Columbus, Madison, Ind. (Jeff., Mad. and Ind.)	22006
Indianapolis and Vincennes, Ind.	5	116.78	Indianapolis, Ind., Peoria, Ill. (Ind., Bloom. and West.)	22018
Indianola and Chariton, Iowa ¹⁸	6	23.74	Indianapolis, Terre Haute, Ind. (Ind. and St. Louis)	22025
Iroquois, Dak., and Hawarden, Iowa.	6	126.37	Terre Haute, Ind., East Saint Louis, Ill. (Ind. and Saint Louis)	22043
Irvine and Oil City, Pa.	2	50.31	Indianapolis, Terre Haute, Ind.	22002
Ishpeming, Mich., and Fort Howard, Wis.	6	179.50	Indianapolis, Terre Haute, Ind. (T. Haute and Ind.)	22002
Ithaca and Owego, N. Y.	2	35.00	Terre Haute, Ind., East Saint Louis, Ill. (St. L., Vand. and T. H.)	22044
Jackson and Adrian, Mich.	9	47.55	Indianapolis, Vincennes, Ind. (Ind. and Vinc.)	22001
			Indianola, Chariton, Iowa (Chi., Burl. and Qoy.)	27042
			Iroquois, Dak., Hawarden, Iowa (Chi. and No. West.)	227070
			Irvine, Oil City, Pa. (Riv. Div. B., N. Y. and P.)	(part)
			Ishpeming, Mich., Fort Howard, Wis. (Chi. and No. West.)	8025
			Ithaca, Owego, N. Y. (Cayuga Div. D., L. and W.)	(part)
			Jackson, Adrian, Mich. (L. S. and M. S.)	24031

¹ 3 clerks detailed to transfer duty at Buffalo.² Reserve cars.³ This line is divided at San Antonio into two divisions, Houston and San Antonio R. P. O., 218.01 miles, and San Antonio and Del Rio R. P. O., 172.22 miles.⁴ 1 helper between Houston and Columbus, Tex., 85 miles.⁵ 463.15 miles of route 31039 covered by closed-pouch service between Del Rio and El Paso, Tex. (See Table C.)⁶ In reserve at Houston, Tex.⁷ Double daily service.⁸ Reserve car.⁹ In connection with Big Rapids and Detroit R. P. O., gives double service between Detroit and Ionia, Mich. (122.73 miles), daily except Sunday. Clerks of these two lines perform service on both lines.¹⁰ Held in reserve.¹¹ Cars and clerks shown on route 8034.¹² Clerks formerly ran through between Huntington and Cincinnati in connection with Cincinnati and Richmond R. P. O. Run curtailed to end at Lexington, October 17, 1884.¹³ 1 reserve car.¹⁴ Double daily service, Sundays excepted.¹⁵ Closed-pouch service between Prison Station and New Albany, Ind., 4.80 miles. Clerks run to Louisville. (See Table C.)¹⁶ Day line.¹⁷ Helper between Indianapolis and Seymour, Ind.¹⁸ Night line.¹⁹ No service has been performed on this R. P. O. between Indianapolis and Columbus, Ind., since April 12, 1888.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
			Train No. outward.	Average speed.	Train No. inward.	Average speed.			Length.	Width.						
	Pounds.		Train No.	Miles.	Train No.	Miles.			Ft.	In.	Ft.	In.				
50.28			371	23	352	22	6	32,658	1	9	0	6	0	1	1	1
54.19	1,046	July 1, 1883	115	20	116	19	7	83,702	1	20	6	7	5	2	1	3
61.40	603	July 1, 1882														
50.98	572	July 1, 1883	83	22	84	22	6	33,284	1	15	5	7	0	1	1	1
92.34	5,787	July 1, 1885	3	30	8	32	6	57,398	1	15	0	10	2	2	1	15
218.01	1,275	July 1, 1882	20	21.50	19	23	7	284,868	1	15	0	7	0	1	1	1
171.13	893	Feb. 11, 1885	20	20	19	21.50	7		2	54	8	9	2	6	1	47
50.90	2,905	July 1, 1882	451	24	458	24	7	74,814	1	19	6	8	10	1	1	12
			453	24	454	24	7		1	10	3	9	5	1	1	
100.72	2,107	July 1, 1884	10	26.14	1	27.53	6	100,924	1	15	0	9	0	2	1	2
113.31	333	July 1, 1883	3	21	4	19	6	71,307	1	20	0	9	0	2	1	3
45.15	676	July 1, 1885	1	22	2	24	6	56,772	1	15	0	9	0	2	1	2
45.29	414	July 1, 1885	3	23	4	23	6		1	23	0	9	0	2	1	2
140.20	1,300	July 1, 1884	1	22.55	6	20.13	6	87,671	(11)	7	10	6	4	2	1	2
									13	19	7	9	0	2	1	2
19.14	699	July 1, 1885	34	19	33	19	12	24,038	1	11	2	8	0	14	1	1
			36	19	35	19										
153.89	560	July 1, 1883	1	24	2	27	6	95,485	2	20	7	9	1	8	1	8
109.24	3,917	July 1, 1884	10	33.13	1	35.91	7	81,183	1	15	2	8	8	1	1	175
									13	19	0	9	0	1	1	
(20)	3,917	July 1, 1884	2	30.17	7	30.77	7	81,183	1	15	2	8	8	1	1	175
			104	26.67	103	26.67	6	83,676	13	19	0	9	0	1	1	
(21)	803	July 1, 1884	104	22.95	103	22.95	7	81,183	13	19	0	9	0	1	1	175
213.02	2,742	July 1, 1884	1	24.34	2	24.34	6	132,850	2	22	6	8	8	4	1	26
									13	20	0	8	7	4	1	8
78.29	1,477	July 1, 1884	9	24.15	8	26.34	6	151,736	1	16	8	6	9	1	1	2
190.13	1,222	July 1, 1884	9	23.75	8	23.03	6	151,736	1	16	8	6	9	1	1	2
(24)	40,874	July 1, 1884	3	27.06	4	27.06	6	45,823	1	16	8	6	9	1	1	2
(24)	40,874	July 1, 1884	11	27.06	12	29.76	6	151,736	4	16	0	9	2	4	1	2
(27)	38,801	July 1, 1884	11	24.69	12	26.15	6									
118.21	699	July 1, 1884	7	27.76	12	26.22	6	73,104	13	15	0	9	0	2	1	3
									1	17	0	6	9			
									1	21	0	9	0			
33.71	269	July 1, 1883	41	23	42	22	6	21,121	1	22	4	6	8	1	1	1
									1	22	3	6	9			
									1	15	4	8	10			
128.87	927	July 1, 1884	42	25	41	28	7	92,250	1	16	0	7	6	2	1	2
									1	24	7	9	3			
									1	24	0	9	3			
49.71	1,069	July 1, 1885	29	25	28	25	6	81,118	1	14	0	8	6	1	1	1
									1	14	0	8	6	1	1	1
172.45	2,529	July 1, 1884	2	22	1	23	7	131,035	13	16	0	9	5	3	1	24
									1	14	0	8	6			
34.18	601	July 1, 1885	8	23	7	23	6	21,910	1	7	9	6	9	1	1	1
									1	7	7	6	4			
47.41	1,190	July 1, 1884	115	26.28	116	26.28	6	29,766	1	11	2	8	10	1	1	1

²² Covered by Indianapolis and Louisville R. P. O., 40 miles.

²³ Covered by Cambridge City and Madison R. P. O., 45.75 miles.

²⁴ 2 helpers between Indianapolis, Ind., and Urbana, Ill.

²⁵ 2 reserve cars.

²⁶ Covered by Pittsburgh and Saint Louis R. P. O., 74.39 miles.

²⁷ This clerk holds appointment on Pittsburgh and Saint Louis R. P. O., and is shown with that line.

²⁸ These clerks hold appointments on Pittsburgh and Saint Louis R. P. O., and are shown with that line. Clerks record arrival and departure at depot Saint Louis, but go to post-office for mail and registered matter. 1 reserve car.

²⁹ Covered by Pittsburgh and Saint Louis R. P. O., 160.69 miles.

³⁰ Cars run through between Des Moines, Iowa, and Saint Joseph, Mo., covering Chariton and Albany and Saint Joseph and Albany, Mo., R. P. O.'s.

³¹ Balance of route (145.06 miles) covered by Tama City and Hawarden, Iowa, R. P. O. Service on this line was established this year.

³² Reserve.

³³ 45.41 miles covered by Buffalo and Pittsburgh R. P. O.

³⁴ Whole cars.

³⁵ 1 helper between Fort Howard and Marinette, Wis., 49 miles.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i>).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Jackson, Hillsdale, Mich., and Fort Wayne, Ind. Jackson and Natchez.....	9 4	99.26 99.55	Jackson, Mich., Fort Wayne, Ind. (L. S. and M. S.) Jackson, Natchez, Miss. (N. J. and Col. Rwy.)	24029 18010
Jacksonville and Centralia, Ill....	6	112.60	Jacksonville, Centralia, Ill. (Jack. So. East.)	23046
Jacksonville and Enterprise, Fla.	4	182.20	Jacksonville, Palatka, Fla. (J. T. and K. W. R. R.)	16018
Jacksonville and Pensacola, Fla..	4	360.02	Palatka, Enterprise, Fla. (steamboat service) Jacksonville, Lake City, Fla. (F. R. and N. Co.) Lake City, Chattahoochee, Fla. (F. R. and N. Co.) River Junction (n. o.), Pensacola, Fla. (P. and A. R. R.)	18089 16806 16002 16015
Jacksonville and Tampa, Fla....	4	297.45	Jacksonville, Palatka, Fla. (J. T. and K. W. R. R.) Palatka, Sanford, Fla. (steamboat service) Sanford, Tampa, Fla. (So. Flor. R. R.)	16018 16090 16007
Jasper and Evansville, Ind.	5	55.79	Jasper, Evansville, Ind. (Louis., Evans., and St. L.)	22032
Jefferson City and Bagnell, Mo. ¹⁶	7	45.54	Jefferson City, Bagnell, Mo. (Mo. Pac.)	28047
Jefferson and McKinney, Tex.	7	155.68	Jefferson, McKinney, Tex. (Mo. Pac.)	31013
Jewell and Des Moines, Iowa....	6	60.02	Jewell, Des Moines, Iowa (Chl. and No. West.)	27030
Jewell and Lake City, Iowa.....	6	58.74	Jewell, Lake City, Iowa (Chl. and No. West.)	27066
Johnstown and Rockwood, Pa.	2	45.71	Johnstown, Rockwood, Pa. (S. and C. Br'ch B. and O.)	8070
Junction City and Parsons, Kans.	7	157.86	Junction City, Parsons, Kans. (Mo. Pac.)	33009
Kalamazoo and South Haven, Mich.	9	40.20	Kalamazoo, South Haven, Mich. (Mich. Cent.)	24007
Kane and Callery, Pa.	2	126.87	Kane, Foxburgh, Pa. (No. Div. Pitta. and West.) Foxburgh, Callery, Pa. (No. Div. Pitta. and West.)	8112 (part) 8086
Kankakee and Kankakee Junction, Ill.	6	71.52	Kankakee, Kempton, Ill. (Illinois Central)	¹⁴ 23062 (part)
Kankakee and Seneca, Ill.	6	43.30	Kempton, Kankakee Junction, Ill. (Illinois Central)	23064
Kansas City, Mo., and Attica, Kans. ¹⁸	7	315.75	Kankakee, Seneca, Ill. (Kank. and Seneca) Kansas City, Mo., Ottawa, Kans. (South. Kans.) Ottawa, Cherry Vale, Kans. (South. Kans.) Cherry Vale, Wellington, Kans. (South. Kans.)	23069 33006 33004 (part) 33005
Kansas City, Mo., and Denver, Colo. ²⁰	7	639.82	Wellington, Attica, Kans. (South. Kans.) Kansas City, Mo., Denver, Colo. (U. P.)	(part) 33035 33001
Kansas City and Joplin, Mo. ²² ...	7	168.07	Kansas City, Pleasant Hill, Mo. (Mo. Pac.)	28001 (part)
Kansas City, Mo., and Memphis, Tenn. ²⁴	7	488.30	Pleasant Hill, Joplin, Mo. (Mo. Pac.) Kansas City, Mo., Ft. Scott, Kans. (K. C., Ft. S. and G.) Ft. Scott, Kans., Springfield, Mo. (K. C., Ft. S. and G.) Springfield, Mo., Memphis, Tenn. (K. C. S. and M.)	28040 33066 (part) 28036 28017

¹ Reserve.

² See Jacksonville and Tampa R. P. O. Same track.

³ See Jacksonville and Tampa R. P. O.

⁴ Transfer clerk Tocol, Fla.

⁵ Clerks by rail, Jacksonville to Palatka; by steamboat, Palatka to Enterprise. Line considered as all-rail line.

⁶ 4 miles, Monticello to Drifton; shown in Table C¹.

⁷ Reserve car.

⁸ Clerks by rail, Jacksonville to Palatka; by steamboat, Palatka to Sanford; by rail, Sanford to Tampa. Line considered as all-rail line.

⁹ 2 reserve cars.

¹⁰ Reported last year as Jefferson City and Aurora Springs R. P. O.; increased distance, 8.08 miles.

¹¹ In reserve.

¹² Balance of route, 13 miles, covered by closed pouch service. (See Table C¹.)

¹³ Reserve car.

¹⁴ Balance of route, 58.96 miles, covered by Kempton and Bloomington, Ill., R. P. O.

¹⁵ Reported last year as Kansas City and Harper R. P. O. Increased distance 11.45 miles. Trains 3 and 4 between Kansas City and Attica, and 1 and 2 between Kansas City, Mo., and Independence, Kans. Double daily service between Kansas City, Mo., and Independence, Kans., 166.16 miles.

¹⁶ 2 helpers to Kansas City and Attica R. P. O., between Kansas City and Cherry Vale, 158 miles, and 1 to Kansas City and Independence R. P. O., between Kansas City, Mo., and Ottawa, Kans., 59.93 miles.

¹⁷ 27.50 miles of route 33004 between Lawrence and Ottawa, Kans., covered by Lawrence and Burlington R. P. O., and 16.07 miles between Cherry Vale and Coffeyville, Kans., covered by closed pouch service. (See Table C¹.)

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	Pounds.		Miles.		Miles.				Ft. In.	Ft. In.				
98.39	652	July 1, 1884	156	23.52	157	24.49	6	62,137	1	16 10	9 0	2	1	2
99.45	1,367	July 1, 1884	2	17	1	17	7	72,761	1	15 7	8 10	2	1	2
112.05	312	Nov. 20, 1884	3	24	2	24	6	70,487	1	11 0	7 6	2	1	2
(²)	2,900	Feb. 11, 1885	1	23	8	23	6	57,029	(²)	12 0	7 4	2	1	2
(³)	1,011	July 1, 1884	1	29	2	29	7	269,370	3	9 9	6 6	3	1	4
*151.87	765	July 1, 1884	1	21	2	20			1	14 0	7 0	3	1	4
161.52	1,070	July 1, 1884	1	29	2	29			1	12 10	6 10	4	1	4
56.21			5	23	2	23	7	191,746	3	12 9	8 1	4	1	4
(⁴)			(⁴)	(⁴)	(⁴)	(⁴)	6		(⁴)	14 0	7 0			
116.39	1,017	Apr. 1, 1885	5	21	2	21	6		2	10 11	7 5			
55.63	560	July 1, 1885	11	15.89	6	14.83	6	34,925	23	11 0	7 4	1	1	1
45.54	205	Jan. 1, 1885	93	12	94	12	6	28,508	1	10 5	7 5	1	1	1
152.54	304	July 1, 1888	142	13	141	14	6	97,456	2	12 6	5 8	3	1	3
59.93	760	July 1, 1883	55	18	54	20	6	37,572	1	13 6	5 6	1	1	1
58.69	299	July 1, 1883	19	14	20	14	6	36,771	1	12 2	7 5	1	1	1
45.37	216	July 1, 1885	92	23	93	23	6	28,614	1	18 0	8 6	1	1	1
157.86	826	July 1, 1882	173	14.50	174	15	7	115,238	2	20 6	7 5	3	1	3
40.18	241	July 1, 1884	123	22.57	122	22.57	6	25,165	1	12 7	6 6	1	1	1
*82.20			17	18	18	19	6	79,420	2	10 0	7 0	2	1	2
43.56	341	July 1, 1885	17	18	18	17			13 1	10 11	7 3			
28.17	187	July 1, 1883	1	28	2	26	6	44,771	1	14 0	7 0	1	1	1
43.04	170	July 1, 1883	1	23	2	24								
43.51	75	Feb. 10, 1882	23	14	24	12	6	27,106	1	16 0	9 4	1	1	1
59.93	2,150	Apr. 1, 1883	3	23	4	23	7	230,498	3	21 3	9 3	5	1	16 11
			1	23	2	23	6							
*798.00	1,189	July 1, 1882	3	20	4	20		105,016	4	22 1	9 1	3	1	
			1	20	2	20			1	20 2	8 9			
*113.60	930	July 1, 1882	3	20	4	20			1	18 2	8 9			
			1	20	2	20								
47.34	1,062	May 22, 1885	3	19	4	19								
639.82	5,804	July 1, 1882	201	29	202	29	7	467,069	4	24 0	9 4	6	2	21 19
			203	29	204	29	6	20 125,200	2	24 0	9 5	3	2	
									22 1	25 2	9 0			
									23 1	17 9	8 10			
(²⁴)	29,295	July 1, 1883	126	20	125	19	7	122,691	22 2	20 6	7 5	3	1	3
133.70	879	July 1, 1883	126	23	125	23								
*799.00	1,532	Apr. 10, 1883	3	22	4	22	7	358,459	4	25 0	9 1	7	1	24 14
			1	22	2	22	7	147,949	2	25 2	9 0	3	1	
103.72	974	Nov. 1, 1883	3	21	4	21			11 3	25 1	8 11			
			1	21	2	21								
286.63	710	Apr. 1, 1884	3	22	4	22								

¹³ 17.50 miles of route 33005 between Wellington and Hunnewell, Kans., covered by closed pouch service. (See Table C.)
¹⁴ Owned by A., T. and S. F. R. R. 1 reserve.
¹⁵ Double daily service between Kansas City, Mo., and Brookville, Kans., 200 miles. Last year there was double service between Kansas City and Ellis, decreased distance 102 miles.
¹⁶ 1 clerk, detailed as chief clerk at large.
¹⁷ Reserve cars.
¹⁸ Appeared last year as Kansas City, Pleasant Hill and Joplin R. P. O.
¹⁹ Distance on route 28001, 34.50 miles, covered by Saint Louis and Atchison R. P. O.

²⁰ 1 reserve car.
²¹ Double daily service between Kansas City and Springfield, Mo., 202.67 miles. Trains 1 and 2 between Kansas City and Springfield, Mo., and 3 and 4 between Kansas City, Mo., and Memphis, Tenn.
²² 76.49 miles of route 33008 covered by Fort Scott and Joplin R. P. O., between Fort Scott, Kans., and Joplin, Mo., and 6.30 miles between Webb City and Joplin, Mo., covered by closed pouch service. (See Table C.)
²³ 2 helpers to Kansas City and Springfield, R. P. O., between Kansas City, Mo., and Fort Scott, Kans., 99 miles; 1 helper out of Kansas City, Mo., to Kansas City and Memphis R. P. O., and 1 helper out of Springfield, Mo.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics.</i>)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
<i>Kansas City, Mo., and Pueblo, Colo.</i> ¹	7	<i>Miles.</i> 636.24	Kansas City, Mo., Topeka, Kans. (A. T. and S. F.)	33016
			Topeka, Kans., So. Pueblo, Colo. (A. T. and S. F.)	33010
Keene, N. H., and South Vernon (n. o.), Vt. ²	1	24.35	Keene, N. H., So. Vernon (n. o.), Vt., (Conn. River)	(part) 3056
Kempton and Bloomington, Ill.	6	57.77	Kempton, Bloomington, Ill. (Ill. Cent.)	723062
<i>Kenosha, Wis., and Rockford, Ill.</i>	6	73.42	Kenosha, Wis., Rockford, Ill. (Chi. and No. West.)	(part) 25011
<i>Kent and Cincinnati, Ohio</i>	5	257.61	Kent, Dayton, Ohio (N. Y., L. E. and West.)	21034
			Dayton, Cincinnati, Ohio (Cin., Ham., and Day.)	(part) 210.6
Keokuk, Iowa, and Clayton, Ill.	6	43.09	Keokuk, Iowa, Clayton, Ill. (Wab. St. L. and Pac.)	23081
Keokuk and Humeston, Iowa ¹¹	6	131.50	Keokuk, Humeston, Iowa (Wab., St. L. and Pac.)	23015
Ketchum and Shoshone, Idaho ¹²	8	69.26	Ketchum, Shoshone, Idaho (Or. Short Line)	42001
Keyesville and Clarksville, Va.	3	30.54	Keyesville, Clarksville, Va. (R. and M.)	11052
Kingston and Goshen, N. Y.	2	44.23	Kingston, Montgomery, N. Y. (Walkill Valley)	6063
			Montgomery, Goshen, N. Y. (Mont. Brch. N. Y., L. E. and W.)	6009
Knobel and Helena, Ark.	7	140.52	Knobel, Forest City, Ark. (St. L., I. M. and S.)	23012
			Forest City, Helena, Ark. (St. L., I. M. and S.)	23008
Knoxville and Maryville, Tenn.	3	16.83	Knoxville, Maryville, Tenn. (K. and A.)	19014
La Crosse, Wis., and Dubuque, Iowa.	6	122.47	La Crosse, Wis., Dubuque, Iowa (Chi., Mil. and St. Paul)	1227012
La Crosse, Wis., and Mankato, Minn.	6	188.80	La Crosse, Wis., Welles, Minn. (Chi., Mil. and St. Paul)	(part) 26023
			Welles, Mankato, Minn. (Chi. Mil. and St. Paul)	(part) 26024
La Crosse, Wis., and Woonsocket, Dak.	6	400.45	La Crosse, Wis., Flandreau, Dak. (Chi., Mil. and St. Paul)	26023
			Flandreau, Egan, Dak. (Chi., Mil. and St. Paul)	*35007
			Egan, Woonsocket, Dak. (Chi., Mil. and St. Paul)	(part) 35008
<i>La Fayette, Ind., and Quincy, Ill.</i>	6	271.00	La Fayette, Ind., Quincy, Ill. (Wab., St. L. and Pac.)	*21019
La Junta, Colo., and Albuquerque, N. Mex. ²⁴	7	348.00	La Junta, Colo., Albuquerque, N. Mex. (A. T. and S. F.)	(part) 33006
Lake Crystal, Minn., and Eagle Grove, Iowa.	6	110.48	Lake Crystal, Elmore, Minn. (Chi., St. P., Minn. and O.)	(part) 26029
			Elmore, Minn., Eagle Grove, Iowa (Chi. and No. West.)	*27653
Lake Geneva, Wis., and Elgin, Ill.	6	44.15	Lake Geneva, Wis., Elgin, Ill. (Chi. and No. West.)	(part) 23004
Lake Station, Ind., and Joliet, Ill.	6	45.68	Lake Station, Ind., Joliet, Ill. (Mich. Central)	23022
Lancaster, N. H., and Boston, Mass.	1	212.03	Lancaster, N. H., Well's River, Vt. (Bos. and Lowell)	*31008
			Well's River, Vt., Concord, N. H. (Bos. and Lowell)	(part) 1005
			Concord, Naahua, N. H. (Concord)	1001
			Naahua, N. H., Boston, Mass. ³⁰ (Bos. and Lowell)	3016
Lancaster, Pa., Frederick, Md.	2	81.67	Lancaster, Columbia, Pa. (Penn.)	8027
			Columbia, Pa., Frederick, Md. (Penn.)	(part) 8032

¹ Double daily postal-car service. Last year's single service.
² 1 reserve car for each line.
³ 2 helpers on day line, trains 21 and 22, between Kansas City, Mo., and Topeka, Kans., 67 miles.
⁴ 50.63 miles of route 33010, between Atchison and Topeka, Kans., covered by Atchison and Topeka R. P. O.
⁵ Reported last year as Keene and Springfield R. P. O. Double daily service commenced on this line January 12, 1885.
⁶ Reserve car.
⁷ Balance of route (28.17 miles) covered by Kankakee and Kankakee Junction, Ill., R. P. O.
⁸ Balance of route covered by Salamanca and Kent R. P. O.
⁹ These clerks do no local work between Dayton and Cincinnati, running in car of Toledo and Cincinnati R. P. O. in both directions as helpers. 1 reserve car.
¹⁰ Covered by Toledo and Cincinnati R. P. O. 60 miles.

¹¹ This line was reported last year as Keokuk and Centreville, and Centreville and Humeston, Iowa, R. P. O. These consolidated form the present line.
¹² R. P. O. established December 12, 1884.
¹³ Car and clerk shown on route 6063.
¹⁴ Reserve cars.
¹⁵ Balance of route covered by Chicago, Ill., McGregor, Iowa, and St. Paul, Minn., R. P. O. (48.50 miles), and between Sabula and Clinton, Iowa (16.27 miles), by closed pouches. (See Table C.)
¹⁶ 1 car in reserve.
¹⁷ Distance (150.30 miles) covered by La Crosse, Wis., and Woonsocket, Dak., R. P. O.
¹⁸ 1 clerk detailed to this line from La Crosse, Wis., and Woonsocket, Dak., R. P. O.
¹⁹ 1 clerk detailed to La Crosse, Wis., and Mankato, Minn., R. P. O.

in the United States on June 30, 1885.—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	Pounds.		Miles.	Miles.					Ft. In.	Ft. In.				
67.58	12,865	July 1, 1882	21 27	22 25	7	464,455	24	40 0	9 2½		7	2	80	
469.87	9,081	July 1, 1882	28 24	24 22.50	7	464,455	24	40 0	9 2½		7	2		
24.32	645	July 1, 1885	1 27	2 25										
58.96	187	July 1, 1888	3 24	4 22.50	6	15,243	1	18 2	7 0		1	1	1	
72.40	2,256	Apr. 1, 1884	18 24	23 24	6	7,110	41	8 10	7 0		1	1	1	
197.54	2,040	July 1, 1884	32 26.17	3 24	6	86,909	2	15 0	7 2½		1	1	1	
			7 12	12 25	6									
(16)	5,577	July 1, 1884	71 12	70 13	6	45,961	1	12 6	7 2		1	1	1	
43.08	640	July 1, 1883	1 26.34	4 32.92	6	161,264	3	18 0	9 0		4	1	44	
132.10	382	July 1, 1883												
69.99	409	May 6, 1885	1 26.67	4 30	6	26,974	1	18 0	9 4		1	1	1	
31.63	216	July 1, 1885	442 22	443 22	6	32,319	1	25 7	9 8		2	1	2	
35.71	435	July 1, 1885	3 18	2 17	6		1	11 5	9 4					
10.65	547	July 1, 1885	521 16.27	522 16.27	6	43,319	1	10 2	6 8		1	1	1	
97.62	329	Nov. 1, 1882	50 10.98	51 11.32	6	19,118	1	12 0	3 0		1	1	1	
43.90	63	July 1, 1882	4 28	1 26	6	27,688		1 18 2	8 10		1	1	1	
18.45	135	July 1, 1884	4 20	1 17										
121.47	2,442	July 1, 1883												
(17)	1,580	July 1, 1883	687 16	688 16	7	102,500	142	18 2	8 10					
88.18	240	July 1, 1883	687 16	688 16			1	14 9	8 10		3	1	3	
81.66	1,580	July 1, 1883	1 9.60	2 7.58	6	10,535	1	14 5	8 10					
4.40	948	Mar. 1, 1882	6 20	5 20	6	76,666	1	8 10	7 8		1	1	1	
84.50	738	Apr. 16, 1884	1 20	2 17	6	118,189	1	22 0	9 3		2	1	2	
271.44	11,242	July 1, 1884	8 16	2 17	6		1	20 0	9 3					
247.00	3,854	July 1, 1882	21 17	24 18			1	17 3	7 7		4	1	103	
44.20	234	July 1, 1883												
66.30	788	July 1, 1883	1 23	4 20	6	250,682	2	22 0	9 3		6	1	17	
44.13	218	July 1, 1883	1 22	4 20			1	21 0	8 11					
45.67	70	July 1, 1883	1 28	4 27										
43.03	3,263	July 1, 1885	45 22	44 25	6	169,646	2	50 0	9 6		4	3	218	
94.01	3,263	July 1, 1885	103 18.30	104 18.30	7	254,040	28	21 3	9 3		5	1	5	
(18)	11,733	July 1, 1885	11 25	12 26	6	69,160	1	14 9	7 4½		2	1	2	
(19)	14,366	July 1, 1885	10 22	9 24										
212.15	938	July 1, 1885	1 10.8	2 7.58	6	27,638	21	15 0	7 4		1	1	1	
69.52	542	July 1, 1885	20 25	19 24	6		1	13 6	7 0		1	1	1	
			141 23	144 23	6	28,596	1	11 8	7 2		1	1	1	
			54 18.74	9 21.39	6	132,730	2	28 0	9 6		4	2	8	
			54 19.81	9 21.57			14	16 8	6 10					
			54 23.32	9 23.32			2	17 0	6 9					
			54 20.04	9 20.49										
			57 18	54 22	6	51,125	1	15 0	8 6		2	1	2	
			2 14	1 17	6									

¹⁶ Balance of route, Egan to Sioux Falls, Dak. (34 77 miles), covered by closed pouches. (See Table C.)
¹⁷ Reserve.
¹⁸ Balance of route (203.10 miles) covered by Toledo, Ohio, and La Fayette, Ind., R. P. O.
¹⁹ 1 clerk detailed to clerical duty at office superintendent, Chicago, Ill.; 1 clerk as chief clerk at Quincy, Ill.; 1 clerk to transfer duty, Chicago, Ill.; 2 clerks to transfer duty at Quincy, Ill., and 1 clerk to transfer duty at Decatur, Ill.
²⁰ Reported last year as Kansas City and Albuquerque R. P. O.; decreased distance, 370.50 miles.
²¹ 178.30 miles of route; 38,006 between Albuquerque and Rincon, N. Mex., covered by Albuquerque and El Paso R. P. O., and 53.41 miles between Rincon and Deming, N. Mex., covered by Rincon and Deming R. P. O.

²² 1 Reserve car.
²³ Balance of route (98.40 miles) covered by Tama City and Hawarden, Iowa, R. P. O.
²⁴ Balance of route covered by closed-pouch service between Groveton and Lancaster, 10.68 miles.
²⁵ Covered by Saint Albans and Boston R. P. O., 36.28 miles.
²⁶ From July 1 to August 31, via Lawrence; from September 1 to June 30, via Lowell.
²⁷ Covered by Saint Albans and Boston R. P. O., 39.79 miles.
²⁸ Balance of route (19.49 miles) covered by closed-pouch service. (See Table C.)
²⁹ Car and clerks shown on route 8027.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Lansing and Hillsdale, Mich. ¹	9	65.68	Lansing, Jonesville, Mich. (L. S. and M. S.)..... Jonesville, Hillsdale, Mich. (L. S. and M. S.).....	24005 6052
Larabee and Clermont, Pa.	2	22.33	Larabee, Clermont, Pa. (Buff. N. Y. and Phila.).....	8091 (part)
Larimore, Dak., and Breckenridge, Minn.	6	131.40	Larimore, Everest, Dak. (St. P., Minn. and Man.)..... Ripon, Dak., Breckenridge, Minn. (St. P., Minn. and Man.).....	35006 (part) 35003 (part)
Laurens, S. C., and Augusta, Ga.	4	96.84	Portland, Ripon, Dak. (St. P., Minn. and Man.)..... Laurens, Greenwood, S. C. (G., L. and S. R. R.).....	35013 14021
Lawrence and Burlington, Kans.	7	74.40	Greenwood, S. C., Augusta, Ga. (A. and K. R. R.)..... Lawrence, Ottawa, Kans. (So. Kans.).....	15037 33004 (part)
Lawrence and Carbondale, Kans.	7	32.96	Ottawa, Burlington, Kans. (So. Kans.).....	33019 (part)
Leadville and Salida, Colo. ⁹	7	62.00	Lawrence, Carbondale, Kans. (U. P.).....	33014
Leavenworth and Lawrence, Kans.	7	35.05	Leadville, Salida, Colo. (D. and R. G.).....	33019
Leavenworth and Miltonvale, Kans.	7	166.15	Leavenworth, Lawrence, Kans. (U. P.).....	33002
Leavenworth and Topeka, Kans.	7	57.40	Leavenworth, Miltonvale, Kans. (Kans. Cent.).....	33013
Lebanon and Greensburgh, Ky. ¹⁴	5	32.17	Leavenworth, Meriden Junction, Kans. (L., T. and S. W.).....	33038
Lebanon and Nashville, Tenn.	5	32.01	Meriden Junction, Topeka, Kans. (A., T. and S. F.).....	33010 (part)
Lenox and Jackson, Mich.	9	106.68	Lebanon, Greensburgh, Ky. (Louis. and Nash.).....	20024
Lexington and Louisville, Ky.	5	94.49	Lebanon, Nashville, Tenn. (Nash., Chat. and St. L.).....	19061
			Lenox, Jackson, Mich. (Grand Trunk).....	24033
			Lexington, La Grange, Ky. (Louis. and Nash.).....	20003
			La Grange, Louisville, Ky. (Louis. and Nash.).....	20004 (part)
Litchfield and Bethel, Conn.	1	39.03	Litchfield, Hawleyville, Conn. (Shepaug R. R.).....	5019
Little Falls and Morris, Minn.	6	68.33	Hawleyville, Bethel, Conn. (Dan. and Nor. R. R.).....	5024
Little Rock and Fort Smith, Ark.	7	167.45	Little Falls, Morris, Minn. (North Pac.).....	2646
Little Rock and Warren, Ark. ¹⁷	7	170.75	Argenta, Fort Smith, Ark. (L. R. and Ft. S.).....	29003
			Little Rock, Arkansas City, Ark. (L. R., M. R. and T.).....	29007
			Trippie, Warren, Ark. (L. R., M. R. and T.).....	29004
Lock Haven and Harrisburg, Pa.	2	118.63	Lock Haven, Sunbury, Pa. (P. and E. Div. Penn.).....	8022
			Sunbury, Harrisburg, Pa. (No. Central).....	10002
Lock Haven and Tyrone, Pa.	2	¹⁸ 60.46	Lock Haven, Tyrone, Pa. (B. E. Brch. Penn.).....	8038
			Bellefonte, Milesburgh, Pa.	8063 (part)
Logan and Nelsonville, Ohio	5	33.10	Logan, New Straitsville, Ohio (Col., Hoc. Val. and Tol.).....	21084 (part)
Logan and Pomeroy, Ohio	5	83.82	New Straitsville, Nelsonville, Ohio (Col., Hoc. Val. and Tol.).....	21077
Logansport, Ind., and Columbus, Ohio.	5	197.45	Logan, Pomeroy, Ohio (Col., Hoc. Val. and Tol.).....	21074
			Logansport, Ind., Bradford, Ohio (Chic., St. L. and Pitta.).....	22017
			Bradford, Columbus, Ohio (Pitta., Cin. and St. L.).....	21015 (part)

¹ Runs on route 6052, Jonesville to Hillsdale, Mich. (4.50 miles).² Shown in report of New York and Chicago R. P. O.³ Reported on route 24005.⁴ This clerk runs to Olean as helper on Buffalo and Emporium R. P. O.; 17.25 miles not included in annual mileage.⁵ Balance of route, Park River to Larimore, Dak. (36.47 miles), covered by closed pouches. (See Table C*.)⁶ Balance of route, Hope to Ripon, Dak. (29.84 miles), covered by closed pouches. (See Table C*.) This R. P. O. runs alternately from Junction (n. o.), via Mayville and Everest, and from Junction (n. o.), via Portland, Ripon, and Everest, covering each route once daily one way, and supplying the offices on the other by

closed pouches in due connection. This line was reported last year as Mayville, Dak., and Breckenridge, Minn., R. P. O. Increased distance run this year 32.50 miles. Small car in reserve.

⁷ 98 miles of route 33004, between Ottawa and Cherryvale, Kans., covered by Kansas City and Attica R. P. O., and 16.07 miles between Cherryvale and Coffeyville, Kans., covered by closed-pouch service. (See Table C*.)⁸ Mails handled in cabooses.⁹ Reported last year as Denver, Pueblo and Leadville R. P. O. Decreased distance 216.51 miles.¹⁰ 97 miles of route 33019, between South Pueblo and Salida, Colo., covered by Denver and Ogden R. P. O.¹¹ Lawrence and Burlington cars run over this line.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
61.04 (7)	Pounds. 562 69,142	July 1, 1884 Mar. 9, 1884	152 152	25.71 36.85	155 155	24.82 25.80	6	41,116 (8)	1	Ft. In. 15 0	Ft. In. 9 1	1	1	1
22.04 78.64	273 378	July 1, 1885 Apr. 15, 1885	22 48	16 21	23 47	13 18	6 6	13,979 82,256	1	8 7 16 0	6 8 8 9	41 2	1 1	1 2
63.38	476	Apr. 1, 1884	48	14	47	16	-----	-----	1	9 0	7 0	-----	-----	-----
37.71 28.32 68.30 727.50	468 ----- 235 1,189	Apr. 15, 1885 ----- July 1, 1884 July 1, 1882	48 12 12 9	15 19 18 16.50	47 11 11 10	11 19 18 16.50	6 ----- ----- 0	60,647 ----- ----- 46,574	2	10 4 18 2	6 10 8 94	2 ----- ----- 2	1 ----- ----- 1	2 ----- ----- 2
46.95 32.96 61.92 35.05	456 62 2,850 715	July 1, 1882 July 1, 1882 July 1, 1882 July 1, 1882	9 241 8 231	16.50 11 15.50 18	10 242 7 232	16.50 11 15.50 18	6 6 7 6	20,633 ----- 45,260 21,941	(8) ----- ----- (11)	----- ----- 19 8 -----	----- ----- 7 5 -----	1 ----- 1 1	1 ----- 1 1	1 ----- 1 1
167.91	424	Apr. 16, 1883	201	13.50	292	13.50	6	104,010	2	15 6 9 10	7 8 6 6	3	1	3
46.98 (12)	88 9,081	July 1, 1882 July 1, 1883	41	20	42	20	6	35,932	1 ¹¹	12 0 7 8	7 8	1	1	1
31.80 31.52 106.58 67.44	255 445 373 1,243	July 1, 1884 July 1, 1884 July 1, 1884 July 1, 1884	39 42 6-8 21	11.63 15.56 12.77 17.93	40 41 3-5 18	11.63 17.78 18.06 22.41	6 6 6 6	19,818 20,038 66,782 59,151	1 1 2 1 ¹¹	5 6 12 6 23 6 18 5	6 6 6 6 7 3 9 0	1 1 2 2	1 1 1 1	1 1 2 2
(14)	19,548	July 1, 1884	21	23.39	18	23.39	-----	-----	-----	9 0 9 4	9 4	-----	-----	-----
32.75 6.54 88.37 167.15 114.69 49.25	296 277 354 1,156 585 316	July 1, 1885 July 1, 1885 Jan. 1, 1883 July 1, 1882 July 1, 1882 Sept. 1, 1882	1 1 11 2 7 12	19.36 19.99 20 18.50 23 12	2 1 12 2 10 11	12.33 12.85 20 18.50 23 12	6 6 6 7 7 7	24,432 ----- 55,294 122,239 83,286 41,362	1 ----- 1 1 ¹² 1 1 ¹¹	6 4 21 9 18 0 14 0 14 0 14 0	6 6 8 10 9 0 7 4 7 4 7 4	1 1 2 2 1 1	1 1 1 2 1 1	1 1 1 4 2 1
(16)	1,383	July 1, 1885	14	24	15	28	6	148,525	1	15 0 8 7	8 4 8 3	3	1	1 ¹³
(18)	11,371	July 1, 1885	14	29	15	30	-----	-----	(21)	-----	-----	(21)	-----	-----
55.05 342.70	624 82	July 1, 1885 July 1, 1885	53 53	21 21	50 50	21 21	6	37,848	1	15 0 11 0	8 4 8 2	1	1	1
13.39 19.94 83.71	307 150 909	July 1, 1884 July 1, 1884 July 1, 1884	27 27 1	26.62 19.93 20.94	28 28 2	17.76 23.88 22.34	6 6 2 ¹⁴	20,721 ----- 52,471	1 ----- 2	10 11 16 2	7 9 9 4	1 3	1 1	1 2
114.29 (17)	532 42,547	July 1, 1884 July 1, 1884	12 12	21.83 27.67	1 1	28.65 27.67	6	123,694 -----	1 ¹⁵	11 8 11 10 18 0	8 8 8 6 8 10	3	1	2 ¹⁵

¹² In reserve.
¹³ 11 miles distance on route 33010 covered by Atchison and Top-ka R. P. O.
¹⁴ R. P. O service established July 12, 1884.
¹⁵ 1 reserve car.
¹⁶ Covered by Cincinnati and Nashville R. P. O. 29.24 miles.
¹⁷ 7.50 miles of route 29007, between Arkansas City and Tripp, are doubled by clerks twice each round trip. This line is divided at Arkansas City into two divisions. Trains 7 and 10 run between Little Rock and Arkansas City, and trains 12 and 10 between Arkansas City and Warren, Ark.
¹⁸ 60 miles covered by Williamsport and Baltimore R. P. O., and 24.50 miles covered by Williamsport and Erie R. P. O.
¹⁹ 3 helpers between Muncy Station and Harrisburg.
²⁰ 53.20 miles covered by Williamsport and Baltimore R. P. O.
²¹ Cars and clerks shown on route 8022. Double daily service.
²² Reserve cars.
²³ Clerk runs 2.70 miles (to Bellefonte, Pa.) and return daily.
²⁴ Balance of route, 19.55 miles, covered by closed-ponch service. (See Table C*.)
²⁵ Three clerks make two round trips daily, except Sunday.
²⁶ Clerks run in car of Pittsburgh and Saint Louis R. P. O. on train No. 1, Columbus to Bradford, Ohio.
²⁷ Covered by Pittsburgh and Saint Louis R. P. O. 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 italics.)	Division.	Distance run by clerks, register to register. <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
Logansport, Ind., and Keokuk, Iowa.	6	283.02	Logansport, Ind., State Line (n. o.), (Chi., St. L. and Pitts.)... State Line (n. o.), Keokuk, Iowa (Wab. St. L. and Pac.)	22014 22027 (part)
Los Angeles and Santa Ana, Cal	8	35.15	Los Angeles, Santa Ana, Cal. (Cent. Pac. lessee)	46017
Louisville and Bloomfield, Ky.....	5	58.15	Louisville, Anchorage, Ky. (Louis. and Nash.)	20004 (part) 20012 20028 20005 (part) 20007 19008 22048 22023
Louisville, Ky., and Knoxville, Tenn. ⁴	5	201.97	Anchorage, Shelbyville, Ky. (Louis. and Nash.)	
Louisville, Ky., and Mount Vernon, Ill.	5	190.24	Shelbyville, Bloomfield, Ky. (Louis. and Nash.)	
Louisville, Ky., and Nashville, Tenn.	5	187.16	Louisville, Lebanon Junction, Ky. (Louis. and Nash.)	
Louisville and Paducah, Ky.....	5	227.67	Lebanon Junction, Ky., Jellico, Tenn. (Louis. and Nash.)	
Lovely Mount and Pocahontas, Va.	3	75.16	Jellico, Knoxville, Tenn. (E. T., Va. & Ga.)	
Lowell and Ayer, Mass.....	1	16.98	Louisville Ky., Oakland City, Ind. (Louis., Evans, and St. L.) Oakland City, Ind., Mount Vernon, Ill. (Louis., Evans, and St. L.)	
Lowell and Taunton, Mass.....	1	62.01	Louisville, Ky., Nashville, Tenn. (Louis. and Nash.)	20005
Ludington, Mich., and Toledo, Ohio. ¹⁸	9	278.59	Louisville, Paducah, Ky. (Chesa., O. and S. West.)	20009 (part) 11033 11013 (part) 3020
Lynchburgh, Va., and Bristol, Tenn.	3	204.48	New River Depot, Pocahontas, Va. (N. R. Div. N. and W)	
Lyons, N. Y., and Sayre, Pa.....	2	92.22	Lovely Mount, New River Depot, Va. (N. and W.)	
McCook, Nebr., and Denver, Colo.	6	255.53	Lowell, Ayer, Mass. (Bos. and Low.)	
McLeansborough and Shawneetown, Ill.	6	41.00	Lowell, So. Framingham, Mass. (Old Colony)	3049
Mackinaw City and Detroit, Mich.	9	291.23	So. Framingham, Taunton, Mass. (Old Colony) ¹⁷	3051 (part) 24015
Mackinaw City and Grand Rapids Mich. ²⁷	9	228.30	Ludington, Monroe, Mich. (Flint and Pere Marquette)	
Macon and Brunswick.....	4	190.60	Monroe, Mich., Toledo, Ohio (L. S. and M. S.)	24001 (part) 11013
Macon and Montgomery.....	4	224.51	Lynchburgh, Va., Bristol, Tenn. (N. and W.)	
Macon and Opelika.....	4	129.67	Lyons, N. Y., Sayre, Pa. (Gen., Ith. and Sayre)	6073
			McCook, Nebr., Denver, Colo. (Bur. and Mo. Riv. in Nebr.)	24009 (part) 23078
			McLeansborough, Shawneetown, Ill. (Louis. and Nash.)	24013
			Mackinaw City, Detroit, Mich. (Mich. Cent.)	
			Mackinaw City, Grand Rapids, Mich. (G'd Rap. and Ind.)	24018 (part) 15013 (part) 15016 17003 15011
			Macon, Brunswick, Ga. (E. T. V. and G. R. R.)	
			Macon, Ga., Enfaula, Ala. (S. W.)	
			Enfaula, Montgomery, Ala. (M. and E.)	
			Macon, Columbus, Ga. (S. W.)	
			Columbus, Ga., Opelika, Ala. (C. and W.)	17007

¹ East Division, Logansport, Ind., to Peoria, Ill.² Balance of route (6.47 miles), Keokuk, Iowa, to Warsaw, Ill., covered by closed pouches. (See Table C*.)³ West Division, Peoria, Ill., to Keokuk, Iowa.⁴ Covered by Cincinnati and Nashville R. P. O. 12 miles.⁵ Clerks on this R. P. O. run only between Louisville, Ky., and Jellico, Tenn., service from Jellico to Knoxville being performed by Warm Springs and Jellico R. P. O.⁶ Distance Louisville to Jellico only. 2 reserve cars.⁷ Covered by Cincinnati and Nashville R. P. O. 28.61 miles.⁸ Covered by Warm Springs and Jellico R. P. O. 66.12 miles.⁹ 2 reserve cars.¹⁰ Covered by Cincinnati and Nashville R. P. O. 185 miles.¹¹ Clerks run south on train No. 3, returning in car of Cincinnati and Nashville R. P. O. night line as helpers.¹² Clerks are appointed to Cincinnati and Nashville R. P. O. and are shown with that line.¹³ Balance of route shown on Paducah and Memphis R. P. O. This also includes cars on Paducah and Memphis R. P. O. (all cars on line running between Louisville and Memphis), and 6 reserve cars.¹⁴ 1.54 miles covered by Lynchburgh and Bristol R. P. O.¹⁵ Reserve cars.¹⁶ Balance of route covered by Boston, Clinton and Fitchburgh R. P. O. (37.12 miles), and closed-pouch service between Taunton, and New Bedford (20.91 miles). (See Table C*.)¹⁷ Runs on route 24001, Monroe, Mich., to Toledo, Ohio (24.47 miles); in connection with Manistee and East Saginaw and Bay City, Wayne and Detroit R. P. O.'s

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
61.19	<i>Pounds</i> 1,551	July 1 1884	105	24	104	24	6	171,110	1	32 2	8 9	13	2	8
222.40	1,766	July 1, 1883	105 15 3	17 22	104 6 2	26 25	-----	-----	1	32 0	8 11	2	1	-----
35.23 (4)	906 19,504	July 1, 1882 July 1, 1884	1	16.77 36	2	16.01 35 16	7 6	25,659 36,402	1 1	32 6 26 6	8 9 10 0	1	1	1
18.48 27.75 (7)	291 201 16,947	July 1, 1884 July 1, 1884 July 1, 1884	36	12.79 12.98 19.07	35 35	12.79 10.39 19.07	7 ----- 7	----- ----- 147,488	2 1 1	18 5 14 15 3	9 9 2 8 9	4	1	4
170.97 (9)	1,202 824	July 1, 1884 July 1, 1884	23	19.74	24	19.74	-----	-----	1	15 3	8 9	-----	-----	-----
99.55 88.56	720 339	July 1, 1884 July 1, 1884	1	22.12 25.30	2	23.42 23.61	6	119,090	94	14	7 6	3	1	3
(10)	16,947	July 1, 1884	115	26.46	-----	-----	84	68,314	2	17 7	8 9	3	1	(13)
223.30	948	July 1, 1884	1	20.61	2	21.09	7	166,199	2	14 0	9 4	4	1	4
73.59 (15)	804 6,222	July 1, 1885 July 1, 1885	21	21.22	22	21.95	6	47,050	148	15 4	9 3	1	1	1
16.74	745	July 1, 1885	253 259	23.66 21.55	254 258	18.30 23.10	6 6	10,629 10,629	1	11 2	7 0	1	1	1
30.24	1,841	July 1, 1885	465	28.57	440	25.58	6	38,818	161	13 2	6 2	1	1	2
32.25	1,330	July 1, 1885	477	29.05	404	23.80	6	38,818	161	12 0	7 0	1	1	-----
264.41 (20)	2,653 4,634	July 1, 1884 July 1, 1884	465 477	26.80 26.15	440 404	23.80 24.81	----- 6	----- 174,397	161 3	14 0 12 0	7 0 7 0	4	1	199
206.52	6,222	July 1, 1885	109	24.91	110	31.95	7	149,270	22 1 22 1 22 1 24 2	40 2 41 0 48 8 15 9	8 10 8 7 8 8 8 8	4	2	22 11
92.62 256.40	848 2,357	July 1, 1885 Apr. 1, 1884	109 39	23 29	102 40	27 29	6 7	57,729 186,537	2	11 0	7 0	2	1	3
41.22	120	July 1, 1883	11	20	10	20	6	25,666	1	11 10	9 0	1	1	1
290.22	1,957	July 1, 1884	92 & 204	24.33	91 & 201	24.50	6	182,310	1	16 1	8 8	-----	-----	-----
225.67	1,831	July 1, 1884	202 6	26.44 25.34	203 1	25.41 23.78	6 6	67,783 141,664	1 19 3	15 6 22 0	9 2 8 10	6	1	20 10
190.58	667	July 1, 1884	11	19	12	17	7	139,138	3	15 0	9 4	4	1	21 5
144.57 80.49 101.04	1,049 860 568	July 1, 1884 July 1, 1884 July 1, 1884	1 1 5	22 22 18	2 2 6	23 23 20	7 ----- 6	163,885 ----- 80,067	24 3 ----- 1	22 8 ----- 12 0	9 2 ----- 7 0	4	1	4 ----- 2
29.58	824	July 1, 1884	5	18	6	20	-----	-----	1	11 2	6 8	-----	-----	-----

give double service between Manistee Junction and Wayne, Mich. (210.33 miles) daily, except Sunday.
¹⁹ 1 car held in reserve.
²⁰ Shown in report of Detroit and Toledo R. P. O. night line.
²¹ 2 clerks detailed to Bay City, Wayne and Detroit R. P. O.; 3 clerks detailed to Manistee and East Saginaw R. P. O. (One of these clerks alternates between Manistee and East Saginaw and East Saginaw and Lakeview R. P. O.)
²² Cars run through to Chattanooga, Tenn.
²³ 1 transfer clerk at Lynchburgh, Va.; 2 helpers between Wytheville and Roanoke, who also perform service as helpers in the Baltimore and Bristol R. P. O. between Roanoke and Waynesborough.
²⁴ 1 reserve car.
²⁵ Balance of route (132.61 miles) covered by Omaha and McCook, Nebr., R. P. O.

²⁶ Trains 202 and 203 carry as R. P. O. between Bay City and Detroit, Mich., and in connection with the through run give double service between these points (107.78 miles, daily (except Sunday).
²⁷ In connection with Cadillac and Fort Wayne and Grand Rapids and Cincinnati R. P. O.'s gives double service between Cadillac, Mich., and Fort Wayne, Ind. (240 miles).
²⁸ Balance of route (143.23 miles) covered by Cadillac and Fort Wayne R. P. O.
²⁹ 1 clerk assigned as chief clerk at Grand Rapids, Mich., 1 clerk assigned as transfer clerk, Grand Rapids, Mich., and 4 clerks detailed to Cadillac and Fort Wayne R. P. O.
³⁰ 160.22 miles shown in Rome and Macon R. P. O.
³¹ 1 transfer clerk, Jesup, Ga.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Manassas and Strasburgh, Va.	3	60.40	Manassas, Strasburgh, Va. (Man. Div. Va. Mid.)	11003
Manchester, N. H., Lawrence and Boston, Mass.	1	53.85	Manchester, N. H., Lawrence, Mass. (Man. and Law.)	3063
			Lawrence, Boston, Mass. (Bos. and Maine)	13011
Manchester and Peterborough, N. H.	1	63.87	Manchester, Concord, N. H. (Concord)	(part) 19001
			Concord, Contocook, N. H. (Boston and Lowell)	(part) 1009
			Contocook, Peterborough, N. H. (Bos. and Lowell)	(part) 1010
Manistee and East Saginaw, Mich. ⁷	9	148.13	Manistee, Manistee Junction, Mich. (Flint and Pere Marquette)	24045
			Manistee Junction, East Saginaw, Mich. (Flint and Pere Marquette)	24015
Manhattan and Burlingame, Kans.	7	57.21	Manhattan, Burlingame, Kans. (M., A. and B.)	(part) 33024
Maquoketa and Davenport, Iowa.	6	43.85	Maquoketa, Davenport, Iowa (Chi., Mil. and St. Paul)	27018
Marion and Chicago, Ill.	5	269.85	Marion, Ohio, Chicago Junction (n. o.), Ind. (Chi. and Atl.)	21090
			Chicago Junction (n. o.), Ind., Chicago, Ill. (Chi. and West Ind.)	(part)
Marion and Council Bluffs, Iowa.	6	261.90	Marion, Union Pacific Transfer, Iowa (Chi., Mil. and St. Paul)	127028
Marion and Running Water, Dak.	6	62.72	Marion, Running Water, Dak. (Chi., Mil. and St. Paul)	(part) 127025
Marquette and Houghton, Mich. ¹⁴	6	95.20	Marquette, Houghton, Mich. (Marq., Hough. and Ont.)	(part) 24040
Marshalltown and Story City, Iowa. ¹⁰	6	89.55	Marshalltown, Story City, Iowa (Central Iowa)	27079
Mason City and Albia, Iowa	6	169.55	Mason City, Albia, Iowa (Central Iowa)	27010
Mayesville, Paris, Ky., and Cincinnati, Ohio.	5	131.44	Mayesville, Paris, Ky. (Ky. Cent.)	20015
			Paris, Covington, Ky. (Ky. Cent.)	20002
Meadville and Oil City, Pa.	2	36.62	Meadville, Oil City, Pa. (Frank Broch. N. Y., P. and Ohio)	(part) 8043
Memphis, Tenn., and Grenada, Miss.	4	101.60	Memphis, Tenn., Grenada, Miss. (Miss. and Tenn.)	18003
Memphis, Tenn., and Little Rock, Ark.	7	136.00	Hopfield, Little Rock, Ark. (M. and L. R.)	29001
Memphis, Tenn., and New Orleans, La.	4	454.70	Memphis, Tenn., Vicksburgh, Miss. (L., N. O. and Tex.)	18019
			Vicksburgh, Miss., New Orleans, La. (L., N. O. and Tex.)	30014
Menasha and Schleisingsville, Wis.	6	66.26	Menasha, Schleisingsville, Wis. (Wis. Central)	25017
Mendota and Centralia, Ill.	6	211.99	Mendota, Centralia, Ill. (Illinois Central)	(part) 23021
				(part)
Mendota and Fulton, Ill.	6	65.26	Mendota, Fulton, Ill. (Chi., Burl. and Qcy.)	23013
Menominee, Mich., and Green Bay, Wis.	6	74.89	Menominee, Mich., Crivitz, Wis. (Wis. and Mich.)	25057
			Crivitz, Green Bay, Wis. (Wis. and Mich.)	25016
Meridian and Vicksburgh	4	140.70	Meridian, Vicksburgh, Miss. (V. and M.)	(part) 18008
Merrill and Tomah, Wis.	6	107.50	Merrill, Tomah, Wis. (Chi., Mil. and St. Paul)	25031
Mexico and Cedar City, Mo.	7	50.43	Mexico, Cedar City, Mo. (C. and A.)	29021
Michigan City and Indianapolis, Ind.	5	161.18	Michigan City, Indianapolis, Ind. (Wab., St. L. and Pac.)	22004

¹ Balance of route covered by Portland and Boston R. P. O., 89.33 miles.

² Covered by Portland and Boston R. P. O., 27 miles. Service went into effect October 17, 1884. These clerks double the road between Manchester and Lawrence.

³ Balance of route covered by Saint Albans and Boston R. P. O., 18.02 miles.

⁴ Covered by Saint Albans and Boston R. P. O., 18.26 miles.

⁵ Balance of route covered by Concord and Claremont R. P. O., 43.74, and closed-pouch service between Claremont and Claremont Junction, 1.09 miles. (See Table C.)

⁶ Covered by Concord and Claremont R. P. O., 11.97 miles.

⁷ Runs on route 24015, Manistee Junction and East Saginaw, Mich. (119.83 miles), and, in connection with Bay City, Wayne and Detroit, and Ludington and Toledo R. P. O.'s, gives double service between Manistee Junction and Wayne, Mich. (210.33 miles), daily except Sunday.

⁸ Clerks appointed to Ludington and Toledo R. P. O. (See East Saginaw and Lakeview remarks).

⁹ Shown in report of Ludington and Toledo R. P. O.

¹⁰ 2 reserve cars.

¹¹ Covered by lines of sixth division, 20 miles.

¹² Balance of route (89.28 miles) covered by Chicago, Savannah, Illinois, and Cedar Rapids, Iowa, R. P. O.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
62.55	528	July 1, 1885	14	12.15	15	12.20	6	37,810	1	12 9	6 9	2	1	2
27.06	1,013	July 1, 1885	39	16.77	34	22.93	6	11,668	1	10 0	6 9	2	1	2
(²)	4,739	July 1, 1885	87	23.28	86	18.60	6	11,668	1	10 0	6 9	1	1	1
(⁴)	11,738	July 1, 1885	39	28.56	84	26.12	6	12,025	1	10 0	6 9	1	1	1
(⁶)	452	July 1, 1885	3	21.17	10	37	6	39,669	1	8 6	6 0	1	1	1
(⁸)	452	July 1, 1885	3	22.30	10	18.99	6		1	9 0	7 0			
32.76	811	July 1, 1885	8	19.04	10	14.32	6	92,729	2	20 0	8 10	3	1	(²)
27.13	901	July 1, 1884	705	24.42	706	24.42								
(²)	2,653	July 1, 1884	5	26.40	6	31.24								
57.21	227	July 1, 1882	2	13	1	18	6	85,813	1	12 0	9 0	1	1	1
43.91	211	July 1, 1883	24	20	23	20	6	27,450	1	14 3	7 11	1	1	1
249.95	383	June 1, 1883	1	23.56	8	28.31	6	168,928	104	10 1	6 10	4	1	4
(¹¹)			1	20	8	20								
261.90	1,759	Apr. 1, 1884	8	21	2	22	6	163,949	2	20 0	9 3	4	1	4
63.00	1,949	July 1, 1883	1	24	0	24	6	39,263	1	24 0	9 3	1	1	1
95.93	743	Apr. 16, 1884	89	14	40	14	6	59,595	1	15 4	8 6	1	1	1
39.23	122	July 1, 1883	1	22	2	21	6	24,758	1	14 0	6 10	2	1	2
170.21	1,230	July 1, 1883	1	12	16	11	6	106,188	151	12 0	7 3	1	1	1
50.17	762	July 1, 1884	1	9	7	6	6	82,281	1	9 7	6 8	1	1	1
(¹⁹)	2,460	July 1, 1884	1	22	7	8	6	24,758	1	22 0	7 8	1	1	1
86.62	572	July 1, 1885	15	12	16	11	6	106,188	178	22 0	8 11	3	2	185
102.34	827	July 1, 1884	2	24	1	23	6	82,281	1	14 0	10 0	2	1	2
136.00	2,850	July 1, 1882	11	20	12	18.82	6	22,924	1	11 8	8 8	1	1	1
220.17	572	July 1, 1885	83	24	84	23	6	74,168	1	18 6	7 0	1	1	1
235.42	827	July 1, 1884	2	20	1	22	7	99,280	1	12 1	6 9	2	1	2
64.23	1,607	Apr. 1, 1884	3	19.50	2	19.50	7	284,517	2	15 2	7 7	1	1	1
212.85	3,794	Nov. 3, 1884	6	26	5	26	6	41,479	143	15 2	7 7	4	1	226
64.70	205	July 1, 1883	8	22	2	23	6	132,705	1	27 1	9 0	1	1	1
22.79	232	July 1, 1884	1	21	1	27	6	40,873	1	21 1	9 0	1	1	1
52.09	1,066	Mar. 16, 1885	95	24	98	24	6	46,881	1	8 0	6 6 1/2	1	1	1
140.69	1,531	July 1, 1884	4	27	1	27	6	102,711	1	22 8	9 0	1	1	1
106.07	551	July 1, 1883	2	20	1	21	7	67,295	1	22 1	9 1	3	1	3
50.43	278	July 1, 1883	2	20	1	21	6	102,711	(²⁴)			2	1	3
161.62	913	July 1, 1884	35	20.79	36	21.49	6	81,569	161	13 5	7 7	3	1	2
							6	100,899	1	11 0	7 5	1	1	1
							6		1	17 6	9 0	1	1	1
							6		1	14 5	9 1	3	1	3
							6		1	13 9	9 0	1	1	3

¹² Balance of route (288.40 miles) covered by Calmar, Iowa, and Chamberlain, Dak., R. P. O.

¹⁴ This line was reported last year as Marquette and L'Anse, Mich., R. P. O. Increased distance run this year, 31.39 miles.

¹⁵ Reserve.

¹⁶ New service.

¹⁷ 1 car in reserve.

¹⁸ 3 men run two weeks on and one week off; 2 clerks run daily, except Sundays.

¹⁹ Covered by Cincinnati and Lexington R. P. O., 80 miles.

²⁰ Balance of route covered by Ashland and Menasha, Wis., R. P. O. (250.98 miles); and between Milwaukee

and Schleisingsville, Wis. (32.50 miles) by closed pouches. (See Table C.)

²¹ Balance of route (132.29 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O. 1 car in reserve.

²² 1 clerk detailed to this line from Springfield and Grafton, Ill., R. P. O.; 2 helpers between Mendota and Wapella, Ill., 84 miles; 1 clerk detailed to transfer duty at Bloomington, Ill.

²³ Balance of route covered by Green Bay, Wis., and Milwaukee, Wis., R. P. O. (114.14 miles), and between Pike and Crivitz, Wis. (19.90 miles), by closed pouches. (See Table C.) 1 car in reserve.

²⁴ See Chatt. and Merid. R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register. <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or north west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
Michigan City, Monon, and Indianapolis, Ind.	5	154.87	Michigan City, Monon, Ind. (Louis., N. A. and Chi.) Monon, Indianapolis, Ind. (Louis., N. A. and Chi.)	22008 (part) 22038 (part)
Middletown and New York, N. Y.	2	89.78	Middletown, New York, N. Y. (N. Y., Susq. and Westn.)	7057 (part)
Millbank and Mitchell, Dak.	6	225.92	Millbank, Aberdeen, Dak. (Chi., Mil. and St. Paul) Aberdeen, Ashton, Dak. (Chi., Mil. and St. Paul) Ashton, Mitchell, Dak. (Chi., Mil. and St. Paul)	22010 (part) 23012 (part) 35017 (part)
Millerton and Dutchess Junction, N. Y.	2	57.97	Millerton, Dutchess Junction, N. Y. (N. D. and C. R. E.)	6085
Milton and Mineral Point, Wis.	6	90.66	Milton, Gratiot, Wis. (Chi., Mil. and St. Paul) Gratiot, Mineral Point, Wis. (Chi., Mil. and St. Paul)	225004 (part) 225020 (part)
Milton and Stockton, Cal.	8	30.90	Milton, Stockton, Cal. (Stockton and Copperopolis)	48012 (part)
Milwaukee, Wis., and Chicago, Ill.	6	88.14	Milwaukee, Wis., Chicago, Ill. (Chi. and No. West.)	23001
Milwaukee and Lancaster, Wis.	6	168.40	Milwaukee, Montfort, Wis. (Chi. and No. West.) Montfort, Lancaster Junction, Wis. (Chi. and No. West.)	25082 (part) 25025 (part)
Milwaukee and Prairie du Chien, Wis.	6	194.40	Lancaster Junction, Lancaster, Wis. (Chi. and No. West.) Milwaukee, Prairie du Chien, Wis. (Chi., Mil. and St. Paul)	25042 (part) 25091 (part)
Minneapolis, Minn., and Angus, Iowa.	6	260.28	Minneapolis, Minn., Angus, Iowa. (Mil. and St. Louis)	28021
Minneapolis, Minn., and Millbank, Dak.	6	191.60	Minneapolis, Cologne, Minn. (Chi., Mil. and St. Paul) Cologne, Minn., Millbank, Dak. (Chi., Mil. and St. Paul)	28037 (part) 28010 (part)
Minneapolis, Minn., and Watertown, Dak.	6	224.30	Minneapolis, Birch Cooley, Minn. (Minn. and St. Louis) Birch Cooley, Minn., Watertown, Dak. (Minn. and St. Louis)	28028 (part) 29053 (part)
Missouri Valley, Iowa and Valentine, Nebr.	6	306.10	Missouri Valley, California, Iowa (S. City and Pac.) California, Iowa, Fremont, Nebr. (S. City and Pac.) Fremont, Valentine, Nebr. (Fro., Elk. and Mo. Val.)	27029 (part) 27077 (part) 34010 (part)
Mona and Waterloo, Iowa	6	80.88	Mona, Waterloo, Iowa (Illinois Central)	27022
Monmouth Junction and Manassquan, N. J.	2	33.18	Monmouth Junction, Jamesburgh, N. J. (Amboy Div., Penn.) Jamesburgh, Sea Girt, N. J. (Amboy Div., Penn.)	7005 (part) 7023 (part)
Monroe and Adrian, Mich.	9	34.29	Monroe, Adrian, Mich. (L. S. and M. S.)	24002
Montandon and Spring Mills, Pa.	2	45.39	Lewisburgh, Spring Mills, Pa. (L. and T. Div., Penn.)	8087 (part)
Montfort, Wis., and Galena, Ill.	6	56.08	Montfort, Platteville, Wis. (Chi. and No. West.) Platteville Jct., Platteville, Wis. (Chi. and No. West.) Platteville Jct., Wis., Galena, Illa. (Chi. and No. West.)	225025 (part) 25043 (part) 225025 (part)
Montgomery and New Orleans	4	321.85	Montgomery, Mobile, Ala. (Mob. and Mont. R. R.) Mobile, Ala., New Orleans, La. (N. O., M. and Tex. R. R.)	17012 (part) 17013 (part)

¹ Balance of route covered by Chicago and Louisville R. P. O.² 1 reserve car.³ Relieves every third week Port Jervis and New York clerk.⁴ Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles), Minneapolis, Minn., and Millbank, Dak., R. P. O. (159.90 miles), and between Aberdeen and Ipswich, Dak. (26.33 miles), by closed pouches. (See Table C.)⁵ Balance of route, Ellendale to Aberdeen, Dak. (87.40 miles), covered by closed pouches. (See Table C.) This line was reported last year as Aberdeen and Mitchell, Dak., R. P. O. Increased distance run this year, 86.55 miles.⁶ Balance of route, Gratiot to Shullsburgh, Wis. (11.50 miles), covered by closed pouches. (See Table C.)⁷ Balance of route, Gratiot, Wis., to Warren, Ill. (7.15 miles), covered by closed pouches. (See Table C.)⁸ 1 clerk detailed to transfer duty at Milwaukee, Wis.⁹ Balance of route covered by Montfort, Wis., and Galena, Ill., R. P. O. (47.76 miles), and between Woodman and Lancaster Junction, Wis. (18.53 miles), by closed pouches. (See Table C.)¹⁰ 2 helpers between Whitewater and Prairie du Chien, Wis., 143 miles. 1 clerk detailed to transfer duty at Prairie du Chien, Wis.¹¹ North division, Minneapolis to Albert Lea, Minn.¹² 1 helper on north division, between Montgomery and Albert Lea, Minn., 58 miles.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	Pounds.		Train No.	Miles.	Train No.	Miles.			Ft. In.	Ft. In.				
159.63	967	July 1, 1884	12	27.21	11	27.21	6	96,823	3	14 0	9 4	3	1	3
195.56	785	July 1, 1884	12	23.87	11	23.87								
88.40	825	July 1, 1885	18	18	1	19	6	56,202	2	13 6	6 10	2	1	2
96.50	1,826	Apr. 15, 1885	3	24	2	24	6	141,426	2	20 8	9 0	4	1	4
32.72	174	July 1, 1882	3	28	2	28			1	20 9	8 9			
95.88	609	Apr. 16, 1884	3	28	2	28								
57.97	459	July 1, 1885	51	22	54	18	6	36,289	2	9 10	6 8	1	1	1
63.79	1,043	July 1, 1883	1	20	2	24	6	56,753	1	16 9	7 5	2	1	2
25.80	1,057	July 1, 1883	1	19	2	18								
30.09	640	July 1, 1882	5	28.26	8	28.65	6	19,343	1	10	8 9	1	1	1
85.37	8,625	Apr. 1, 1884	4	28	5	28	6	107,847	2	36	9 5	2	1	4
			10	28	11	28	6		2	50 0	9 5	2	1	
146.37	565	July 1, 1883	1	23	2	24	6	105,418	1	24 0	9 3	3	1	3
10.00	556	July 1, 1883	1	15	2	12			1	24 7	9 3			
12.31	740	July 1, 1883	1	15	2	11								
196.64	2,552	July 1, 1883	1	24	2	24	6	111,757	2	25 0	9 3	4	1	107
			1	24	2	24	6		1	24 0	9 3			
260.26	1,168	July 1, 1883	4	23	3	24	7	70,227	1	19 9	9 11	1	1	1
			2	23	1	23	6	94,983	1	9 3	8 8	1	1	1
									1	9 0	8 10			
									1	9 4	9 0			
33.17	1,710	July 1, 1883	1	22	4	23	6	119,941	1	21 0	9 4	3	1	3
159.90	1,826	Apr. 15, 1885	1	23	4	24			1	20 10	9 1			
102.58	235	July 1, 1883	14	22	13	22	6	140,412	2	20 0	9 0	3	1	2
123.30	390	Dec. 1, 1884	14	22	13	22			1	22 0	9 3			
(16)	2,769	July 1, 1883	5	21	6	22	6	191,618	3	17 8	9 6	6	1	6
32.23	1,076	July 1, 1883	5	21	6	21								
268.59	1,112	Apr. 16, 1884	5	24	6	24								
80.79	763	July 1, 1883	15	11	16	11	6	50,631	1	19 0	8 10	2	1	2
									1	18 2	9 0			
175.65	969	July 1, 1885	380	18	387	27	6	20,770	1	6 8	6 4	1	1	1
27.64	488	July 1, 1885	380	27	387	26			(19)			(19)		
34.90	674	July 1, 1884	105	23.43	102	32.12	6	21,466	1	12 2	9 0	1	1	1
2042.45	268	July 1, 1885	1	10	10	11	6	28,414	1	14 10	8 4	1	1	1
			2	6	2	6	6							
21.50	556	July 1, 1883	18	19	17	23	6	33,046	1	12 0	7 3	1	1	1
234.86	148	July 1, 1883	18	18	17	22								
26.26	556	July 1, 1883	18	19	17	23								
180.57	6,146	July 1, 1884	1	26	2	28	7	222,950	3	49 1	9 1	5	1	1
			3	28	4	26	7	222,950	1	49 1	9 1	5	1	1
141.43	5,897	July 1, 1884	1	26	2	28			1	50 0	8 8			
			3	28	4	26								

¹² South division, Albert Lea, Minn., to Angus, Iowa.

¹⁴ Reserve.

¹⁵ Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles), Millbank and Mitchell, Dak., R. P. O. (96.50 miles), and between Aberdeen and Inaweb, Dak. (26.33 miles) by closed pouches. (See Table C.) This line was reported last year as Minneapolis and Aberdeen R. P. O. Decreased distance run this year, 96.55 miles.

¹⁶ Distance (6.13 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

¹⁷ Balance of route (47.64 miles) covered by South Ambey and Philadelphia R. P. O.

¹⁸ Clerk runs to Sea Girt and records arrival and departure at Manasquan by slips.

¹⁹ Car and clerk shown on route 7005.

²⁰ Balance of route (14.19 miles) covered by closed-pouch service. (See Table C.)

²¹ Short run between Montandon and Lewisburgh. Clerk performs double daily service between Montandon and Lewisburgh.

²² Balance of route, Woodman to Lancaster Junction, Wis. (18.53 miles), covered by closed pouches (see Table C), and between Lancaster Junction and Montfort, Wis. (10 miles), by Milwaukee and Lancaster, Wis., R. P. O.

²³ Distance covered by R. P. O. twice daily each way.

²⁴ 1 transfer clerk, Montgomery, Ala.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Montgomery and Selma.....	4	51.21	Montgomery, Selma, Ala. (W. R. R. of Ala.)	17002
Montgomery and Somerville, Tex. ¹	7	55.00	Montgomery, Navasota, Tex. (G. Colo. and S. F.)	31024
			Navasota, Somerville, Tex. (G. Colo. and S. F.)	31050
Montrose and Tunkhannock, Pa.	2	29.16	Montrose, Tunkhannock, Pa. (Montrose)	8078
Morning Sun and Oskaloosa, Iowa	6	81.82	Morning Sun, Oskaloosa, Iowa (Central Iowa).....	22808
Mount House, Nev., and Keeler, Cal.	8	301.72	Mount House, Nev., Keeler, Cal. (Carson and Colorado).....	45004
				45004
				45006
Mount Carmel and Sunbury, Pa..	2	27.83	Mount Carmel, Sunbury, Pa. (Shamokin Div. No. Central) ...	8028
Mount Pleasant and Keokuk, Iowa.	6	50.40	Mount Pleasant, Keokuk, Iowa (St. L., Keo. and N. W.)	22918
Muncie, Ind., and Bloomington, Ill.	5	201.81	Muncie, Ind., Bloomington, Ill. (L. Erie and West.)	(part) 21020
Muscataine and Montezuma, Iowa.	6	96.87	Muscataine, What Cheer, Iowa (Bur., C. Rap. and North.)	(part) 27404
Muskegon and Allegan, Mich. ¹⁰	9	60.06	Thornburgh, Montezuma, Iowa (Bur., C. Rap. and North.) ...	27465
			Holland, Allegan, Mich. (Chi. and West Mich.)	24023
			Muskegon, Holland, Mich. (Chi. and West Mich.)	24022
				(part) 3086
Nacogdoches and Houston, Tex.	7	140.25	Nacogdoches, Houston, Tex. (H. E. and W. T.)	31022
Nashua, N. H., and Worcester, Mass.	1	46.76	Nashua, N. H., Worcester, Mass. (Wor., Nash. and Roch.)	3086
<i>Nashville and Chattanooga, Tenn.</i>	5	151.60	Nashville, Chattanooga, Tenn. (Nash., Chatt. and St. L.)	19004
<i>Nashville, Tenn., and Hickman, Ky.</i>	5	169.31	Nashville, Tenn., Hickman, Ky. (Nash., Chatt. and St. L.)	19007
<i>Nashville and Hope, Ark.¹¹</i>	7	28.33	Nashville, Hope, Ark. (Ark. and La.)	29009
<i>Nashville, Tenn., and Montgomery, Ala.</i>	5	306.02	Nashville, Tenn., Decatur, Ala. (Louis. and Nash.)	19006
			Decatur, Montgomery, Ala. (Louis. and Nash.)	17004
Nebraska City and Beatrice, Nebr.	6	95.24	Nebraska City, Nemaha City, Nebr. (Nebraska)	234005
				(part) 84019
Nebraska City and Grand Island, Nebr.	6	150.00	Nemaha City, Beatrice, Nebr. (Rep. Valley)	234005
			Nebraska City, York, Nebr. (Nebraska)	(part) 234011
			York, Aurora, Nebr. (Rep. Valley)	(part) 84027
Neche, Dak., and Breckenridge, Minn.	6	208.78	Aurora, Grand Island, Nebr. (Rep. Valley)	35005
			Neche, Fargo, Dak. (St. P., Minn. and Man.)	29005
			Fargo, Dak., Breckenridge, Minn. (St. P., Minn. and Man.)	
Newark and Shawnee, Ohio.....	5	43.68	Newark, Shawnee, Ohio (Balto. and Ohio)	21038
New Berlin and Sidney Plains, N. Y.	2	25.31	New Berlin, Sidney Plains, N. Y. (N. B., N. Y., O. and W.)	6101
<i>Newburyport and Boston, Mass.</i>	1	40.63	Newburyport, Wakefield, Mass. (Bos. and Maine).....	3014
			Wakefield, Boston, Mass. (Bos. and Maine).....	23011
				(part) 22042
New Castle and North Vernon, Ind.	5	69.93	New Castle, Rushville, Ind. (Ft. W., Cin. and Louis.)	22015
			Rushville, North Vernon, Ind. (Cin., Ind., St. L. and Chi.)	5021
New Hartford and Farmington, Conn.	1	14.30	New Hartford, Farmington, Conn. (N. H. and N. Hampt.)	275005
New Haven, Conn., and New York, N. Y.	1	77.05	New Haven, Conn., New York, N. Y. (N. Y., N. H. and Hart.)	(part)

¹ Not reported last year. New service.² Balance of route, Keithsburg, Ill., to Morning Sun, Iowa (17.20 miles), covered by closed pouches (see Table C), and by Peoria and Keithsburg, Ill., R. P. O. (92.05 miles).³ Cars run through between Peoria, Ill., and Oskaloosa, Iowa. (See Peoria and Keithsburg, Ill., R. P. O.)⁴ Tri-weekly service only on route 45004, between Belleville Junction, Nev., and Keeler, Cal., a distance of 141 miles. Clerks alternate every thirty days between those points.

Reserve car.

⁵ Balance of route (137.97 miles) covered by Burlington, Iowa, and Saint Louis, Mo., R. P. O.⁷ Balance of route covered by Sandusky and Muncie R. P. O.⁸ Cars shown on Sandusky and Muncie R. P. O.⁹ Distance from Thornburgh to What Cheer, Iowa (4.50 miles), covered twice daily each way by this R. P. O.¹⁰ Runs on route 24022, Muskegon, to Holland, Mich. (35.50 miles), and in connection with Big Rapids and Holland R. P. O. gives double service between these points daily except Sunday.¹¹ Shown in report of Big Rapids and Holland R. P. O.¹² Covered by Portland and Worcester R. P. O., 46.63 miles.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail w hole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mall cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.		
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.					
	Pounds.		Miles.		Miles.				Ft.	In.	Ft.	In.				
51.23	1,007	July 1, 1884	4	17	3	17	6	32,057	1	23	3	9	5	1	1	1
23.17	108	July 1, 1882	10	10	15	10	7	40,150	1	10	0	7	0	1	1	1
27.20	.....	Not weighed.														
28.27	158	July 1, 1885	2	17	3	13	6	18,252	1	6	0	6	0	1	1	1
81.57	275	July 1, 1883	3	20	4	22	6	51,219	(²)	.....	.....	.....	.....	1	1	1
152.00	529	May 15, 1884	1	16.61	2	17.77	7	117,325	3	10	9	8	8	4	1	4
141.00	529	May 15, 1884	3	14.73	4	15	3	43,992								
6.81	109	May 15, 1884	1	15.13	2	17.10										
27.44	244	July 1, 1885	1	20	6	22	6	17,422	1	14	8	8	5	1	1	1
49.10	2,974	July 1, 1884	15	11	16	11	6	31,550	1	12	10	6	3	1	1	1
201.36	559	July 1, 1884	3	21.16	4	21.16	6	126,333	(⁸)	.....	.....	.....	.....	4	1	4
76.58	440	July 1, 1883	32	20	31	21	6	60,640	1	11	11	9	4	2	1	2
16.29	271	July 1, 1883	32	20	31	20										
24.64	322	July 1, 1884	26	23	23	21.23	6	37,598	1	12	0	0	0	1	1	1
(11)	821	July 1, 1884	26	20.28	23	22.42										
140.25	382	Dec. 1, 1883	2	15	1	15	6	87,797	2	14	6	6	6	2	1	2
(12)	.....	.....	8	20.46	13	22.10	6	29,271	1	18	0	6	10	1	1	(13)
151.00	4,704	July 1, 1884	1	26.26	2	26.26	7	110,668	143	20	0	9	4	3	1	155
170.11	1,469	July 1, 1884	51	19.49	52	21.32	6	105,988	2	15	0	8	6	3	1	154
28.33	279	Feb. 11, 1885	3	14	2	14	7	20,365	1	9	6	6	1	1	1	1
122.72	3,350	July 1, 1884	3	25.73	2	27.16	7	223,395	2	18	5	9	0	4	1	166
183.28	2,689	July 1, 1884	3	28.20	2	28.20	.....	.....	1	20	0	9	0			
27.60	575	July 1, 1883	53	18	54	16	6	59,620	191	18	0	9	0			
67.76	329	Apr. 16, 1884	53	18	54	16			1	14	9	9	4			
109.85	575	July 1, 1882	41	13	42	21	6	93,960	2	8	6	7	0	2	1	2
22.75	564	July 1, 1882	41	23	42	20	.....	.....	1	18	4	9	0			
19.92	654	Aug. 1, 1884	41	23	42	20			2	22	0	9	4	3	1	3
158.29	2,996	Apr. 1, 1884	4	20	3	22	6	130,696	1	24	6	9	4			
(14)	2,698	Apr. 1, 1884	10	21	9	17	.....	.....	1	20	0	9	2			
43.67	351	July 1, 1884	107	24.96	108	24.96	6	27,344	142	20	0	8	8	1	1	1
25.34	191	July 1, 1885	26	12	25	12	6	15,844	1	15	0	6	10	1	1	1
30.80	721	July 1, 1885	68	26.14	13	23.46	6	25,434	1	12	0	8	6	2	1	2
(15)	4,739	July 1, 1885	108	26.14	71	25.41	6	25,434								
24.80	278	July 1, 1884	68	18.99	13	17.80										
45.56	128	July 1, 1884	4	24.94	1	29.82	6	43,776	1	12	0	7	6	1	1	1
14.30	391	July 1, 1885	4	20.22	1	20.22	.....	.....	1	10	6	9	4			
(16)	64,611	July 1, 1885	33	7.80	32	5.63	6	8,408	1	10	0	6	0	1	1	1
			37	20.42	36	22.57	6	8,408								
			24	26.95	43	27.12	6	48,233	1	16	4	6	10	1	1	792
									1	15	0	6	6			

¹² Shown in column 16, Portland and Worcester R. P. O.

¹³ 1 reserve car.

¹⁴ 2 helpers between Nashville and Cowan.

¹⁵ 1 clerk detailed to transfer duty, Nashville, Tenn.

¹⁶ New service; not reported last year.

¹⁷ 2 helpers between Nashville and Decatur.

¹⁸ 2 cars run between Louisville and New Orleans.

¹⁹ Balance of route (109.85 miles) covered by Nebraska City and Grand Island, Nebr. R. P. O.

²⁰ Balance of route (27.60 miles) covered by Nebraska City and Beatrice, Nebr. R. P. O.

²¹ Balance of route, Central City to Aurora, Nebr. (19.28 miles), covered by closed pouches. (See Table C.) 1 car in reserve.

²² Distance (53.27 miles) covered by Fargo, Dak., Breckenridge and Saint Paul, Minn., R. P. O. Cars run through between Neche, Dak., and Saint Paul, Minn., covering Fargo, Dak., Breckenridge and Saint Paul, Minn., R. P. O. Smallest car in reserve.

²³ Balance of route covered by Portland and Boston R. P. O., 106.33 miles.

²⁴ Covered by Portland and Boston R. P. O., 10 miles.

²⁵ Clerk commenced service July 23, 1884.

²⁶ Balance of route covered by Boston, Springfield, and New York, 62.36 miles.

²⁷ Covered by Boston, Springfield, and New York R. P. O., 73.23 miles.

²⁸ 1 clerk detailed as transfer clerk, New Haven, Conn.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
New London and New Haven, Conn.	1	51.81	New London, New Haven, Conn. (N. Y., N. H. and Hart.)...	5004
Newport and Batesville, Ark. ¹	7	29.60	Newport, Batesville, Ark. (S. L., I., M and S.).....	29014
<i>Newport, Vt., and Springfield, Mass.</i>	1	229.60	Newport, White River Junction, Vt. (Conn. and Pass.) ²	2010
			White River Junction, Windsor, Vt. (Cen. Vermont) ³	2002 (part)
			Windsor, Bellows Falls, Vt. (Sullivan).....	2004 (part)
			Bellows Falls, Brattleboro', Vt. (Ver. Valley).....	2005
			Brattleboro', Vt., South Vernon, Vt. (New Lon. Northern) ⁴	3062
			South Vernon, Vt., Springfield, Mass. (Conn. River).....	3067 (part)
Newton and Arkansas City, Kans. ¹⁰	7	78.56	Newton, Arkansas City, Kans. (A., T. and S. F.).....	33011
Newton and Caldwell, Kans.	7	81.09	Newton, Mulvane, Kans. (A., T. and S. F.).....	33011 (part)
			Mulvane, Caldwell, Kans. (A., T. and S. F.).....	33037
Newton and Kingman, Kans. ¹⁰ ...	7	71.90	Newton, Wichita, Kans. (A., T. and S. F.).....	33011 (part)
			Wichita, Kingman, Kans. (W. and W.).....	53042
Newton and Lancaster.....	4	108.80	Newton, N. C., Chester, S. C. (Ch. and L.).....	14007
			Chester, Lancaster, S. C. (Ch. and Ch.).....	14013
New Orleans and Alexandria.....	4	230.24	New Orleans, Cheneyville, La. (M. L. and T. and S. S. Co.).....	80008
			Cheneyville, Alexandria, La. (T. P.).....	80011 (part)
New Orleans and Houston.....	4	362.74	New Orleans, La Fayette, La. (M. L. and T.).....	30003 (part)
			La Fayette, La., Orange, Tex. (T. and N. O.).....	30010 (part)
			Orange, Houston, Tex. (G. H. and S. A.).....	31002
New Orleans and Marshall ¹⁰	4	369.37	New Orleans, Cheneyville, La. (T. and P.).....	30002
			Cheneyville, Shreveport, La. (T. and P.).....	30011
<i>New York, N. Y., and Chicago, Ill.</i> This line is divided into three divisions, as follows:	9			
<i>New York and Syracuse, N. Y.—East Division.</i>		289.50	New York, Syracuse, N. Y. (N. Y. C. and H. R.).....	8011 (part)

¹ Covered by Boston, Providence, and New York R. P. O., 51.71 miles.

² 1 clerk detailed as transfer clerk at New London, Conn.

³ Not reported last year. New service.

⁴ Balance of route covered by closed pouch service between Newport and Derby Line, 9.72 miles. (See Table C.)

1 clerk detailed as transfer clerk, White River Junction, Vt.

Balance of route covered by Saint Albans and Boston R. P. O., 96 miles.

Reserve cars.

Balance of route covered by Brattleboro' and Palmer R. P. O., 11.11 miles.

Covered by Brattleboro' and Palmer R. P. O., 10.28 miles.

¹⁰ Trains 83 and 84, between Newton and Mulvane, Kans., and 601 and 602, between Mulvane and Arkansas City, Kans.

Newton and Kingman R. P. O. also runs over 27 miles of this line between Newton and Wichita, Kans.

¹¹ Clerk on this line appointed to Newton and Caldwell R. P. O., which see.

¹² 48 miles distance on route 33011 covered by Newton and Arkansas City R. P. O.

¹³ 1 clerk on this line assigned to Newton and Arkansas City R. P. O., which is operated in connection with Newton and Caldwell R. P. O.

¹⁴ Reserve car.

¹⁵ Not reported last year; new service.

¹⁶ 27 miles distance on route 33011 covered by Newton and Arkansas City R. P. O.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
(¹)	<i>Pounds.</i> 13, 103	July 1, 1885	10	28.20	19	25.42	6	32, 433	1	13 9	6 0	1	1	33
29.60	431	May 15, 1883	22	24.81	7	27.21	6	32, 433	1	12 11	6 4	1	1	
105.30	3, 128	July 1, 1885	678	9	677	10	6	18, 530	1	12 10	6 4	1	1	1
14.13	5, 453	July 1, 1885	4	21.82	3	20.35	6	143, 729	1	21 2	6 9	4	2	59
26.32	4, 861	July 1, 1885	4	24	3	17.32			1	22 8	6 11			
24.02	4, 919	July 1, 1885	4	24	3	26.17			1	20 8	6 10			
(²)	1, 587	July 1, 1885	4	30	3	21.42			1	21 8	6 4			
52.94	6, 514	July 1, 1885	4	22.21	3	24.58								
78.56	835	July 1, 1882	83	19	84	20	6	49, 179	1	19 2	9 0	1	1	(¹¹)
(¹²)	835	July 1, 1882	601	19	602	20	6	50, 762	1	19 2	9 0	1	1	132
38.30	759	July 1, 1882	83	19	84	21			141	13 5	9 3			
(¹⁰)	835	July 1, 1882	81	22	82	22	7	52, 487	1	12 0	7 7	1	1	1
45.89	1, 206	Aug. 1, 1884	95	22	96	22			1	12 0	7 5	2	1	2
76.37	331	July 1, 1884	2	13	1	13	6	68, 109	1	11 8	6 8			
29.47	173	July 1, 1884	2	12	1	15			1	15 9	9 1			
210.36	2, 149	Jan. 1, 1883	1	17	2	17	7	168, 075	2	18 0	9 0	4	1	4
(¹⁷)	506	July 1, 1883	1	17	2	17			2					
(¹⁸)	2, 149	Jan. 1, 1883	3	27	4	27	7	264, 800	3	22 7	9 1	5	1	156
113.15	1, 699	Jan. 1, 1883	3	27	4	27			1	14 0	9 0			
106.24	1, 783	Jan. 1, 1883	3	27	4	27								
172.30	789	Jan. 1, 1883	301	17	304	19	7	269, 640	4	20 6	7 2	6	1	8
157.25	596	July 1, 1883	301	17	304	19								
289.50	99, 901	July 1, 1885	21	28.51	14	29.96	7	211, 335	234	60 0	9 0	4	238	
			23	27.20	2	31.20	6	181, 227	1	60 0	9 0	4	234	
			7	35.12			7	211, 335	2	60 0	9 0			
					16	32.74			1	60 0	9 0			
									1	50 0	9 0	4	231	
									1	49 5	9 0			
									1	60 0	9 0			
									1	50 0	9 0			
									1	49 5	9 0			

¹⁷ See New Orleans and Marshall R. P. O., same track Chevenille to Alexandria.¹⁸ See New Orleans and Alexandria R. P. O., same track New Orleans to La Fayette, La.¹⁹ 1 detailed to office of chief clerk, New Orleans, La.²⁰ Balance of route shown in Texarkana and El Paso R. P. O., Seventh Division Railway Mail Service.²¹ The total equipment of this line is as follows: 24 cars, 60 feet by 9 feet; 6 cars 50 feet by 9 feet; 6 cars, 49 feet 5 inches by 9 feet; 1 car, 41 feet 4 inches by 9 feet; 1 car, 40 feet by 9 feet. Six of these cars are held in reserve. The figures in the body of the report show the number and dimensions of cars upon each train upon each contract route.²² Clerks are detailed as follows: 1 as chief clerk, Grand Central Depot, N. Y.; 1 as chief clerk, Chicago, Ill.; 1 in office of chief clerk railway mail service, Syracuse, N. Y.; 2 as transfer clerks, Union Depot, Cleve-

land, Ohio; 1 as transfer clerk, N. Y., P. and O. depot, Cleveland, Ohio; 2 as transfer clerks, Toledo, Ohio; 1 as transfer clerk, Elkhart, Ind.; 2 to railway mail service supply room, Cleveland, Ohio; 3 to railway mail service printing-office, Cleveland, Ohio; 7 to office of superintendent railway mail service, Cleveland, Ohio; 6 to Cleveland and Toledo railway post-office; 8 to Toledo and Chicago railway post-office; 4 to office of general superintendent railway mail service, Washington, D. C.

²³ 2 cars on each train.²⁴ 2 clerks assigned as helpers on train 21, outward, and train 14, inward, between Utica and Buffalo, N. Y., 208.50 miles.²⁵ 9 clerks assigned as helpers on train 7, outward, and train 2, inward, between Albany and Syracuse, N. Y., 147.50 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Miles. Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
Syracuse, N. Y., and Cleveland, Ohio—Middle Division.	9	336.26	Syracuse, Buffalo, N. Y. (N. Y. C. and H. R.).....	6011 (part)
			Buffalo, N. Y., Cleveland, Ohio (L. S. and M. S.)	6052 (part)
Cleveland, Ohio, and Chicago, Ill.—West Division.	9	356.61	Cleveland, Ohio, Chicago, Ill. (L. S. and M. S.)	6052 (part)
			Elyria, Millbury, Ohio (L. S. and M. S.)	21007
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.)	21045
New York, N. Y., Dover, N. J., and Easton, Pa.	2	86.87	Hoboken, N. J., Easton, Pa. (M. and E. Div., Del., Lack. and W.).....	7013
<i>New York and Dunkirk, N. Y.</i>	2	461.38	New York, Dunkirk, N. Y. (N. Y., L. E. and West.).....	6001
New York and Elmira, N. Y.	2	303.58	Waverly, Elmira, N. Y. (N. Y., L. E. and West.)	6001
			Waverly, N. Y., Easton, Pa. (Lehigh Valley)	8010
			Metuchen, N. J., Easton, Pa. (Lehigh Valley, N. J. Div.)	7018
			New York, Metuchen, N. J. (N. Y. Div., Penn.)	7004
New York, N. Y., and Hackettstown, N. J.	2	62.79	New York, N. Y., Hackettstown, N. J. (Del., Lack. and West., M. and E. Div.).....	7013
New York, N. Y., and Philadelphia, Pa.	2	91.82	New York, N. Y., Philadelphia, Pa. (Penn.).....	7004

¹ 2 cars on each train.

² Two clerks assigned as helpers on train 7, outward, and train 8, inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.76 miles; 4 clerks assigned as helpers on train 3, outward, and train 14, inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.76 miles; 3 clerks assigned as helpers on train 1, outward, and train 8, inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.76 miles.

³ Routes 6052, 21007, and 21045 constitute the main line of the Lake Shore and Michigan Southern Railway between Buffalo, N. Y., and Chicago, Ill.

⁴ Shown on route 6011, Middle Division.

⁵ This is the distance by route 6052, the distance from Cleveland, Ohio, to Chicago, Ill., via route 6052, Cleveland to Elyria, Ohio; thence over route 21007 to Millbury, Ohio; thence over route 6052 to Toledo,

Ohio; thence over route 21045 to Elkhart, Ind., and thence over route 6052 to Chicago, Ill., is 344.55 miles.

⁶ 2 clerks assigned as helpers on train 1, outward, and train 2, inward, between Toledo, Ohio, and Ota, Ind., 186.50 miles.

⁷ 3 clerks assigned as helpers on train 3, outward, and train 2, inward, between Cleveland and Toledo, Ohio, 112.80 miles.

⁸ The opposite train (12) runs inward on route 6052 from Millbury to Elyria, Ohio, 79.30 miles.

⁹ 7 trips inward.

¹⁰ The opposite train (7) runs outward on route 6052 from Cleveland, Ohio, to Chicago, Ill., 356.69 miles.

¹¹ 7 trips inward.

¹² Shown on route 6052, West Division.

¹³ The opposite train (2) runs inward from Millbury to Elyria, Ohio, on route 6052, 79.30 miles.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
			Train No. outward.	Average speed.	Train No. inward.	Average speed.			Length.	Width.	Length.	Width.				
152.60	99,901	July 1, 1885	21	28.51	14	29.06	7	245,470	1	60	0	0	4	27		
			23 & 3	27.20	2	31.20									6	210,499	1	60	0	0	4	28
			7	35.12			7	245,470	1	49	5	9	0	4									27
					16	32.74											1	50	0	9	0	4		27
183.76	69,142	July 1, 1885	1	37.34			7		1	60	0	9	4	27		
			3	26.90	14	25.71									6		2	60	0	9	0	4	28
			7	34.46			7		1	50	0	9	0	4										27
					8	27.44											1	60	0	9	0	4	27
356.24	69,142	July 1, 1885	1	37.34			7	255,924	1	60	0	9	4	25		
			3	26.90	12	25.71									6	217,066	2	60	0	9	0	4	26
			7	34.46			7	255,924	1	50	0	9	0	4		
					8	27.44										
74.90	32,042	July 1, 1885	1	37.34	(8)		7		1	60	0	9	4	27		
			(10)		8	27.44									(11)		1	60	0	9	0	4	27
			3	26.90	(12)		6		2	60	0	9	0	4	26	
			1	37.34	(13)											7
134.48	30,210	July 1, 1885	3	26.90	(14)		6		14	60	0	9	4	26		
			1	37.34	(15)										7		1	60	0	9	0	4	27
			3	26.90	2	28.51	(16)		1	50	0	9	0	4										28
			(10)		8	27.44	(11)								1	49	5	9	0	4	27
84.24	3,229	July 1, 1885	13	23	14	23	6	54,380	1	12	8	10	1	3		
															6	54,380	172	12	0	8	11	1	3
			180	26	8	32	6	208,226	2	50	0	9	0	4										3
			203	26	2	26									7	336,807
(22)	12,297	July 1, 1885	2	39	5	27	6	180,041	2	1750	0	9	0	2		
205.57	3,459	July 1, 1885	2	28	5	23									6	190,041
54	2,958	July 1, 1885	2	43	5	31	6	39,306	(24)			(24)	1	1										(27)
(23)	136,401	July 1, 1885	2	37	5	29									6	39,306
(24)	3,229	July 1, 1885	17	23	22	21	6	57,479	(24)	1	11	5	8	10		
(25)	136,401	July 1, 1885	215	27	14	39									6	57,479	1	15	0	8	7	3	1			(28)
			99	28	34	36	6	57,479	31	15	0	8	7	3										1	(28)

4 3 trips outward.
 5 The opposite train (12) runs inward on route 6052 from Elkhart, Ind., to Toledo, Ohio, 142.70 miles.
 6 1 clerk runs only on New York and Hackettstown, and is relieved every third week by a clerk from this line.
 7 Reserve cars.
 8 Crews on trains 9 and 8 perform service daily, except Sunday, between New York and Hornellsville (322.63 miles).
 9 1 helper between Hornellsville and Susquehanna; 4 helpers, Hornellsville to Binghamton; 2 helpers between Hornellsville and Salamanca; 1 clerk on Port Jervis and New York R. P. O.; 1 chief clerk at Buffalo, N. Y.; 4 clerks detailed to superintendent's office; 1 transfer clerk at Binghamton, N. Y.; 2 transfer clerks at Dunkirk, N. Y.
 10 Clerks on train 3 and 2 perform service daily.
 11 Three clerks between New York and Hornellsville; 2 clerks between Hornellsville and Buffalo.
 12 17.55 miles covered by New York and Dunkirk R. P. O.
 13 1 helper between Elmira and Lacoyville; 1 clerk, short run, Elmira to Wilkes Barre; 1 transfer clerk, Easton, Pa.
 14 Cars and clerks shown on route 6001.
 15 26.20 miles covered by New York and Washington R. P. O.
 16 17.55 miles covered by New York, Dover, and Easton R. P. O. (long run).
 17 Clerk appointed to New York, Dover, and Easton R. P. O., and is relieved every third week by a clerk from that line.
 18 80.54 miles covered by New York and Washington R. P. O.
 19 Service performed in New York and Washington R. P. O.
 20 Accounted for in New York and Pittsburgh R. P. O.
 21 Reserve car.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
<i>New York, N. Y., and Pittsburgh, Pa.</i>	2	443.20	New York, N. Y., Philadelphia, Pa.	7004
			Philadelphia, Pittsburgh, Pa.	8001
<i>New York, N. Y., and Point Pleasant, N. J.</i>	2	60.64	New York, N. Y., Elizabethport, N. J. (Central R. R. of N. J.)	7001 (part)
			Elizabethport, Point Pleasant, N. J. (Central R. R. of N. J., L. B. Div.)	7003
<i>New York, N. Y., Somerville, N. J., and Easton, Pa.</i>	2	75.09	New York, N. Y., Easton, Pa. (Central R. R. of N. J.)	7001
<i>New York, N. Y., and Washington, D. C.</i>	2	227.85	New York, N. Y., Philadelphia, Pa. (N. Y. Div. Penn.)	7004
			Philadelphia, Pa., Baltimore, Md. (Phila., Wil. and Balto.)	10001
			Baltimore, Md., Washington, D. C. (Balto. and Potomac)	10013
<i>Nineveh, N. Y., and Carbondale, Pa.</i>	2	57.38	Nineveh, N. Y., Jefferson Junction, Pa. (Penn. Div. Del. and Hud. Canal Co.)	8031
			Jefferson Junction, Carbondale, Pa. (Jefferson Br'ch N. Y., L. E. and West'n)	8064 (part)
<i>Norfolk and Columbus, Nebr.</i>	6	50.64	Norfolk, Columbus, Nebr. (Om., Niobr. and Bl'k Hills)	34012
<i>Norfolk, Va., and Edenton, N. C.</i>	3	75.25	Norfolk, Va., Edenton, N. C. (N. S.)	11026
<i>Norfolk and Lynchburgh, Va.</i>	3	205.22	Norfolk, Petersburg, Va. (N. and W.)	11011
			Petersburgh, Lynchburgh, Va. (N. and W.)	11012
<i>Norfolk, Newport News, and Richmond, Va.¹</i>	3	91.32	Norfolk, Richmond, Va. (C. and O. R. R., and O. D. S. B. Co.)	11005 (part)
<i>Norfolk, Va., and Raleigh, N. C.</i>	3	179.02	Portsmouth, Va., Weldon, N. C. (S. and R.)	11015
<i>North Adams and Pittsfield, Mass.</i>	1	21.43	Raleigh, Weldon, N. C. (R. and G.)	13001
			North Adams, Pittsfield, Mass. (Bos. and Albany)	3029

¹89.54 miles covered by New York and Washington R. P. O.

²The total equipment of this line from New York, N. Y., to Saint Louis, Mo., is as follows: Penn. R. R., cars 17, 60 feet by 8 feet 7 inches; cars 3, 40 feet by 8 feet 7 inches; P. C. and St. L. R. R., cars 4, 60 feet by 8 feet 7 inches; C. C. and I. C. R. R., cars 4, 60 feet by 8 feet 7 inches; cars 3, 40 feet by 8 feet 7 inches; Little Miami R. R., cars 2, 60 feet by 8 feet 7 inches; T. H. and I. R. R., cars 3, 60 feet by 8 feet 7 inches; Vandalia R. R., cars 2, 40 feet by 8 feet 7 inches; St. L. & T. H. R. R., cars 1, 60 feet by 8 feet 7 inches.

³2 helpers on trains 3 and 10; 1 chief clerk at Harrisburg, Pa.; 1 chief clerk detailed to general superintendent's office; 2 clerks detailed to superintendent's office, second division; 3 clerks in New York and Philadelphia R. P. O.; 2 clerks detailed to chief clerk's office, Harrisburg, Pa.; 1 clerk detailed as janitor of dormi-

tory at Harrisburg, Pa.; 1 clerk detailed as janitor of dormitory at Philadelphia, Pa.; 6 clerks detailed to transfer duty at Philadelphia, Pa.; 4 clerks detailed to transfer duty at Harrisburg, Pa.; 3 clerks detailed to transfer duty at Pittsburgh, Pa.; 5 clerks in Philadelphia and Harrisburg R. P. O.

⁴Clerks from Pittsburgh to Harrisburg shown on train 27, and from Harrisburg to New York shown on train 7, third section.

⁵Third section.

⁶Clerks from Pittsburgh to Harrisburg shown on train 7, third section, and from Harrisburg to New York shown on train 27.

⁷Train 27 changes to 13 at Philadelphia, Pa.

⁸Cars and clerks shown on route 7004.

⁹Crews run from Harrisburg to Pittsburgh on train 3 and return as helpers on train 10 to Altoona; thence on train 16 to Harrisburg.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	Pounds.		Miles.						Ft.	In.				
(1)	136,401	July 1, 1885	27	36	8	33	7	323,536	²¹ 60 0	8 7	{ 4 12	8	(²) 57	
					7	30	7	323,536	²¹ 60 0	8 7	{ 3 3	4		
									²² 60 0	8 7	{ 5 5	8		
									²¹ 60 0	8 7	{ 1 1	9		
853.00	91,679	July 1, 1885	⁷¹³ 25	8 33	7	31	7	300,490	⁽⁸⁾ 60 0	8 7	(⁶)	1		
									⁽⁸⁾ 40 0	8 7	(⁶)	1		
									⁽⁸⁾ 60 0	8 7	(⁶)	1		
									⁽⁸⁾ 40 0	8 7	(⁶)	1		
									⁽⁸⁾ 60 0	8 7	(⁶)	1		
									⁽⁸⁾ 40 0	8 7	(⁶)	1		
									⁽⁸⁾ 60 0	8 7	(⁶)	1		
									⁽⁸⁾ 40 0	8 7	(⁶)	1		
									⁽⁸⁾ 60 0	8 7	(⁶)	1		
(18)	3,412	July 1, 1885	302	16	313	21	6	37,960	1	15 0	7 0	1	144	
			306	20	317	22	6	37,960	1	15 0	7 0	1	1	
			318	22	307	22	6	37,960	1	15 0	7 0	1	1	
49.00	4,999	July 1, 1885	302	18	313	26	6	37,960	1	15 0	7 0	1	1	
			306	26	317	26	6	37,960	1	15 0	7 0	1	1	
			318	26	307	26	6	37,960	1	15 0	7 0	1	1	
74.00	3,412	July 1, 1885	2	27	11	24	6	47,006	1	15 0	7 0	2	3	
			14	26	15	26	6	47,006	1	15 0	7 0	1	1	
									¹⁶¹ 15 0	7 0				
89.54	136,401	July 1, 1885	27	39	62	37	6½	154,482	2	60 0	8 7	4	5	
			15	30	40	32	6½	154,482	2	60 0	8 7	4	3	
			23	30	1858	30	7	166,330	2	60 0	8 7	4	184	
96.00	58,491	July 1, 1885	27	32	62	38	6	47,006	(⁹)		(⁵)			
			15	30	40	28	6	47,006	(⁹)		(⁵)			
			23	28	58	26	6	47,006	(⁹)		(⁵)			
45.20	57,708	July 1, 1885	27	41	62	30	6	47,006	(⁹)		(⁵)			
			15	35	40	30	6	47,006	(⁹)		(⁵)			
			23	27	58	29	6	47,006	(⁹)		(⁵)			
21.70	259	July 1, 1885	2	26	1	28	6	35,920	¹⁶¹ 60 0	8 7		1	1	
									¹⁶¹ 9 0	6 6	²⁰¹	1	1	
²⁰ 35.64	231	July 1, 1885	2	23	1	24	6	35,920	¹⁶¹ 19 6	6 7		1	1	
									(²²)		(¹⁹)			
50.74	.....	.....	68	15	67	15	6	31,709	1	10 0½	6 5½	1	1
74.05	745	July 1, 1885	2	19.73	1	19.73	6	47,106	²³² 12 0	6 9	2	1	2	
82.14	1,236	July 1, 1885	3	27.49	2	27.71	7	149,810	1	19 8	9 5	4	1	
									1	15 0	8 2		4	
123.79	857	July 1, 1885	1	27.27	6	27.20	6	57,160	1	21 8	8 9	1	1	
75.50	1,781	July 1, 1885	1	27.27	6	27.20	6	57,160	1	21 8	8 9	1	1	
79.31	957	July 1, 1885	2	17.76	1	10.66	6	112,066	2	12 2	8 6	3	1	
									1	12 2	8 9		3	
97.78	1,969	July 1, 1884	1	11.5	8	8	6	112,066	1	11 5	8 8		3	
21.18	985	July 1, 1885	493	25.41	496	25.41	6	13,415	1	9 6	6 0	1	1	
			489	25.41	492	25.41	6	13,415	1	9 6	6 0	1	1	

¹⁰ Clerks shown on train 3.
¹¹ In use west of Pittsburgh, Pa.
¹² In reserve.
¹³ 10.60 miles covered by New York, Somerville, and Easton R. P. O.
¹⁴ 1 helper on New York to Point Pleasant on train 302 and return on 307.
¹⁵ Cars and clerks shown on route 7001.
¹⁶ Reserve car.
¹⁷ 1 helper on train 27, New York to Philadelphia, Pa.; 1 chief clerk, chief examiner of second division; 1 chief clerk in charge of the line; 1 chief clerk in charge of early mails in lobby of N. Y. P. O.; 6 clerks detailed to general superintendent's office; 5 clerks detailed to superintendent's office, second division; 6 clerks detailed to transfer duty Jersey City, N. J.

¹⁸ This R. P. O. leaves Washington on Sundays at 11 a. m., lies over at Baltimore until 3.10 p. m., and arrives at New York 9.20 p. m.
¹⁹ 1 clerk from each crew detailed to run north on train 78 in baggage car and work New York City mail.
²⁰ Clerk records arrival and departure at Ninoveh by slips.
²¹ 3.50 miles covered by closed-pouch service. (See Table C).
²² Cars and clerk shown on route 6031.
²³ One in reserve.
²⁴ For balance of this route see Richmond and Clifton Forge R. P. O. 12 miles of this service, Newport News to Norfolk, performed by steamboat.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
No. Anson and Lewiston, Me.	1	<i>Miles.</i> 67.85	No. Anson, Oakland, Me. (Somerset)..... Oakland, Lewiston, Me. (Me. Central).....	18 15 (part) 1014
North Conway and Portsmouth, N. H.	1	82.09	North Conway, Conway Junction (n. o.), N. H. (Bos. and Maine). Conway Junction (n. o.), Portsmouth, N. H. (Bos. and Maine).	43001 (part) 6095 6084
North Creek and Saratoga, N. Y.	2	58.25	North Creek, Saratoga, N. Y. (Adirondack).....	6085
North Fair Haven, N. Y., and Sayre, Pa.	2	117.53 86.74	North Fair Haven, N. Y., Sayre, Pa. (So. Central).....	6084
North Judson, Ind., and Streator, Ill.	6	110.20	North Judson, Ind., Streator, Ill. (Ind., Ill. and Iowa).....	23082
North Loup and Grand Island, Nebr.	6	50.03	North Loup, Grand Island, Nebr. (Om. and Rep. Valley).....	34015
North Springfield and Chadwick, Mo. ¹⁸	7	34.79	North Springfield, Chadwick, Mo. (St. L. and S. F.)	28053
Northfield and Fonda, N. Y.	2	26.79	Northville, Fonda, N. Y. (Fond., Johns. and Gloversville)	6081
Norwood and Rome, N. Y.	2	146.92	Norwood, De Kalb Junction, N. Y. (Rome, Water. and Ogd.)... De Kalb Junction, Rome, N. Y. (Rome, Water. and Ogd.).....	6110 6036 (part) 7017
Nyaak and New York, N. Y.	2	30.35	Nyaak, New York, N. Y. (Northern of N. J.).....	7017
Oconto and Clintonville, Wis.	6	56.75	Oconto, Clintonville, Wis. (Mil., L. S. and West.).....	25058
Ogdensburgh and Utica, N. Y.	2	134.78	Ogdensburgh, Carthage, N. Y. (Utica and Bl'k River)..... Carthage, Utica, N. Y. (Utica and Bl'k River).....	6088 6087
Ogden and Salt Lake, Utah	8	38.73	Ogden, Salt Lake, Utah (Utah Central).....	241001 (part) 46001
<i>Ogden, Utah, and San Francisco, Cal.</i>	8	834.65	Ogden, Utah, San Francisco, Cal.	46001
Oil City, Pa., and Ashtabula, Ohio. ²¹	9	88.10	Oil City, Pa., Ashtabula, Ohio (L. S. and M. S.)	8045
Omaha, Nebr., and Atchison, Kans.	7	166.33	Omaha, Nebr., Atchison, Kans. (Mo. Pac.)	33040 34001 (part) 38017 38007
<i>Omaha, Nebr., and Denver, Colo.</i>	6	570.18	Union Pacific Transfer, Iowa, Denver Junction, Colo. (Union Pac.)... Denver Junction, La Salle, Colo. (Union Pac.)	34001 (part) 34001 34008 (part) 34001
Omaha, Nebr., and Marysville, Kans.	6	171.99	Omaha, Valley, Nebr. (Union Pac.)	34001 (part) 34008 (part) 34001
<i>Omaha, Nebr., and Ogden, Utah.</i>	6	1035.30	Valley, Valparaiso, Nebr. (Union Pac.)..... Valparaiso, Lincoln, Nebr. (Om. and Rep. Vall.)..... Lincoln, Nebr., Marysville, Kans. (Om. and Rep. Vall.)..... U. P. Transfer, Iowa, Ogden City, Utah (Union Pac.).....	34001 (part) 34013 34001

¹ Balance of route covered by Skowhegan and Portland R. P. O., 60.41 miles.

² Covered by Skowhegan and Portland R. P. O., 42.15 miles.

³ Shown in column 9, Skowhegan and Portland R. P. O. This clerk runs between Oakland and Lewiston as assistant to Skowhegan and Portland R. P. O.

⁴ The cars used by this R. P. O. are also used by Bangor and Boston R. P. O., short run. See column remarks that line.

⁵ Balance of route covered by Bangor and Boston R. P. O., 48.58 miles.

⁶ Covered by Bangor and Boston R. P. O., 10.50 miles.

⁷ Clerk records arrival and departure at North Creek by slips.

⁸ Short run between Auburn, N. Y., and Sayre, Pa., 86 miles.

⁹ Reserve car.

¹⁰ Not reported last year. New service.

¹¹ Mail handled in baggage car.

¹² Performs double daily service.

¹³ Part baggage car.

¹⁴ Helper Rome to Watertown and return.

¹⁵ Balance of route (19.88 miles) covered by closed-pouch service. (See Table C.)

¹⁶ Cars and clerks shown on route 6110.

¹⁷ Clerk shown on trains 130 and 123.

¹⁸ 1 car in reserve.

¹⁹ 1 clerk on Watertown and Utica R. P. O. (short run).

²⁰ 1 helper Utica to Castorland and return.

²¹ 74.34 miles covered by Watertown and Utica R. P. O. (short run).

²² Cars and clerks shown on route 6088.

²³ Balance of route shown on Salt Lake and Deseret R. P. O.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.				
			Train No. outward.	Average speed.				Train No. inward.	Average speed.				Length.	Width.		
25.77	398	July 1, 1885	2	14.28	1	18.28	6	42,474	1	Ft. In.	17 0	Ft. In.	7 0	1	1	1
(*)	1,521	July 1, 1885	12	(*)	13	(*)										
71.09	1,052	July 1, 1885	44	21.84	9	21.84	6	51,388	(*)	(*)	(*)	(*)	(*)	2	1	2
(*)	23,499	July 1, 1885	44	25.20	9	21.00										
57.96	808	July 1, 1885	6	20	1	20	6	36,464	1	13 5	5 7	7 1	1	1	1	
118.92	754	July 1, 1885	15	21	8	22	6	73,574	1	13 10	6 6	7 0	2	1	3	
			7	13	2	25	6	53,299	1	12 0	6 8	1	1	1		
			9	11	0	11	6	53,299	9	11 0	6 3	0				
110.50	450	Mar. 19, 1884	1	18	2	18	6	68,985	1	14 2	7 0	7 0	2	1	2	
50.09	288	.....	82	27	81	21	6	31,319	1	12 0	9 4	1	1	1	1
34.79	237	Apr. 16, 1884	43	11	44	11	7	25,397	(11)	.....	.....	.....	1	1	1
26.92	783	July 1, 1885	1	17	2	20	6	16,770	1	8 0	6 0	1	1	1	1	
			5	19	6	19	6	16,770	1	9 7	7 0	0				
			9	17	2	20	6	16,770	9	13 9	8 7	0				
24.61	1,073	July 1, 1885	6	25	1	23	6	91,972	1	13 2 6	7 2	2	1	1	1	
122.11	2,258	July 1, 1885	6	23	1	23	6	91,972	(16)	.....	.....	.....	(16)		
28.45	598	July 1, 1885	130	21	133	18	6	18,990	1	9 6	6 9	1	1	1	1	
			144	18	141	20	6	18,990	1	9 0	7 0	0	(17)			
			9	17	2	20	6	18,990	9	5 0	7 0	0				
56.75	281	Dec. 25, 1884	18	20	17	20	6	35,525	18	14 0	7 8	1	1	1	1	
60.77	1,458	July 1, 1885	3	24	2	26	6	84,372	2	18 6	7 0	2	1	1	1	
(20)	2,964	July 1, 1885	3	25	2	26	6	84,372	(21)	.....	.....	.....	(21)		
37.50	861	July 1, 1882	1	30.90	2	32.60	7	28,273	1	17 0	6 0	0				
			1	30.90	2	32.60	7	28,273	1	14 2	8 8	1	1	1	1	
834.03	18,754	Apr. 1, 1884	1	20.30	2	20.58	7	609,295	227	55 1 1/2	9 5 1/2	10	2	2	2	
87.56	529	July 1, 1885	1	23.75	2	24.76	6	55,151	2	12 0	6 0	2	1	1	2	
165.33	534	July 1, 1884	4	23	3	23	6	103,497	2	20 6	7 5	3	1	1	3	
(22)	23,990	Apr. 1, 1884	3	28	4	26	7	416,231	4	50 8	9 3	6	1	1	10	
151.16	1,859	Apr. 1, 1884	3	28	4	29	6	103,497	2	20 6	7 5	3	1	1	3	
(23)	1,944	Apr. 1, 1884	3	28	4	28	6	416,231	4	50 8	9 3	6	1	1	10	
(23)	23,990	Apr. 1, 1884	41	25	42	26	7	125,553	2	12 0	6 6	3	1	1	3	
38.26	.....	.....	41	23	42	23									
20.30	.....	.....	41	23	42	22									
78.27	164	May 10, 1884	41	21	42	22										
1034.08	23,990	Apr. 1, 1884	1	23	2	23	7	755,769	7	60			311	1	3	

²¹ 1 reserve car.
²² 18 clerks on line. 2 clerks on Sac Benicia and San Francisco R. P. O.; 2 clerks' helpers at Ogden, Utah; 1 clerk detailed as chief clerk at large; 1 clerk detailed as chief clerk at Ogden, Utah; 4 clerks detailed as city distributors, running between Winnemucca, Nev., and San Francisco, Cal.; 6 clerks detailed to office of superintendent; 1 clerk detailed as transfer clerk at Oakland Pier, Cal.
²³ In connection with Ashtabula and Youngstown R. P. O. gives double service between Andover and Ashtabula, Ohio (24.50 miles), daily, except Sunday.
²⁴ Distance (374.52 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.
²⁵ 4 clerks run between Omaha, Nebr., and Crook, Colo., 402 miles.
²⁶ Distance (46.20 miles) covered by Cheyenne, Wyo., and Denver, Colo., R. P. O.
²⁷ Distance (35.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.
²⁸ Balance of route (52.60 miles) covered by Valparaiso and Stromsburg, Nebr., R. P. O. This line was reported last year as Omaha and Stromsburg, Nebr., R. P. O. Increased distance run this year, 45.40 miles.
²⁹ Through.
³⁰ 3 helpers run between Omaha and Hatton, Nebr., 260 miles west on Omaha and Denver and east on Omaha and Ogden R. P. O's. 1 clerk detailed as chief clerk at Omaha, Nebr.; 1 clerk detailed to transfer duty at Omaha, Nebr.
³¹ Between Omaha, Nebr., and Cheyenne, Wyo.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.
<i>Omaha and McCook, Nebr.</i>	6	<i>Miles.</i> 297.90	Omaha, Oreopolis Junction, Nebr. (Bur. and Mo. River in Nebr.) Oreopolis Junction, Hastings, Nebr. (Bur. and Mo. River in Nebr.) Hastings, McCook, Nebr. (Bur. and Mo. River in Nebr.)....	34004 34002 (part) 34009 (part)
Oneida and New York, N. Y.....	2	273.70	Oneida, Cornwall Station, N. Y. (N. Y., Ont. and Westn.)... Cornwall Station, New York, N. Y. (N. Y., West Shore and Buff.)	6048 (part) 6129 (part)
Oshkosh and Milwaukee, Wis....	6	104.90	Oshkosh, Ripon, Wis. (Chi., Mil. and St. Paul)..... Ripon, Milwaukee, Wis. (Chi., Mil. and St. Paul).....	25008 25003 (part)
Oswego and Binghamton, N. Y. . .	2	115.30	Oswego, Syracuse, N. Y. (O. and S. Div., D., L. and W.)..... Syracuse, Binghamton, N. Y. (Syr., Bing. and N. Y.).....	6064 6065
Oswego and Oneida, N. Y.	2	58.33	Oswego, Oneida, N. Y. (N. Y., Ont. and West.).....	6048 (part)
Oswego and Suspension Bridge, N. Y. ¹³	2	151.19	Oswego, Suspension Bridge, N. Y. (R. W. & O. West Div.)...	6038
Ottawa and Emporia, Kans. ¹⁴	7	57.28	Ottawa, Emporia, Kans. (South Kas.).....	23041
Ottumwa, Iowa, and Moberly, Mo. ¹⁵	7	131.30	Ottumwa, Iowa, Moberly, Mo. (W., S. L. and P.).....	25007
Owensboro ¹⁶ and Russellville, Ky.	5	72.62	Owensboro ¹⁶ , Russellville, Ky. (Owens and Nash.).....	20014 (part)
<i>Pacific Junction, Iowa, and McCook, Nebr.</i>	6	308.10	Pacific Junction, Iowa, Plattsmouth, Nebr. (Chi., Burl. and Qcy.) Plattsmouth, Hastings, Nebr. (Bur. and Mo. River in Nebr.) Hastings, Oxford, Nebr. (Bur. and Mo. River in Nebr.) Oxford, McCook, Nebr. (Bur. and Mo. River in Nebr.).....	27073 34002 34029 34009 (part)
Paducah, Ky., and Memphis, Tenn.	5	167.21	Paducah, Ky., Memphis, Tenn. (Ches., Ohio. and S. West.).....	20009 (part)
Painesville and Youngstown, Ohio	5	61.85	Painesville, Youngstown, Ohio (Paines and Youngs.).....	21046
Palatka and Leesburgh.....	4	105.59	Palatka, Rochelle, Fla. (Fla. So. Rwy.)..... Rochelle, Leesburgh, Fla. (Fla. So. Rwy.).....	18012 (part) 18014 (part)
Palestine and Laredo, Tex. ¹⁷	7	418.25	Palestine, Laredo, Tex. (I. and G. N.).....	31007 (part)
Palmer, Mass., and New London, Conn.	1	65.30	Palmer, Mass., New London, Conn. (New Lon. Northn.).....	5009
Parkersburgh, W. Va., and Cincinnati, Ohio.	5	196.42	Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balt.)	21028
Peninsula Junction, Md., and Cape Charles, Va.	2	73.51	Peninsula Junction, Md., Cape Charles, Va. (N. Y., P. and N.)	10015
Penn Haven and Mount Carmel, Pa.	2	50.25	Penn Haven Junction, Mount Carmel, Pa. (Mahanoy Div. Lehigh Valley) Delano, Mahanoy City, Pa. (Mahanoy Div. Lehigh Valley)....	8011 8158
Pentwater and Muskegon, Mich.	9	45.13	Pentwater, Muskegon, Mich. (Chi. and West. Mich.).....	24052
Peoria, Ill., and Evansville, Ind..	6	250.10	Peoria, Ill., Evansville, Ind. (Peo., Dec. and Evans.).....	23024
Peoria and Galesburgh, Ill.	6	52.80	Peoria, Galesburgh, Ill. (Chi., Burl. and Qcy.).....	23009
Peoria and Jacksonville, Ill.....	6	84.50	Peoria, Jacksonville, Ill. (Wab., St. L. and Pac.).....	23038

¹ Distance (147.70 miles) covered by Pacific Junction, Iowa, and McCook, Nebr., R. P. O.
² Balance of route (235.40 miles) covered by McCook, Nebr., and Denver, Colo., R. P. O. 1 car in reserve.
³ Balance of route (57.90 miles) covered by Oswego and Oneida R. P. O.
⁴ Reserve car.
⁵ 58.41 miles covered by Albany, Kingston and New York R. P. O.
⁶ Cars and clerks shown on route 6048.
⁷ Balance of route, Ripon to Berlin, Wis. (13.08 miles), covered by closed pouches. (See Table C.)
⁸ Reserve.

⁹ Double daily service, except Sunday.
¹⁰ Cars and clerks shown on route 6064.
¹¹ 216.32 miles covered by the Oneida and New York R. P. O.
¹² Clerks shown in Richland and Niagara Falls, R. P. O. (long run).
¹³ 151 miles covered by Richland and Niagara Falls R. P. O.
¹⁴ Not reported last year. New service.
¹⁵ Reported last year as Albia and Moberly R. P. O.; increased distance, 1.43 miles.
¹⁶ Balance of route covered by closed pouch service, 13.28 miles. (See Table C.)

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mall cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	Pounds.		Train No. outward.	Miles.	Train No. inward.	Miles.			Ft. In.	Ft. In.				
16.60	2,617	Apr. 1, 1884	1	17	2	20	7	188,407	3			4	2	8
(¹)	3,964	July 1, 1884	1	22	2	23								
132.61	2,357	Apr. 1, 1884	1	23	2	26								
² 216.32	698	July 1, 1885	2	25	1	24	6	171,336	2	12 6	7 3	4	1	4
(³)	1,403	July 1, 1885	2	25	1	23			(⁴)	41 15 0	6 11	(⁵)		
20.99	513	July 1, 1883	2	21	1	22	6	65,667	1	21 4	9 3	2	1	2
84.40	1,425	July 1, 1883	2	25	1	25			1	17 3	7 10			
35.60	2,428	July 1, 1885	4	28	1	28	6	9144,356	2	15 7	7 4	3	1	3
80.31	1,880	July 1, 1885	4	31	1	27			41	18 0	6 0			
¹¹ 57.00	698	July 1, 1885	6	26	5	27	6	36,514	(¹⁰)			(¹⁰)		
(¹²)	1,201	July 1, 1885	104	25	35	27	6		1	15 0	6 11	1	1	1
57.28	235	Apr. 10, 1884	43	10	44	10	6	35,857	1	12 0	7 7	1	1	1
131.30	1,395	July 1, 1883	2	19	3	19	6	82,194	1	24 6	7 6	2	1	2
¹⁶ 72.40	472	July 1, 1884	1	17.88	2	20.53	7	53,013	1	8 4	7 0	2	1	2
6.89	4,765	Apr. 1, 1884	3	21	4	21	7	224,913	2	40 3	9 0	4	2	8
152.47	3,964	July 1, 1884	3	15	4	16			1	35 8	9 0			
106.11	3,215	Sept. 15, 1884	3	16	4	21								
(¹⁷)	2,357	Apr. 1, 1884	3	27	4	24								
¹⁸ 166.10	948	July 1, 1884	1	21.36	8	22.08	7	122,063	(¹⁰)			3	1	3
62.43	239	July 1, 1884	2	17.62	3	17.62	6	38,718	¹⁰²	12 3	6 2	1	1	1
¹⁹ 40.07	333	July 1, 1884	1	17	2	16	6	66,943	2	11 7	4 8	2	1	2
²⁰ 72.88	75	July 1, 1882	1	17	2	16								
414.54	2,646	Mar. 1, 1885	503	18	504	18.50	7	191,786	2	22 2	9 2	4	1	7
			501	17.50	502	17.50	7	113,537	2	22 2	9 2	3	1	
65.47			14	24.52	9	25.15	6	49,877	241	21 0	9 6			
(²¹)	24,538	July 1, 1884	10	19.12	1	21.76	6	122,959	41	19 8	6 5	1	1	1
73.00	1,155	July 1, 1885	1	15	4	14	6	46,017	2	11 4	6 7	4	1	(²²)
47.83	374	July 1, 1885	2	25	3	25	6	31,457	1	8 6	6 8	1	1	1
5.24	345	July 1, 1885	2	18	3	18			1	24 6	8 2	1	1	1
45.13	443	July 1, 1884	22	13.80	27	17.60	6	28,251	1	412 10	6 3			
250.93	383	July 1, 1883	2	22	1	22	6	156,562	(²³)	13 0	8 10	1	1	1
53.23	1,222	July 1, 1883	124	29	127	27	6	33,653	²²	19 8	9 2	4	1	4
84.52	682	July 1, 1883	1	18	6	22	6	52,897	1	19 8	9 2	1	1	1
									1	12 5	9 6	2	1	2
									1	11 6	9 4			

¹⁷ Distance (54.15 miles) covered by Omaha and McCook, Nebr., R. P. O. Service was established on this line this year. Small car in reserve.
¹⁸ Balance of route covered by Louisville and Paducah R. P. O.
¹⁹ For full car equipment, see Louisville and Memphis R. P. O. All cars running through between Louisville and Memphis.
²⁰ 1 reserve car.
²¹ 9.70 miles shown in Table C^c, Rochelle and Gainesville E. R.
²² 13.43 miles shown in Table C^c, Leesburgh and Fort Mason R. R.

²³ This line is divided at San Antonio, Tex., into Palestine and San Antonio R. P. O., 262.72 miles, trains 503 and 504, and San Antonio and Laredo R. P. O., 155.53 miles, trains 501 and 502. Denison City and San Antonio R. P. O. also runs over route; 31,007 between Taylor and San Antonio, Tex., 116 miles.
²⁴ In reserve.
²⁵ Covered by Grafton and Cincinnati R. P. O., 195.15 miles.
²⁶ 4 clerks running on this line appointed to Grafton and Cincinnati R. P. O., and are shown with that line.
²⁷ Part of baggage-car.
²⁸ Cars and clerks shown on route 8011.
²⁹ One car in reserve.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles</i>		
Peoria and Keithsburg, Ill.....	6	92.70	Peoria, Keithsburg, Ill. (Central Iowa).....	123068 (part)
Peterboro', N. H., and Worcester, Mass.	1	53.80	Peterboro', N. H., Winchendon, Mass. (Cheshire).....	3058
			Winchendon, Worcester, Mass. (Bos., Barre and Gard.).....	3057
Phalanx Station and Alliance, Ohio.	5	24.88	Phalanx Station, Alliance, Ohio (Cleve., Young and Pitts.)..	21067
Philadelphia, Pa., and Atlantic City, N. J.	2	60.78	Philadelphia, Pa., Atlantic City, N. J. (Cam. and Atl.).....	7015
Philadelphia, Pa., and Baltimore, Md.	2	98.04	Philadelphia, Pa., Baltimore, Md. (Phila., Wilm. and Balto.)..	10001
Philadelphia, Pa., and Cape May, N. J.	2	83.60	Philadelphia, Pa., Cape May, N. J. (West Jersey).....	7041
Philadelphia, Pa., and Crisfield, Md.	2	162.92	Philadelphia, Pa., Wilmington, Del. (Phila., Wilm. and Balto.)..	10001
			Wilmington, Delmar, Del. (Del. Div. Phila., Wilm. and Balto.)..	9501
Philadelphia, Pa., and Dover, Del.	2	1075.22	Delmar, Del., Crisfield, Md. (N. Y., Phila. and Norfolk).....	9502
			Philadelphia, Pa., Wilmington, Del. (Md. Div. P., W. and Balto.)..	10001
Philadelphia and Harrisburg, Pa.	2	106.55	Wilmington, Dover, Del. (Del. Div. P., W. and Balto.).....	9501
			Philadelphia, Harrisburg, Pa. (Penn.).....	8'01
Philadelphia, Pa., and Port Deposit, Md.	2	68.80	Philadelphia, Wawa, Pa. (Central Div. P., W. and Balto.)..	8003 (part)
			Wawa, Pa., Port Deposit, Md. (Central Div. P., W. and Balto.)..	8008 (part)
Philadelphia, Pa., and Port Norris, N. J.	2	59.64	Philadelphia, Pa., Glassborough, N. J. (West Jersey).....	7041 (part)
			Glassborough, Bridgeton, N. J. (West Jersey).....	7051
			Bridgeton, Port Norris, N. J. (West Jersey).....	7033
Philadelphia and Westchester, Pa.	2	28.50	Philadelphia, Westchester, Pa. (Central Div. P. W. & Balto.)..	8003
Piedmont and Thomas, W. Va.	3	49.72	Piedmont, Shaw, W. Va. (W. Va. Cen. & Pitts.).....	2412007 (part)
			Shaw, Thomas, W. Va. (W. Va. Cen. & Pitts.).....	12009 (part)
Pierce City, Mo., and Fort Smith, Ark.	7	139.88	Pierce City, Mo., Fort Smith, Ark. (S. L. & S. F.).....	28038
Pierce City, Mo., and Vinita, Ind. Ter.	7	73.66	Pierce City, Mo., Vinita, Ind. Ter. (S. L. & S. F.).....	28008 (part)
Pittsburgh, Pa., and Akron, Ohio. ²⁰	5	130.22	Allegheny, New Castle Junction, Pa. (Pitts. & West.).....	8125 (part)
			New Castle Junction, Mahoningtown, Pa. (Pitts. & West.)..	8044 (part)
			Mahoningtown, Pa., Akron, Ohio (Pitts. & West.).....	21076

¹ Balance of route covered by Morning Sun and Oskaloosa, Iowa, R. P. O. (81.57 miles), and between Keithsburg, Ill., and Morning Sun, Iowa (17.20 miles), by closed pouches. (See Table C.) Cars run through between Peoria, Ill., and Oskaloosa, Iowa, covering Morning Sun and Oskaloosa, Iowa, R. P. O. These cars are also used by the Winchendon and Worcester R. P. O. (See column Remarks, that line.)

² Reserve cars.

³ Double daily service except Sundays.

⁴ 96 miles covered by New York and Washington R. P. O.

⁵ Clerk runs south in New York and Washington R. P. O.

⁶ 28.80 miles covered by New York and Washington R. P. O.

⁸ 1 helper Philadelphia to Clayton, Del., and return to Wilmington, Del.; 1 clerk on Philadelphia and Dover R. P. O. (short run).

⁹ Cars and clerk shown on route 10001.

¹⁰ Short run of Philadelphia and Crisfield R. P. O.

¹¹ 47.37 miles covered by Philadelphia and Crisfield R. P. O.

¹² Car shown on trains 39 and 26.

¹³ Clerk shown on Philadelphia and Crisfield R. P. O.

¹⁴ 105.20 miles covered by New York and Pittsburgh R. P. O., of which this is a short run, and double daily service is performed except Sundays.

¹⁵ 1 helper runs west on train 13 and returns with regular crew on train 14. Clerks accounted for in New York and Pittsburgh R. P. O.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	Pounds.		Miles.	Miles.					Ft. In.	Ft. In.				
92.05	275	July 1, 1883	3 21	4 21	6	58,030	2	22 0	7 8	2	1	2		
16.62	203	July 1, 1885	33 13.33	3 12.70	6	33,678	1	15 0	6 6	1	1	1		
87.92	1,104	July 1, 1885	33 20.56	3 19.30			21	8 3	6 10					
26.10	184	July 1, 1884	2 16.78	1 16.78	6	15,575	1	10 3	6 6					
59.51	769	July 1, 1885	255 26	260 26	6	38,036	1	8 3	7 0					
(4)	58,491	July 1, 1885	267 25	264 29	6	38,036	1	7 11	6 11					
81.15	1,025	July 1, 1885	27 40	24 25	6	61,373	1	6 5	5 9	1	1	1		
			5 32	20 30	6	52,334	1	19 0	6 8	1	1	42		
			11 27	8 30	6	52,334	1	15 0	8 0	1	1	1		
							3	20 0	8 6	2	1	2		
(7)	58,491	July 1, 1885				101,988	2	14 9	8 0	1	1	42		
							2	14 9	8 0	1	1	1		
							1	10 9	6 2					
							1	9 3	6 2					
							1	8 9	8 0					
							2	20 0	8 0	3	1	(8)		
97.02	3,711	July 1, 1885	1 28	12 27			(9)	20 0	8 0					
38.00	1,534	July 1, 1885	1 9	12 22			(9)							
(7)	58,491	July 1, 1885	39 27	24 26	6	47,088	1	16 0	6 5	(1)	1			
(11)	3,711	July 1, 1885	39 26	24 27			(12)			(12)				
(14)	91,679	July 1, 1885	77 35	14 31	6	66,700	1	15 10	9 5	2	1	(15)		
			71 33	70 32	6	66,700	1	15 10	9 5	2	1			
			13 (16)		3	33,350	(16)							
(18)	1,850	July 1, 1885	8 21	37 22	6	43,069	1	15 10	9 5					
			30 27	23 26	6	43,069	1	8 0	6 0	1	1	42		
1952.17	945	July 1, 1885	8 21	37 20			(20)	10 0	6 0	1	1			
			30 20	23 13			(20)							
(21)	1,025	July 1, 1885	61 18	66 20	6	37,334	1	14 0	9 8	1	1	42		
			83 23	64 24	6	37,334	1	14 0	9 8	1	1			
21.03	897	July 1, 1885	61 26	66 26			(22)							
			83 28	64 33			(22)							
20.60	240	July 1, 1885	61 19	66 16			(22)							
			63 18	64 16			(22)							
26.68	1,850	July 1, 1885	6 20	17 21	6	17,841	1	7 5	6 8					
			28 18	43 17	6	17,841	(23)	10 0	6 2	1	1	1		
11.00	124	July 1, 1885	1 10.80	2 10.80	6	31,124	1	8 6	7 0	1	1	1		
39.25	54	July 1, 1885												
139.88	903	July 1, 1883	17 18.50	18 19	7	102,112	1	20 0½	7 0	2	1	2		
2073.61	4,286	July 1, 1883	3 24.50	4 24.50	7	53,772	1	20 0½	7 0	1	1	1		
58.60	659	July 1, 1885	2 21.13	5 19.37	6	57,951	1	22 0½	7 0½	2	1	2		
77.60	1,305	July 1, 1885	2 12	5 9			1	20 0	8 6	2	1	2		
							202	19 0	8 6					
78.10		Not fixed	2 24.03	5 26.03				12 0	6 9					

16 Service performed in the New York and Pittsburgh R. P. O.
 17 Reserve car.
 18 18.13 miles covered by Philadelphia and Westchester R. P. O.
 19 Balance of route, 7.17 miles, covered by closed-pouch service. (See Table C.)
 20 Cars and clerks shown on route 8003.
 21 17.04 miles covered by Philadelphia and Cape May R. P. O.
 22 Cars and clerks shown on route 7041.
 23 Car and clerk shown on trains 6 and 17; double daily service, except Sundays.

24 Balance of this route, 2 miles, covered by closed-pouch service. (See Table C. Shaw to Minville.)
 25 287.20 miles of route 28003, between Saint Louis and Pierce City, Mo., covered by Saint Louis and Halstead R. P. O.
 26 This was formerly the New Castle and Pittsburgh R. P. O., and belonged to the Second Division, transferred and extended January 20, 1885.
 27 Balance of route, Mahoningtown to New Castle, 3.10 miles, covered by closed pouches. (See Table C.)
 28 2 reserve cars.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north west to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.
Pittsburgh, Pa., and Bellaire, Ohio. ¹	5	<i>Miles.</i> 94.85	Pittsburgh, Pa., Bellaire, Ohio (Cleve. & Pitts.)	21003
<i>Pittsburgh, Pa., and Chicago, Ill.—Eastern Division.²</i>	5	188.85	Pittsburgh, Pa., Chicago, Ill. (Pitts., Ft. W. & Chi.)	21002
<i>Pittsburgh, Pa., and Chicago, Ill.—Western Division.³</i>	5	280.40	.....
<i>Pittsburgh, Pa., and Cincinnati, Ohio.⁴</i>	5	313.74	Pittsburgh, Pa., Columbus, Ohio (Pitts., Cin. and St. L.)	21032
			Columbus, Cincinnati, Ohio (Pitts., Cin. and St. L.)	21014
<i>Pittsburgh, Pa., and Crestline, Ohio.</i>	5	188.85	Pittsburgh, Pa., Crestline, Ohio (Pitts., Ft. W. and Chl.) ...	21002 (part)
Pittsburgh and Fairchance, Pa.	2	75.84	South West Junction, Pittsburgh, Pa. (Penn.)	8001
			South West Junction, Fairchance, Pa. (Sth Penn. Div. of Penn.)	8104
Pittsburgh and New Haven, Pa.	2	60.12	Pittsburgh, New Haven, Pa.	8159
<i>Pittsburgh, Pa., and Saint Louis, Mo.—Eastern Division.⁵</i>	5	381.00	Pittsburgh, Pa., Columbus, Ohio (Pitts., Cin. and St. L.)	21032
			Columbus, Ohio, Indianapolis, Ind. (Pitts., Cin. and St. L.) ...	21015
<i>Pittsburgh, Pa., and Saint Louis, Mo.—Western Division.</i>	5	242.39	Indianapolis, Terre Haute, Ind. (T. Haute and Ind.)	22002
			Terre Haute, Ind., E. St. Louis, Ill. (St. L., V. and T. H.)	22044
Pittsburgh, Pa., and Steubenville, Ohio. ⁶	5	43.58	Pittsburgh, Pa., Steubenville, Ohio (Pitts., Cin. and St. L.) ...	21032
Pittsburgh and Washington, Pa.	2	31.62	Pittsburgh, Mansfield Valley, Pa. (Pitts. Div. Pitts., Cin. and St. L.)	21032
			Mansfield Valley, Washington, Pa. (Chartler's Div. P., C. and St. L.)	8065
Pittsburgh and West Brownsville, Pa.	2	54.34	Pittsburgh, West Brownsville, Pa. (Monon. Div. Penn.)	8681
Pittsburgh, Pa., and Wheeling, W. Va.	2	72.08	Pittsburgh, Pa., Wheeling, W. Va. (Wheel. and Pitts. Div. B. and O.)	8040
Pittsfield, Mass., and Bridgeport, Conn.	1	110.49	Pittsfield, Mass., Bridgeport, Conn. (Housatonic)	5012
Pittsfield, N. H., and Lowell, Mass. ⁷	1	61.19	Pittsfield, Hookset, N. H. (Concord)	1004
			Hookset, Nashua, N. H. (Concord) ⁸	1001 (part)
			Nashua, N. H., Lowell, Mass. (Bos. and Lowell) ⁹	3016 (part)
Point Pleasant and Charleston, W. Va.	3	57.96	Point Pleasant, Charleston, W. Va. (Ohio Con.)	12010
Portage and Madison, Wis.	6	40.51	Portage, Madison, Wis. (Chl., Mil. and St. Paul)	25023
Port Austin and Port Huron, Mich.	9	87.71	Port Austin, Port Huron, Mich. (Pt. Huron and Northwestern)	24042

¹ These clerks do no local work between Pittsburgh and Wellsville, running in car of Cleveland and Pittsburgh R. P. O., in both directions, as helpers.

² This line is in two divisions, dividing at Crestline, Ohio.

³ East Division, Pittsburgh to Crestline.

⁴ 1 reserve car.

⁵ 4 clerks and 1 helper run in apartment cars between Pittsburgh and Crestline, helper running between Pittsburgh, Pa., and Salem, Ohio; 4 clerks and 4 helpers run in apartment cars between Crestline and Chicago, helpers running over whole distance; 2 helpers on East Division; 1 clerk detailed as chief clerk, Crestline, Ohio; 1 clerk detailed as chief clerk, Chicago, Ill.; 1 clerk detailed to transfer duty, Crestline, Ohio; 1 clerk detailed to transfer duty, Fort Wayne, Ind.; 1 clerk detailed to transfer duty, Mansfield, Ohio; clerks record arrival and departure at depot, Crestline, but go to post office for registered mail, 0.15 mile.

⁶ West Division, Crestline to Chicago.

⁷ The day line of this R. P. O. runs west and the day and night lines run east between Pittsburgh and Columbus on same trains as Pittsburgh and Saint Louis R. P. O., but in separate cars.

⁸ Covered by Pittsburgh and Saint Louis R. P. O., 193.75 miles.

⁹ Cars on this line all run through between New York, Cincinnati, and Saint Louis. For full equipment of the whole line between these points, see New York and Pittsburgh R. P. O.

¹⁰ Day line.

¹¹ 2 clerks running in apartment cars between Columbus and Cincinnati. 3 clerks detailed to duty in office of superintendent Fifth Division. 1 clerk detailed to transfer duty at Columbus, Ohio. 2 helpers running between Newark and Cincinnati on night line, working Cincinnati, Ohio, city mail.

¹² Night line.

¹³ Covered by Pittsburgh and Chicago R. P. O., 188.70 miles.

¹⁴ Clerks on this line are appointed to Pittsburgh and Chicago R. P. O., and are shown with that line. Clerks record arrival and departure at depot, Crestline, but go to post office for registered mail, 0.15 miles.

¹⁵ 31.60 miles covered by New York and Pittsburgh R. P. O.

¹⁶ Car and clerk shown on route 8001.

¹⁷ This line is in two divisions, dividing at Indianapolis, Ind.

¹⁸ Cars of this line are all run through between New York, Cincinnati, and Saint Louis. For full equipment of whole line between those points see New York and Pittsburgh R. P. O.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
94.80	<i>Pounds.</i> 4,986	July 1, 1884	35	22.28	42	22.28	6	59,376	1	19 8	8 10	2	1	2
188.70	23,000	July 1, 1885	3	25.19	4	24.38	7	137,934	45	0	0	4	2	540
279.50	.....	.....	3	28.75	4	23.37	7	294,692	.....	.....	.....	4	3	.....
(*)	61,656	July 1, 1884	7	28.72	6	28.72	7	229,030	(*)	.....	.....	104	5	1148
120.05	20,281	July 1, 1884	5	32.31	8	31.02	7	229,030	.....	.....	.....	124	5	.....
(12)	23,000	July 1, 1885	7	30.04	6	32.04	.....	.....	.....	.....	.....	.....	.....	.....
(13)	23,000	July 1, 1885	5	28.27	8	30.04	.....	.....	.....	.....	.....	.....	.....	.....
(14)	23,000	July 1, 1885	7	22.23	10	20.99	6	118,283	2	20 0	8 0	4	1	(14)
(15)	91,679	July 1, 1885	42	31	47	25	6	47,476	1	14 10	8 6	1	1	1
44.12	814	July 1, 1885	42	19	47	20	.....	.....	(16)	.....	.....	(16)	.....	.....
58.70	317	July 1, 1885	8	21	11	22	6	37,635	1	8 11	8 4	1	1	1
193.75	61,656	July 1, 1884	7	28.72	6	28.72	7	278,130	(18)	0 0	4 4	265	6	2118
188.55	42,547	July 1, 1884	1	31.02	8	31.02	7	278,130	.....	40 0	4 4	225	4	.....
74.39	40,874	July 1, 1884	7	29.09	6	27.01	.....	.....	.....	.....	.....	.....	.....	.....
106.69	38,301	July 1, 1884	1	31.51	8	28.01	.....	.....	.....	.....	.....	.....	.....	.....
(20)	61,656	July 1, 1884	7	35.06	6	29.76	7	170,945	.....	.....	.....	244	.....	(20)
(21)	61,656	July 1, 1885	1	29.06	8	33.06	.....	.....	.....	.....	.....	264	.....	.....
(22)	61,656	July 1, 1884	7	28.90	6	25.64	.....	.....	.....	.....	.....	.....	.....	.....
(23)	61,656	July 1, 1885	1	31.75	8	27.78	.....	.....	.....	.....	.....	.....	.....	.....
(24)	61,656	July 1, 1885	13	17.32	14	19.69	6	8,716	1	19 10	9 1	1	1	(24)
(25)	61,656	July 1, 1885	19	13	22	13	6	19,794	.....	.....	.....	.....	.....	.....
(26)	61,656	July 1, 1885	23	14	26	14	6	19,794	(26)	15 0	9 0	1	1	.....
(27)	61,656	July 1, 1884	19	23	22	19	.....	.....	(27)	.....	.....	(27)	.....	.....
(28)	61,656	July 1, 1885	23	19	26	23	.....	.....	(28)	.....	.....	(28)	.....	.....
(29)	61,656	July 1, 1885	2	17	7	17	6	34,017	1	15 0	8 8	1	1	1
(30)	61,656	July 1, 1885	2	22	3	21	6	45,122	1	13 7	8 9	1	1	1
(31)	61,656	July 1, 1885	10	28.69	13	28.08	6	69,167	1	14 7	6 0	2	1	34.5
(32)	61,656	July 1, 1885	8	25.87	7	27.50	6	69,167	2	14 7	6 0	2	1	.....
(33)	61,656	July 1, 1885	1	12.63	4	16.89	6	37,367	351	14 7	6 0	.....	.....	.....
(34)	61,656	July 1, 1885	1	20.78	4	8.12	.....	.....	.....	378 0	277 0	1	1	1
(35)	61,656	July 1, 1885	1	23.04	4	35.42	.....	.....	.....	.....	.....	.....	.....	.....
(36)	61,656	July 1, 1885	2	16.08	1	14.97	6	30,282	1	7 2	6 10	1	1	1
(37)	61,656	July 1, 1883	46	23	45	24	6	25,359	1	13 0	7 7	1	1	1
(38)	61,656	July 1, 1884	3	20.47	2	20.39	6	54,906	1	16 0	7 6	1	1	1

* Letter and paper cars are 60 feet long, and storage cars are 40 feet long.
 20 East Division day line, 5 crews, 6 clerks to crew
 21 1 clerk detailed as chief clerk, Indianapolis, Ind.; 1 clerk detailed as assistant to chief clerk, Indianapolis, Ind.; 1 clerk detailed as chief clerk, Pittsburgh, Pa.; 1 clerk detailed as chief clerk, Saint Louis, Mo.; 1 clerk detailed to transfer duty, Columbus, Ohio; 5 clerks detailed to transfer duty, Indianapolis, Ind.; 1 clerk detailed to transfer duty, Richmond, Ind.; 1 clerk detailed to transfer duty, Terre Haute, Ind.; 4 clerks on Indianapolis, Vandalla and Saint Louis R. P. O.; 1 clerk on Indianapolis and Terre Haute R. P. O.; 1 clerk on Pittsburgh and Steubenville R. P. O.; 3 clerks act as helpers on West Division day line; 2 porters between Pittsburgh and Columbus on trains 1 and 8; 1 porter between Pittsburgh and Dennison on trains 6 and 7; 2 porters between Cambridge City and Brazil on trains 6 and 7 and 1 and 8; 2 porters between Newark and Columbus on trains 6 and 7.
 22 East Division night line, 5 crews, 4 clerks to crew.
 23 Clerks of Logansport and Columbus R. P. O. run west on train 1 in car of this R. P. O. between Columbus and Bradford, Ohio, acting as helpers to day line.
 24 West Division day line, 4 crews, 4 clerks to crew.

25 Fourth clerk of West Division day line acts as helper to Indianapolis, Vandalla and Saint Louis R. P. O. on train 12, Saint Louis to Indianapolis.
 26 West Division night line, 4 crews, 6 clerks to crew.
 27 R. P. O. established March 4, 1885.
 28 Covered by Pittsburgh and Saint Louis R. P. O., 43.30 miles.
 29 Clerk on this line is appointed to Pittsburgh and Saint Louis R. P. O., and is shown with that line.
 30 R.50 miles covered by Pittsburgh and Saint Louis R. P. O.
 31 Double daily service except Sunday.
 32 Car and clerk shown on trains 19 and 22.
 33 Car and clerk shown on route 21032.
 34 One clerk detailed as transfer clerk at Bridgeport, Conn.
 35 Reserve cars.
 36 Reported last year as Pittsfield and Lawrence R. P. O.
 37 Two cars also used on this route that are used by Concord and Claremont R. P. O.
 38 Balance of route covered by Saint Albans and Boston R. P. O., 10.28 miles.
 39 Covered by Saint Albans and Boston R. P. O., 0.26 miles.
 40 Balance of route covered by Saint Albans and Boston R. P. O., 25.52 miles.
 41 Covered by Saint Albans and Boston R. P. O., 14.21 miles.
 42 One car held in reserve.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Port Huron and Detroit, Mich	9	80.84	Port Huron, Detroit, Mich. (Grand Trunk)	24028
Port Jefferson and Long Island City, N. Y.	2	48.00	Port Jefferson, Hicksville, N. Y. (Long Island)	6046
			Hicksville, Long Island City, N. Y. (Long Island)	6045
Port Jervis and New York, N. Y.	2	89.07	Port Jervis, New York, N. Y. (New York, L. E. and W.)	(part) 6001
			East Junction, West Junction, N. J. (New York, L. E. and W.)	(part) 7055
Portland and Ashland, Oreg.	8	342.69	Portland, Ashland, Oreg. (Oreg. and Cal.)	44001
<i>Portland, Me., and Boston, Mass.</i>	1	116.70	Portland, Me., Boston, Mass. (Box and Maine)	3011
Portland and Corvallis, Oreg.	8	97.99	Portland, Corvallis, Oreg. (Oreg. and Cal.)	44002
Portland, Me., and Gorham, N. H.	1	92.16	Portland, Me., Gorham, N. H. (Grand Trunk)	107
			Portland, Me., Island Pond, Vt. (Grand Trunk)	(part) 127
Portland, Me., and Rochester, N. H.	1	52.74	Portland, Me., Rochester, N. H. (Port and Koch.)	8
Portland, Me., and Swanton, Vt.	1	232.90	Portland, Me., So. Lunenburg, Vt. (Port. and Ogdens.)	10
			South Lunenburg, Swanton, Vt. (St. John and L. Cham.)	2011
Portland and Fryeburgh, Me.	1	50.37	Portland, Fryeburgh, Me. (Port. and Ogdens.)	(part) 10
Portland, Me., and Worcester, Mass.	1	147.34	Portland, Me., Rochester, N. H. (Port. and Koch.)	8
			Rochester, Nashua, N. H. (Wor., Nash. and Koch.)	1012
			Nashua, N. H., Worcester, Mass. (Wor., Nash. and Koch.)	3066
Portsmouth and Cincinnati, Ohio.	5	107.95	Portsmouth, Cincinnati, Ohio (Cin. and East)	21052
Portsmouth and Concord, N. H.	1	59.25	Portsmouth, Concord, N. H. (Concord)	1002
Portsmouth and Manchester, N. H.	1	41.52	Portsmouth, Manchester, N. H. (Concord)	(part) 1002
Pottsville and Philadelphia, Pa.	2	94.13	Pottsville, Philadelphia, Pa. (Phila. and Read.)	8002
Pottsville, Tamaqua, and Herndon, Pa. ²⁹	2	78.74	Pottsville, Herndon, Pa. (M. and S. Br'ch, Phila. and Read.)	8013
Powers, Mich., and Florence, Wis.	6	42.00	Powers, Mich., Florence, Wis. (Chl. and No. West.)	³⁰ 24032
Providence, R. I., and New London, Conn.	1	65.24	Providence, R. I., New London, Conn. (N. Y., Prov. and Boston).	(part) 4002
Providence and Pascoag, R. I.	1	23.75	Providence, Pascoag, R. I. (Prov. and Spring.)	4006
Providence, R. I., and Willimantic, Conn.	1	59.04	Providence, R. I., Willimantic, Conn. (N. Y. and N. E. R. R.)	(part) ²⁷ 5007

¹On trains 18 and 69 service only performed between Northport and Jamaica, and on trains 15 and 32 between Port Jefferson and Jamaica, and liable to frequent changes by new time-tables.

*Clerk records arrival and departure by slip at Long Island City

¹Reserve car.

²25.50 miles covered by Greenport and New York R. P. O.

³Cars and clerk shown on route 6046.

⁴79.07 miles covered by New York and Dunkirk R. P. O.

⁵Clerk shown in New York and Dunkirk R. P. O., and is relieved every third week by a Middletown and New York R. P. O. clerk.

⁶Cars and clerk shown on route 6001.

²Clerks double the road every day; every other week off.

¹⁰Balance of route covered by Portland and Island Pond R. P. O., 57.84 miles, and closed-pouch service between Island Pond, Vt., and Canada Line, 15.72 miles. (See Table C.)

¹¹Covered by Portland and Island Pond R. P. O. 91.99 miles.

¹²Reserve cars.

¹³Balance of route covered by closed-pouch service between Island Pond, Vt., and Canada Line, 15.72 miles. (See Table C.)

¹⁴1 clerk as short-stop between Portland and South Paris, Me., west with Portland and Gorham and east with Portland and Island Pond R. P. O.

¹⁵Covered by Portland and Worcester R. P. O., 52.50 miles.

¹⁶This clerk runs from Rochester, N. H., to Portland, Me., with Portland and Worcester R. P. O. as assistant.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (cars paid for in black figures).		Number of rows.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.			Length.	Width.	Feet.	Inches.			
60.84	2,387	July 1, 1884	4	20.14	1	24.31	6	38,086	1	23 0	6 0	1	1	1	
33.50	664	July 1, 1885	18	26	15	22	6	124,414	1	15 6	7 7	*1	1	1	
(4)	1,467	July 1, 1885	132	24	89	22	6	24,414	2	15 5	7 0	(5)	(5)	(5)	
(6)	12,297	July 1, 1885	18	30	15	24	6	(5)	1	16 6	6 10	(5)	(5)	(7)	
9.08	2,607	July 1, 1885	16	29	15	28	6	(8)	3	20 5	8 10	(8)	6	1	
342.60	1,646	Mar. 15, 1884	1	16.75	2	17.58	6	214,523	1	25 4	9 0	2	3	6	
116.33	4,739	July 1, 1885	70	25.66	75	25.20	6	73,054	1	25 6	9 2	3	3	*11	
			04	27.72	15	23.10	6	73,054	2	25 0	8 6	2	1	2	
97.85	360	July 1, 1882	1	13.40	2	14.93	6	61,341	2	10 0	8 10	2	1	2	
(11)	1,963	July 1, 1885	10	18.93	9	18.93	6	57,692	2	17 9	7 6	2	1	2	
149.83	1,953	July 1, 1885	2	21.84	1	26.95	6	93,762	12	22 0	7 0	3	1	145	
			1		1				1	19 0	7 5				
(16)	1,941	July 1, 1885	2	23.10	(16)	(16)	3	16,507	1	20 2	7 5	1	1	(17)	
									2	21 6	6 11				
114.05	1,120	Aug. 15, 1883	2	20.42	1	19.26	6	145,795	3	15 10	8 10	1	1	(17)	
									1	14 10	9 0				
118.00	698	July 1, 1885	2	18.10	1	17.87	6		2	13 0	6 8	4	1	105	
(19)	1,608	July 1, 1885	4	14.34	1	14.34	6	31,531	12	13 8	6 6				
									1	15 0	6 6				
55.00	1,941	July 1, 1885	4	24.56	3	24.00	6	92,234	1	10 0	6 6	1	1	(21)	
									1	14 6	8 8	3	2	228	
48.83	2,103	July 1, 1885	4	26.74	3	24.64	6		1	15 10	8 10				
46.93			4	18.42	3	34.53	6		1						
108.00	497	July 1, 1884	28	19.31	21	19.31	6	67,577	22	20 0	9 0	2	1	2	
									1	12 0	6 0				
59.60	847	July 1, 1885	10	18.00	9	19.71	6	37,090	1	15 0	6 0	1	1	342	
(22)	847	July 1, 1885	2	22.14	51	22.71	6	25,991	1	10 0	6 8	1	1	(27)	
92.84	3,447	July 1, 1885	2	20	3	27	6	58,925	1	14 8	8 7	1	2	106	
			4	28	5	24	6	58,925	1	15 3	8 7	1	1		
			6	22	21	21	6	58,925	1	14 8	8 7	1	2		
81.03	540	July 1, 1885	1	20	2	22	6	42,474	1	14 8	8 7				
			3	21	4	21	6	42,474	1	14 10	8 8	1	1	2	
									1	14 10	8 8	1	1		
41.74	386	July 1, 1884	8	19	5	21	6	26,292	12	14 6	8 0				
(21)	12,702	July 1, 1885	6	22.95	15	24.48	6	40,840	1	12 8	8 0	1	1	1	
			22	22.95	11	22.25	6	40,840	1	16 3	6 11	1	1	2	
23.15	658	July 1, 1885	53	19.42	56	21.22	6	14,867	1	15 10	6 10	1	1		
			57	18.39	54	19.71	6	14,867	1	15 10	6 6				
58.50	5,042	July 1, 1885	13	24.20	20	24.20	6	36,969	1	6 4	5 2	1	1	1	
									1	14 2	6 8	1	1	1	

¹⁹ Shown in column 16, Portland and Worcester R. P. O.
²⁰ 1 clerk between Portland and Fryeburg, Me., 50.37 miles. (See columns 14 and 15 that line.)
²¹ Balance of route covered by Portland and Swanton R. P. O., 6.505 miles.
²² Covered by Portland and Swanton R. P. O., 49 miles.
²³ Shown in column 16, Portland and Swanton R. P. O.
²⁴ 1 clerk between Nashua, N. H., and Worcester, Mass., 46.76 miles. 1 clerk between Portland, Me., and Rochester, N. H., 52.74 miles. (See columns 14 and 15 these lines.) The Portland and Rochester clerk runs from Rochester to Portland, with Portland and Worcester clerks as assistants.
²⁵ Standard gauge car runs east of Winchester, and narrow gauge west of that point. Two standard and 1 narrow gauge.
²⁶ 1 clerk between Portsmouth and Manchester, N. H., 41.52 miles. (See columns 14 and 15 that line.)
²⁷ Balance of route covered by Portsmouth and Concord R. P. O., 18.26 miles.
²⁸ Covered by Portsmouth and Concord R. P. O., 41.40 miles.
²⁹ Shown in column 16, Portsmouth and Concord R. P. O.
³⁰ 1 clerk on transfer duty at Reading.
³¹ Double daily service between Pottsville and Shamokin, except Sunday.
³² Balance of route, Florence, Wis., to Crystal Falls, Mich., 16.21 miles, covered by closed pouches. (See Table C.)
³³ Covered by Boston, Providence, New York R. P. O., 62.10 miles.
³⁴ Balance of route covered by Boston and Hopewell Junction R. P. O., 123.57 miles.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parenthesis).	Number of route.
Plymouth and Concord, N. H.	1	<i>Miles.</i> 51.40	Plymouth, Concord, N. H. (Bos. and Lowell)	1005 (part)
Pueblo and Silverton, Colo.	7	377.32	South Pueblo, Cucharas, Colo. (D. and R. G.)	38001 (part)
			Cucharas, Antonito, Colo. (D. and R. G.)	38004 (part)
			Antonito, Silverton, Colo. (D. and R. G.)	39002 (part)
Quincy, Ill., and Kansas City, Mo.	7	225.76	Quincy, Ill., Cameron, Mo. (H. and St. Jo.)	28005 (part)
			Cameron, Kansas City, Mo. (H. and St. Jo.)	28010 (part)
Quincy, Ill., and Louisiana, Mo. ...	6	44.96	Quincy, Fall Creek, Ill. (Chi., Burl. and Qcy.)	123041 (part)
Quincy, Ill., and Trenton, Mo.	7	137.00	Fall Creek, Ill., Louisiana, Mo. (Chi., Burl. and Qcy.)	23079 (part)
			Quincy, Ill., Trenton, Mo. (W., St. L. and P.)	28019 (part)
Racine, Wis., and Rock Island, Ill. ...	6	197.88	Racine, Wis., Rock Island, Ill. (Chi., Mil. and St. Paul)	25024 (part)
Raleigh and Hamlet, N. C.	3	97.57	Raleigh, Hamlet, N. C. (R. and A. Air Line)	13010 (part)
Reading and Columbia, Pa.	2	45.78	Reading, Sinking Springs, Pa. (L. V. Branch, Phila. and Read.)	8073 (part)
			Sinking Springs, Columbia, Pa. (R. and C. Div., Phila. and Read.)	8031 (part)
Reading, Pa., and Wilmington, Del. ...	2	74.07	Reading, Pa., Wilmington, Del. (Wilm. and North.)	8054 (part)
Red Bank and Bridgeton, N. J.	2	95.20	Red Bank, Eatontown, N. J. (N. J. Sou. Div., Phila. and Read.)	7049 (part)
			Eatontown, Whiting, N. J. (N. J. Sou. Div., Phila. and Read.)	7026 (part)
			Whiting, Atsion, N. J. (N. J. Sou. Div., Phila. and Read.)	7029 (part)
Red Oak and Eastport, Iowa.	6	50.86	Atsion, Bridgeton, N. J. (N. J. Sou. Div., Phila. and Read.)	7631 (part)
			Red Oak, Eastport, Iowa (Chi., Burl. and Qcy.)	27074 (part)
Red Wing and Waterville, Minn.	6	66.73	Red Wing, Waterville, Minn. (Minn. and St. Louis)	26048 (part)
Reno and Preston, Minn.	6	57.70	Reno, Preston, Minn. (Chi., Mil. and St. Paul)	26032 (part)
Reno and Virginia City, Nev.	8	52.61	Reno, Virginia City, Nev. (Va. and Truckee)	45001 (part)
Richford, Vt., and Concord, N. H. ...	1	190.17	Richford, Newport, Vt. (So. Eastern)	2009 (part)
			Newport, Wells River, Vt. (Pass.)	2010 (part)
			Wells River, Vt., Concord, N. H. (Bos. Lowell)	1005 (part)
Richford and Saint Albans, Vt.	1	28.91	Richford, Saint Albans, Vt. (Missisquoi)	2007 (part)
Richland and Niagara Falls, N. Y. ...	2	181.65	Richland, Oswego, N. Y. (Western Div. R. W. and Ogd.)	6034 (part)
			Oswego, Suspension Bridge, N. Y. (West Div. R. W. and Ogd.)	6038 (part)
			Suspension Bridge, Niagara Falls, N. Y. (West Div. N. Y. C. and H. R.)	6016 (part)
Richland and Syracuse, N. Y.	2	42.33	Richland, Pulaski, N. Y. (West Div. R. W. and Ogd.)	6034 (part)
Richmond and Clifton Forge, Va. ...	3	193.31	Pulaski, Syracuse, N. Y. (West Div. R. W. and Ogd.)	6037 (part)
			Richmond, Clifton Forge, Va. (C. and O.)	11005 (part)
Richmond and Danville, Va.	3	141.08	Richmond, Danville, Va. (R. and D.)	11006 (part)
Richmond, Lynchburgh and Clifton Forge, Va.	3	230.55	Richmond, Lynchburgh, Va. (R. and A.)	11023 (part)
			Lynchburgh, Clifton Forge, Va. (R. and A.)	11027 (part)

¹ Balance of route covered by Lancaster and Boston R. P. O., 42.67 miles.

² Covered by Lancaster and Boston R. P. O., 51.34 miles.

³ One of these cars is a reserve car.

⁴ Reserve car.

⁵ 120 miles of route 38,001, between Denver and South Pueblo, Colo., covered by Denver and Ogden R. P. O., and 36.90 miles between Cucharas and El Moro, Colo., covered by closed pouch service. (See Table C.)

⁶ 1 clerk detailed to transfer service, South Pueblo, Colo.

⁷ 91 miles of route 38,004, between Antonito, Colo., and

Espanola, N. Mex., covered by closed-pouch service. (See Table C.)

⁸ Trains 51 and 52 between Durango and Silverton, Colo.

⁹ 36.28 miles of route 28,005, between Cameron and Saint Joseph, Mo., covered by Cameron and Atchison R. P. O.

¹⁰ Postal cars on day line belong to C. B. and Q. (See Chicago and Quincy R. P. O.)

¹¹ 1 helper out of Quincy and one between Brookfield and Cameron, Mo., 67 miles.

¹² 1 reserve car.

¹³ Balance of route Fall Creek, Ill., to Hannibal, Mo., 6.29 miles, covered by closed pouches. (See Table C.)

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
(⁹)	<i>Pounds.</i>		52	<i>Miles.</i> 23.58	59	23.58	6	31,988	1	<i>Ft. In.</i> 10 0	<i>Ft. In.</i> 7 0	1	1	1
650.00	2,233	July 1, 1882	3	20	2	20	7	275,444	1	10 0	6 10	6	1	7
7109.82	852	July 1, 1882	3	20	2	20	7	164,805	41	6 8	6 1	4	1	7
215.06	956	July 1, 1883	3	20	2	20	7	164,805	1	13 8½	7 6	4	1	7
9171.51	7,455	July 1, 1885	3	20	4	20	7	164,805	123	19 8	7 5	4	2	118
54.92	681	July 1, 1883	1	22.50	2	24	7	164,805	123	39 1½	9 1½	4	2	118
13.50	867	July 1, 1883	209	13	208	16	6	28,145	1	12 0	6 10½	1	1	1
31.46	250	July 1, 1883	209	13	208	10	6	85,762	1	21 7½	9 2½	2	1	2
137.59	587	July 1, 1883	3	19.50	2	20	6	85,762	41	18 2	6 9	4	1	4
197.91	2,122	July 1, 1883	1	21	2	21	6	123,873	1	24 0	9 3	4	1	4
98.30	646	July 1, 1884	1	15.72	2	15.52	6	61,079	1	20 0	9 3	2	1	2
(¹⁴)	2,443	July 1, 1885	9	30	2	24	6	28,658	1	13 6	6 6	1	1	1
40.14	417	July 1, 1885	9	20	2	20	6	46,368	1	13 0	8 10	1	1	1
73.08	237	July 1, 1885	10	20	3	21	6	46,368	41	6 3	5 7	1	1	1
182.22	425	July 1, 1885	18	20	11	23	6	59,595	1	7 6	6 0	1	1	1
1730.23	471	July 1, 1885	18	25	11	25	6	59,595	196	8 3	6 9	1	1	1
1823.83	119	July 1, 1885	18	25	11	25	6	59,595	1	7 9	6 4	1	1	1
37.75	70	July 1, 1885	18	23	11	23	6	31,838	1	6 3	5 7	1	1	1
50.74	730	July 1, 1883	91	25	92	25	6	31,838	191	7 6	6 0	1	1	1
66.70	358	Mar. 20, 1883	25	16	26	15	6	40,763	191	8 3	6 9	1	1	1
57.72	222	July 1, 1883	37	15	38	16	6	36,120	191	10 1	6 10½	1	1	1
52.61	1,736	July 1, 1882	1	20.63	2	21.47	7	38,405	1	9 3	8 0	1	1	1
32.60	1,022	July 1, 1885	6	20.67	61	22.42	6	119,046	1	9 6	5 8	1	1	1
(²¹)			6	24.36	61	27.84	7	38,405	1	8 11	5 10	4	1	4
(²²)	3,263	July 1, 1885	6	21.99	61	20.40	6	119,046	1	18 11	8 5½	1	1	1
28.91	458	July 1, 1885	2	10.50	3	11.19	6	18,097	41	16 7	6 10	1	1	1
29.03	1,040	July 1, 1885	110	23	113	27	6	113,713	2	8 4	6 10	3	1	945
151	1,201	July 1, 1885	119	24	113	24	6	113,713	2	22 10	6 10	3	1	945
(²⁶)	8,979	July 1, 1885	110	11	113	11	6	113,713	(²⁵)	16 0	6 9	4	1	4
(²⁷)	1,040	July 1, 1885	128	26	123	26	6	26,498	41	15 0	6 9	1	1	1
38.48	708	July 1, 1885	128	23	123	23	6	26,498	1	9 0	7 0	1	1	1
190.93	1,781	July 1, 1885	1	21.80	6	22.66	6	121,012	1	8 8	6 9	1	1	1
20141.71	1,904	July 1, 1885	50	23.52	51	25.76	7	102,088	1	18 8	9 0	4	2	8
147.50	942	July 1, 1885	1	24.60	2	20.76	6	144,324	1	18 0	8 0	4	1	4
87.47	467	July 1, 1885	1	24.60	2	20.76	6	144,324	1	18 0	8 0	4	1	4

¹⁴ 6 miles covered by Allentown and Harrisburg R. P. O.
¹⁵ Balance of route (6.58 miles) covered by closed-pouch service. (See Table C.)
¹⁶ Reserve cars.
¹⁷ Balance of route (34.77 miles) covered by closed-pouch service. (See Table C.)
¹⁸ Balance of route (9.42 miles) covered by closed-pouch service. (See Table C.)
¹⁹ Reserve.
²⁰ Balance of route covered by Newport and Springfield R. P. O., 105.30 miles, and closed-pouch service between Newport and Derby Line, 9.72 miles. (See Table C.)

²¹ Covered by Newport and Springfield R. P. O., 65.10 miles.
²² Covered by Lancaster and Boston R. P. O., 34.01 miles.
²³ 1.20 miles covered by Suspension Bridge and Buffalo R. P. O.
²⁴ 2 clerks on Oswego and Niagara Falls R. P. O. (short run).
²⁵ Cars and clerks shown on route 6034.
²⁶ Clerks record arrival and departure at Niagara Falls by slips.
²⁷ 4.30 miles covered by Richland and Niagara Falls R. P. O.
²⁸ Balance of route (143.21 miles) covered by Washington and Charlotte R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Richmond and Stanford, Ky. ¹	5	37.01	Richmond, Stanford, Ky. (Ky. Cent.)	20039
<i>Richmond, Va., and Wilmington, N. C.</i>	3	246.17	Richmond, Petersburg, Va. (R. and P.)	11008
Rincon and Deming, N. Mex. ⁴	7	53.41	Petersburgh, Va., Weldon, N. C. (Petersburgh)	11009
Rochester and Corning, N. Y.	2	95.13	Weldon, Wilmington, N. C. (W. and W.)	13002
Rochester and Niagara Falls, N. Y.	2	74.89	Rincon, Deming, N. Mex. (A. T. and S. F.)	38006 (part)
Rochester and Olean, N. Y.	2	106.53	Rochester, Avon, N. Y. (Roch. Div. N. Y., L. E. and W.)	6005
Rochester, N. Y., and Punxsutawney, Pa.	2	228.32	Avon, Rochester, N. Y. (Roch. Div. N. Y., L. E. and W.)	6007
Rockaway and High Bridge, N. J.	2	30.57	Rochester, Niagara Falls, N. Y. (R. and N. F. Div., N. Y. C. and H. R.)	6018 (part)
Rock Island and Peoria, Ill.	6	92.20	Rochester, Hinsdale, N. Y. (Roch. Div. Buff., N. Y. and Phila.)	6123
Rock Island, Ill., and Saint Louis, Mo.	6	248.99	Hinsdale, Olean, N. Y. (Roch. Div. Buff., N. Y. and Phila.)	6058 (part)
Rockland and Beaumont, Tex.	7	73.52	Rochester, Bradford Junction, N. Y. (Roch. and Pitts.)	6102 (part)
Rockland and Portland, Me.	1	88.42	Bradford Junction, N. Y., Punxsutawney, Pa. (Roch. and Pitts.)	6127
Rogersville and Bull's Gap, Tenn	3	16.27	Rockaway, High Bridge, N. J. (High Bridge Brch. P. and R.)	7040
Rome and Macon, Ga.	4	162.12	Rock Island, Peoria, Ill. (R. Isl'd and Peo.)	23040
Rondout and Stamford, N. Y.	2	74.32	Rock Island, Ill., Saint Louis, Mo. (Chi., Burl. and Q'cy)	23005
Rosenberg and Victoria, Tex.	2	93.05	Rockland, Beaumont, Tex. (S. and E. T.)	31029
Rouse's Point and Albany, N. Y. ²	2	114.54	Rockland, Woolwich, Me. (Knox and Lincoln)	15
Ruthven and Des Moines, Iowa.	6	137.59	Bath, Brunswick, Me. (Me. Central)	11
			Brunswick, Portland, Me. (Me. Central) ¹⁰	106 (part)
			Rogersville, Bull's Gap, Tenn. (R. and J.)	19003
			Rome, Macon, Ga. (E. T., V. and G. R. R.)	15013 (part)
			Rondout, Stamford, N. Y. (Ulster and Delaware)	6073 (part)
			Rosenberg, Victoria, Tex. (N. Y., T. and M.)	31036 (part)
			Rouse's Point, West Chazy, N. Y. (S. and C. Div. D. and H. Canal Co.)	6033
			West Chazy, Albany, N. Y. (S. and C. Div. D. and H. Canal Co.)	6026 (part)
			Rutland, Castleton, Vt. (S. and C. Div. D. and H. Canal Co.)	6024
			Castleton, Vt., Whitehall, N. Y. (S. and C. Div. D. and H. Canal Co.)	6098
			Ruthven, Tara, Iowa (Des M. and Ft. Dodge)	27087
			Tara, Des Moines, Iowa (Des M. and Ft. Dodge)	27031 (part)

¹ R. P. O. extended to begin at Paris, Ky., July 19, 1884; increase distance 39.33 miles. R. P. O. curtailed to begin at Richmond, Ky., October 17, 1884; decrease distance 39.33 miles.

² See Washington and Richmond R. P. O. Same cars in use on both lines between Washington, D. C., and Wilmington, N. C.

³ 1 transfer clerk Richmond, Va.; 2 helpers between Richmond and Weldon, and 2 between Weldon and Wilmington.

⁴ Not reported last year. New service.

⁵ 247 miles of route 38006, between La Junta, Colo., and Albuquerque, N. Mex., covered by La Junta and Albuquerque R. P. O., and 178.30 miles, between Albuquerque and Rincon, N. Mex., covered by Albuquerque and El Paso R. P. O.

⁶ Alternate with Danville and Buffalo R. P. O.

⁷ Balance of route, 34.50 miles, covered by Danville and Buffalo R. P. O.

⁸ Car and clerks shown on route 6005.

⁹ The clerks do not run beyond Suspension Bridge.

¹⁰ 1 clerk detailed to transfer duty at Suspension Bridge.

¹¹ Reserve car.

¹² 6.08 miles covered by Buffalo and Emporium R. P. O.

¹³ Cars and clerks shown on route 6123.

¹⁴ Balance of route, 1.33 miles, covered by closed-pouch service. (See Table C.)

¹⁵ Clerks and cars shown on route 6102.

¹⁶ Small car in reserve.

¹⁷ From December 1, 1884, these two trains (2 and 68) commenced running through to Portland.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars and cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	Pounds.			Miles.		Miles.				Ft. In.	Ft. In.			
34. 31	299	July 1, 1884	66	9. 86	65	9. 19	6	29, 146	1	9 6	6 6	1	1	1
83. 39	14, 840	July 1, 1885	48	27. 21	47	25. 92	7	179, 704	(²)	.....	.....	4	1	13
65. 31	13, 596	July 1, 1885	40	34. 47	43	26. 86	7	179, 704	.....	.....	.....	4	1	.....
162. 07	11, 291	July 1, 1884	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
53. 41	3, 854	July 1, 1882	103	22	104	23	7	.....	1	18 0	8 10	1	1	1
19. 09	1, 738	July 1, 1885	2	29	3	31	6	659, 551	1	14 6	9 2	2	1	2
76. 47	.....	.....	2	35	3	26	.....	.....	(³)	.....	.....	(⁴)	.....	.....
76	3, 851	July 1, 1885	9	27	10	27	6	46, 881	1	21 0	8 4	2	1	193
90. 92	350	July 1, 1885	30	23	35	22	6	60, 688	11	20 0	8 4	.....	.....	.....
(¹²)	1, 492	July 1, 1885	30	(¹²)	35	21	.....	.....	11	15 6	8 9	2	1	2
107. 81	668	July 1, 1885	1	24	4	20	6	142, 928	11	15 6	8 9	.....	.....	.....
120. 73	329	July 1, 1885	1	18	4	15	.....	.....	(¹³)	.....	.....	(¹⁴)	.....	.....
30. 31	83	July 1, 1885	15	22	10	22	6	19, 136	11	15 0	9 0	1	1	1
91. 60	875	July 1, 1883	4	27	1	25	6	57, 717	11	14 0	7 0	2	1	2
245. 52	2, 279	Apr. 1, 1884	2	24	1	24	6	155, 868	11	11 0	7 0	4	1	4
75. 85	151	Sept. 17, 1883	38	9	37	10	6	46, 023	162	19 1	8 9 1/2	2	1	2
48. 86	1, 578	July 1, 1885	2	19. 50	68	18. 37	6	127, 585	2	15 4	8 10	2	1	3
8. 14	2, 697	July 1, 1885	4	19. 59	54	18. 37	6	30, 796	2	6 6	9 6	2	1	2
(¹⁵)	15, 122	July 1, 1885	2	13. 05	68	20. 88	.....	.....	1	15 9	9 0	2	1	3
16. 42	185	July 1, 1884	4	13. 05	54	26. 10	.....	.....	112	12 6	6 5	1	1	1
160. 22	667	July 1, 1884	1	21. 82	68	24 94	.....	.....	1	5 6	6 2	1	1	1
73. 64	1, 203	July 1, 1885	13	23	14	23	6	101, 490	24	15 0	7 2	3	1	3
91. 85	601	July 1, 1884	1	18	10	19	6	348, 155	1	20 0	8 10	2	1	2
14. 78	3, 665	July 1, 1885	1	19	2	20	6	58, 249	11	20 0	8 10	2	1	2
177	4, 939	July 1, 1885	6	24	3	24	6	135, 541	2	14 7	6 8	2	1	2
(¹⁶)	883	July 1, 1885	6	23	3	25	.....	.....	1	21 0	7 0	2	1	6
14. 34	929	July 1, 1885	6	22	1	26	.....	.....	(¹⁷)	.....	.....	(¹⁸)	.....	.....
54. 98	124	Feb. 22, 1883	6	26	1	22	.....	.....	1	20 0	8 10	2	2	.....
82. 56	758	July 1, 1883	2	19	1	18	6	86, 131	11	21 0	7 0	2	1	2
			2	21	1	24	.....	.....	2	13 0	9 3	2	1	2

¹³ Reported last year as Rockland and Brunswick R. P. O.
¹⁴ Balance of route covered by Bangor and Boston R. P. O., 108.62 miles.
¹⁵ Covered by Bangor and Boston R. P. O., 29.10 miles.
¹⁶ 190.58 miles shown as Macon and Brunswick R. P. O.
¹⁷ 2 reserve cars.
¹⁸ Balance of route, 3.71 miles, covered by closed pouches. (See Table C.)
¹⁹ Double daily service except Sundays for 3 months; 9 months single daily service except Sundays.

²⁰ This R. P. O. is in second division, Rouse's Point to Whitehall, 114.54 miles, and Albany and Rutland, 101.98 miles.
²¹ Balance of route, 11.79 miles, covered by closed-pouch service. (See Table C.)
²² Cars and clerks shown on routes 6033 and 6024.
²³ 10.67 miles covered by Rutland and Troy R. P. O.
²⁴ Balance of route, Fort Dodge to Tara, Iowa (8.13 miles), covered by closed pouches. (See Table C.) 1 car in reserve.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.
		<i>Miles.</i>		
Rutland, Bennington, Vt., and Troy, N. Y.	1	85.19	Rutland, North Bennington, Vt. (Benn. and Rut.).....	12015 (part)
			North Bennington, Vt., State Line (Benn. and Rut.).....	2018
			State Line, Hoosac Junction, N. Y. (Troy and Boston).....	6116
			Hoosac Junction, Troy, N. Y. (Troy and Boston)	46067 (part)
Rutland, Vt. and Troy, N. Y.	2	94.26	Rutland, Vt., Eagle Bridge, N. Y. (R. and W. Div. D. and H. Canal Co.).....	6024
			Eagle Bridge, Mechanicsville, N. Y. (B. H. T. and West.) ...	6107
			Mechanicsville, Troy, N. Y. (S. and C. Div. D. and H. Canal Co.).....	6026 (part)
Sacramento, Benicia, and San Francisco, Cal.	8	90.69	Sacramento, San Francisco, Cal. (Central Pac.).....	46001
Sacramento and San Francisco, Cal.	8	140.90	Sacramento, San Francisco, Cal. (Central Pac.)	40028
Sag Harbor and New York, N. Y.	2	100.75	Sag Harbor, Long Island City, N. Y. (Long Island) ..	6093
<i>Saint Albans, Vt., and Boston, Mass.</i>	1	265.40	Saint Albans, Essex Junction, Vt. (Ct. Vermont).....	122001 (part)
			Essex Junction, White River Junction, Vt. (Ct. Vermont)....	122002 (part)
			White River Junction, Vt., Concord, N. H. (Bos. and Lowell)..	1008
			Concord, Nashua, N. H. (Bos. and Lowell)	1001
			Nashua, N. H., Boston, Mass. (Bos. and Lowell).....	3016
<i>Saint Albans, Vt., and Hoosac Junction, N. Y.</i>	1	159.36	Saint Albans, Burlington, Vt. (Ct. Ver.)	122001 (part)
			Burlington, Rutland, Vt. (Ct. Ver.).....	122003 (part)
			Rutland, North Bennington, Vt. (Benn. and Rut.).....	12015 (part)
			North Bennington, Vt., State line, Vt. (Benn. and Rut.)	2018
			State line, Vt., Hoosac Junction, N. Y. (Troy and Boston) ...	6116
			Saint Albans, Vt., Rouse's Point, N. Y. (W. Div. Ct. Ver.) ...	2001 (part)
Saint Albans, Vt., and Ogdensburgh, N. Y.	2	143.05	Rouse's Point, Ogdensburgh, N. Y. (Ogd. and Lake Champ.)..	6053
Saint Joseph and Albany, Mo.		51.19	Saint Joseph, Albany, Mo. (C. B. and Q. R. R.)	24037
Saint Joseph, Mo., and Grand Island, Nebr.		252.54	Saint Joseph, Mo., Grand Island, Nebr. (St. J. and W.).....	33007
<i>Saint Louis, Mo., and Atchison, Kans.</i> ²³	7	283.13	Saint Louis, Mo., Atchison, Kans. (Mo. Pac.).....	28001
		47.07	.....
Saint Louis, Mo., and Cairo, Ill. ...	6	153.60	Saint Louis, Mo., Cairo, Ill. (St. Louis and Cairo).....	23053
Saint Louis, Mo., and Columbus, Ky.	7	196.41	Saint Louis, Biemarck, Mo. (St. L., I. M. and S.)	28002
			Biemarck, Mo., Columbus, Ky. (St. L., I. M. and S.)	28034
Saint Louis, Mo., and Eldorado, I	6	124.50	Saint Louis, Mo., Eldorado, Ill. (St. L. Alton and T. Haute)...	23030

¹ Balance of route covered by closed-pouch service between North Bennington and Bennington, Vt., 4.78 miles. (See Table C.)
² Covered by Saint Albans and Hoosac Junction R. P. O., 52.82 miles.
³ Covered by Saint Albans and Hoosac Junction R. P. O., 1.99 miles.
⁴ Covered by Saint Albans and Hoosac Junction R. P. O., 5.04 miles.
⁵ Balance of route covered by Boston and Troy R. P. O., 22.75 miles.
⁶ Covered by Boston and Troy R. P. O., 25.33 miles. This line commenced running through to Troy, N. Y., January 3, 1885. Reported last year as Rutland and Hoosac Junction R. P. O.
⁷ 10.84 miles covered by Rouse's Point and Albany R. P. O.
⁸ Shown on Ogden and San Francisco R. P. O., 89.79 miles.

⁹ 1 clerk on Babylon and New York R. P. O. (short run).
¹⁰ 1 clerk detailed to transfer duty at Long Island City.
¹¹ Reserve cars.
¹² Balance of route covered by Essex Junction and Boston R. P. O., 8.50 miles, and by Saint Albans and Ogdensburgh R. P. O., 24.10 miles.
¹³ Parts of cars.
¹⁴ 1 clerk detailed as transfer clerk at Saint Albans, Vt.; 1 clerk detailed as transfer clerk at Concord, N. H.; 1 clerk detailed as chief clerk at Boston, Mass.
¹⁵ Balance of route covered by White River Junction and Springfield R. P. O., 14.13 miles.
¹⁶ Reserve car.
¹⁷ Balance of route covered by Saint Albans and Ogdensburgh R. P. O., 24.10 miles.
¹⁸ Covered by Saint Albans and Boston R. P. O., 24.50 miles, and Essex Junction and Boston R. P. O., 8.50 miles.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (cars paid for in black figures.)		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
			Train No. outward.	Average speed.	Train No. inward.	Average speed.			Length.	Width.						
(*)	3,892	July 1, 1885	4	17.49	7	24.18	6	45,152	1	17	9	6	8	2	1	2
(*)	4,129	July 1, 1885	4	18.49	7	22.20										
(*)	4,137	July 1, 1885	4	25.20	7	25.20										
(*)	6,909	July 1, 1885	4	24.51	7	30.39										
62.87	883	July 1, 1885	42	22	43	25	6	59,007	1	16	0	6	11	2	1	2
20.47	1,050	July 1, 1885	42	20	43	22										
(*)	4,939	July 1, 1885	42	21	43	14										
(*)	18,754	Apr. 1, 1884	11	25.29	12	25.65	7	66,203	1	21	4	8	10	2	1	(*)
140.05	1,667	July 1, 1882	25	22.58	26	22.96	7	102,857	2	17	10	8	11	3	1	3
99.67	999	July 1, 1885	36	25	11	24	6	63,039	1	20	0	8	8	2	1	104
									11	14	10	6	6			
									11	15	0	8	0			
									11	10	6	5	6			
24.50	.....	Not fixed	67	34.18	127	24.50	6	166,140	131	34	4	6	11	4	2	1419
			53	24.50	31	29.40	6	166,140	1	42	6	9	0	4	2	
96.00	5,453	July 1, 1885	67	27.82	127	22.58			131	35	1	6	9			
			53	24.51	31	26.79			1	42	8	8	9			
69.64	6,579	July 1, 1885	67	26.02	127	23.13			141	32	8	6	8			
			53	22.14	31	26.02										
36.28	11,733	July 1, 1885	67	30	127	30										
			53	22.82	31	30										
39.79	14,363	July 1, 1885	67	28.49	127	31.76										
			53	25.09	31	31.76										
(10)	.....	Not fixed	63	27.85	15	32.50	6	99,759	1	2		8		3	1	3
(*)	4,099	July 1, 1885	63	32.25	15	28.80			1	22	6	6	9			
52.82	3,892	July 1, 1885	63	30.58	15	30			141	18		6	4			
1.99	4,129	July 1, 1885	63	22.20	15	22.20										
5.50	.....		63	30.24	15	27.48										
24.10	.....		50	24	63	26	6	89,549	1	13	4	6	10	2	1	2
									112	13	4	6	10			
119.28	1,381	July 1, 1885	2	27	7	27	6									
51.19	367	July 1, 1883	1	17	2	17	6	32,045	1	7	1	5	10	1	1	1
252.88	722	July 1, 1882	3	20	4	21	7	184,454	2	20	0	9	4	4	1	4
									112	12	7	9	4			
283.13	29,295	July 1, 1883	1	27	2	27	7	206,685	2	60	0	9	3	4	4	254
			3	24	4	26	7	206,685	2	60	0	9	3	4	4	
48.07	.....		3	21	4	24	6	29,466								
153.60	661	July 1, 1883	1	19	2	21	6	96,153	112	60	0	9	3	1	1	
									2	16	0	8	0	3	1	
									2	13	0	8	0			
(*)	15,777	July 1, 1883	607	19	608	19	7	143,379	2	13	6	9	0	3	1	3
121.28	1,905	July 1, 1883	607	20	608	20										
121.65	1,981	July 1, 1883	1	22	4	22	6	77,937	1	24	0	9	2	2	1	293
			17	18	18	13			1	14	0	5	6			
									111	18	6	9	3			

19 Balance of route covered by Essex Junction and Boston R. P. O., 52.89 miles.
 20 Covered by Essex Junction and Boston R. P. O., 67.70 miles.
 21 Balance of route covered by closed-pouch service between North Bennington and Bennington, 4.78 miles. (See Table C.)
 22 Balance of route covered by Essex Junction and Boston R. P. O., 8.50 miles, and Saint Albans and Boston R. P. O., 24.50 miles.
 23 Double daily service between Saint Louis and Kansas City, Mo., 283.13 miles, and single daily service between Kansas City, Mo., and Atchison, Kans., 47.07 miles.
 24 Kansas City and Joplin R. P. O. runs over 37.50 miles of route 28001, between Kansas City and Pleasant Hill,

Mo. Sedalia and Kansas City R. P. O. also runs over 11.50 miles of route 28001, between Independence and Kansas City, Mo.
 25 7 helpers; 5 clerks detailed to office superintendent; 1 clerk detailed chief clerk Union Depot, Saint Louis, Mo.; 1 as chief clerk at Denver, Colo.; 1 as chief clerk at Kansas City, Mo.; 1 as chief clerk at large; 3 clerks detailed transfer service at Saint Louis, Mo.; 1 at Kansas City, Mo., and 1 at Atchison, Kans.
 26 1 small car in reserve.
 27 75.28 miles distance on route 28002 covered by Saint Louis and Texarkana R. P. O.
 28 1 helper between Saint Louis, Mo., and Duquoin, Ill., 71 miles.
 29 Reserve.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
<i>Saint Louis, Mo., and Halstead, Kans.</i> ¹	7	<i>Miles.</i> 530.53	Saint Louis, Pierce City, Mo., (St. L. and S. F.)	28003 (part) 28020 28022
Saint Louis, Louisiana, and Kansas City, Mo.	7	324.07	Pierce City, Mo., Halstead, Kans., (St. L. and S. F.)	
			East Saint Louis, Ill., Kansas City, Mo. (C. and A.)	
<i>Saint Louis, Moberly, and Kansas City, Mo.</i> ²	7	276.80	Saint Louis, Kansas City, Mo. (W., St. L. and P.)	28004
Saint Louis and Owasso, Mich. ¹³	9	40.88	Saint Louis, Owasso, Mich. (Toledo, Ann Arbor and No. Mich.)	24065
<i>Saint Louis, Mo., and Texarkana, Ark.</i> ¹⁴	7	491.72	Saint Louis, Bismarck, Mo. (St. L., I., M. and S.)	28002
			Bismarck, Mo., Texarkana, Ark. (St. L., I., M. and S.)	28026
Saint Paul, Minn., and Bismarck, Dak.	6	470.20	Saint Paul, Minn., Bismarck, Dak. (North. Pac.)	1926001 (part) 25030
Saint Paul, Minn., and Elroy, Wis.	6	197.08	Saint Paul, Minn., Elroy, Wis. (Chi., St. P., Minn. and Om.)	28025
Saint Paul, Minn., and Sioux City, Iowa.	6	270.43	Saint Paul, Minn., Sioux City, Iowa (Chi., St. P., Minn. and Om.)	28025
Saint Paul, Minn., and Sioux Falls, Dak.	6	240.57	Saint Paul, Worthington, Minn. (Chi., St. P., Minn. and Om.)	28025 (part) 28020 28020 (part)
			Worthington, Minn., Sioux Falls, Dak. (Chi., St. P., Minn. and Om.)	21034
Salamanca, N. Y., and Kent, Ohio	5	225.60	Salamanca, N. Y., Kent, Ohio (N. Y., L. E. and West.)	33028
Salina and McPherson, Kans.	7	37.07	Salina, McPherson, Kans. (S. and S. W.)	13006
Salisbury and Warm Springs, N. C.	3	182.02	Salisbury, Warm Springs, N. C. (W. N. C.)	
Salt Lake and Deseret, Utah ²⁵	8	157.99	Salt Lake, Deseret, Utah (Utah Central)	41001 (part) 21012 21042
Sandusky and Cincinnati, Ohio	5	212.21	Sandusky, Springfield, Ohio (Ind., Bloom. and West.)	(part) 21020 (part)
			Springfield, Cincinnati, Ohio (Cleve., Col., Cin. and Ind.)	21010
Sandusky, O., and Muncie, Ind.	5	178.70	Sandusky, Ohio, Muncie Ind. (L. Erie and West.)	21001 (part) 10003
Sandusky, Newark, Ohio, and Wheeling, W. Va.	5	225.76	Sandusky, Newark, Ohio (Balt. and Ohio)	
			Newark, O., Benwood, W. Va. (Balt. and Ohio)	
			Benwood, Wheeling, W. Va. (Balt. and Ohio)	

¹ This line is divided at Springfield, Mo., into Saint Louis and Springfield R. P. O., 237.51 miles, and Springfield and Halstead R. P. O., 293.01 miles.

² 73.61 miles of route 28003, between Pierce City, Mo., and Vinita, Ind. Ter., covered by Pierce City and Vinita R. P. O.

³ 2 full cars and 1 mail apartment in reserve

⁴ 5 helpers, 2 of whom are assigned on full-car line between Saint Louis and Rolla, Mo., 111 miles, and 1 between Springfield and Carthage, Mo., 76 miles, and 2 assigned between Saint Louis and Rolla, Mo., on mail-apartment line. 1 clerk detailed as chief clerk at large.

⁵ Mail-apartment service between Saint Louis and Pierce City, Mo., 287.21 miles, on trains 1 and 2, in addition to full-car service on trains 3 and 4.

⁶ Trains 41 and 49 run between Saint Louis, Mo., and Roodhouse, Ill.; trains 48 and 47 between Roodhouse, Ill., and Kansas City, Mo.

⁷ 2 helpers between Saint Louis, Mo., and meeting-point, 128 miles.

⁸ Reserve cars.

⁹ Double daily service on this line.

¹⁰ 2 clerks, one being acting clerk, detailed to office of superintendent, 1 clerk detailed to transfer service, Kansas City Mo., 1 helper in yards at Saint Louis, Mo.

¹¹ Trains 7 and 8 run between Saint Louis and Brunswick, Mo., and 5 and 4 between Brunswick and Kansas City, Mo.

¹² Reserve car.

¹³ Established November 21, 1884. (See Table C.)

¹⁴ Double daily service on this line. This line is divided at Little Rock, Ark., into Saint Louis and Little Rock R. P. O., 346 miles, and Little Rock and Texarkana R. P. O., 145.72 miles.

¹⁵ Saint Louis and Columbus R. P. O. also runs on route 28002.

¹⁶ 5 crews, 3 clerks to a crew, on each line between Saint Louis, Mo., and Little Rock, Ark.; 5 crews, 2 clerks to a crew, perform service on both lines between Little Rock and Texarkana.

¹⁷ 1 clerk detailed to office of superintendent, and 1 clerk detailed as chief clerk, Little Rock, Ark.

¹⁸ Balance of route covered by Bismarck, Dak., and Glendive, Mont.; Glendive and Billings, Mont.; Billings and Helena, Mont., and Helena and Heron, Mont., R. P. O.'s.

¹⁹ 4 cars in reserve. Cars run through from Saint Paul, Minn., to Portland, Oreg.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedule).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.			Length.	Width.	Ft.	In.			
²⁰⁷ 287.20	4,236	July 1, 1883	3	23.50	4	25	7	387,280	⁴⁰ 50 0	⁰ 0 0		9	1	419	
243.67	1,627	July 1, 1883	1	22	2	22.50	7	²⁰⁹ 209,663	³³ 22 0	⁴ 7 0		4	1		
322.17	1,664	July 1, 1883	⁴¹ 48	26	42	26	7	236,571	1	25 6	9 0	5	1	77	
277.20	7,026	July 1, 1883	3	23	1	25	7	202,064	⁸¹ 1	25 8	8 9				
40.88	402	Nov. 10, 1884	¹¹⁷ 5	26	8	26	7	202,064	2	23 1	8 11	4	3	1928	
¹⁷⁵ 75.28	15,777	July 1, 1883	601	22.50	602	22	6	15,371	¹²¹ 2	19 6	9 2	4	3		
414.20	13,140	July 1, 1883	603	22.50	604	23	7	358,950	1	55 0	9 3	4	3	1742	
469.69	10,412	Apr. 16, 1884	603	22.50	604	23	7	358,950	4	55 0	9 2	5	2		
197.02	2,511	July 1, 1884	1	23	2	24	7	343,246	⁸¹ 1	49 3	9 0	7	1	2012	
270.11	2,903	July 1, 1883	2	21	1	24	6	123,372	¹⁹²⁰ 2	55 0	9 3	4	1	215	
(²⁰)	2,903	July 1, 1883	1	24	2	23	6	169,289	1	27 4	9 3	4	1		
62.72	294	July 1, 1883	3	21	4	21	6	150,597	1	24 2	8 9	4	1	227	
¹⁹¹ 191.67	2,040	July 1, 1884	1	23	2	24	7	343,246	1	23 1	8 11	4	1		
37.07	166	July 1, 1882	19	21	20	21	7	164,688	1	22 0	9 2	4	1	4	
182.25	1,512	July 1, 1884	3	24.72	12	27.38	7	164,688	2	22 0	9 2	4	1	4	
157.00	861	July 1, 1882	281	12	282	12.50	7	27,061	1	23 7	9 2	4	1	4	
131.35	1,067	July 1, 1884	1	19.12	2	20.77	7	132,874	1	23 7	9 2	4	1	4	
(²¹)	13,788	July 1, 1884	3	25.02	4	23.88	6	132,843	1	22 0	9 2	4	1	3	
¹⁷⁸ 178.52	559	July 1, 1884	3	20.67	4	26.67	6	132,843	¹²¹ 2	19 11	8 9	3	1	3	
116.79	1,162	July 1, 1884	1	17.34	2	17.34	7	115,332	2	20 0	8 5	3	1	3	
(²²)	5,751	July 1, 1884	3	24.95	2	24.95	6	111,866	¹²¹ 2	15 0	9 0	4	1	304	
(²³)	21,912	July 1, 1885	3	8	2	8	7	164,805	3	14 0	7 8	3	1	3	

²⁰ 2 helpers between Saint Paul and Brainerd, Minn., 138 miles, and 2 helpers between Fargo and Bismarck, Dak., 195 miles; 1 clerk detailed to transfer duty at Saint Paul, Minn.

²¹ 1 helper between Merrillan and Elroy, Wis., 64 miles.
²² 1 car in reserve. 1 helper between Alton and Sioux City, Iowa, 41 miles, and 2 helpers between Saint Paul and Mankato, Minn., 86 miles.

²³ Distance (178.97 miles) covered by Saint Paul, Minn., and Sioux City, Iowa., R. P. O.

²⁴ Balance of route, Sioux Falls to Salem, Dak., 39.65 miles, covered by closed pouches. See table C.

²⁵ Clerks formerly ran over main line between Sharon Junction and Leavittsburg, via Latimer, distance as shown by miles of route for which R. R. is paid. They now run on Mahoning division, via Youngstown, distance as shown in run register to register. 1 reserve car.

²⁶ Balance of route covered by Kent and Cincinnati R. P. O.
²⁷ Mails handled in baggage car.

²⁸ Line reported last year as Salt Lake and Juab; 37.50

miles of this route covered by Ogden and Salt Lake R. P. O. Balance of route (86.50 miles) between Deseret and Frisco covered by closed-pouch service. (See Table C.)

²⁹ 2 reserve cars.

³⁰ These clerks do no local work between Springfield and Cincinnati, running in car of Cleveland and Cincinnati, R. P. O. day line in both directions, as helpers.

³¹ Covered by Cleveland and Cincinnati R. P. O., 80 miles.

³² Balance of route covered by Maucie and Bloomington R. P. O.

³³ These cars include all cars on Sandusky and Maucie and Maucie and Bloomington R. P. O's; also 3 reserve cars.

³⁴ 1 reserve car.

³⁵ 3 helpers between Chicago, O., and Wheeling, W. Va.

³⁶ Covered by Grafton and Chicago R. P. O., 106.03 miles.

³⁷ Balance of route covered by closed pouches. (See Table C.)

³⁸ Covered by Grafton and Wheeling R. P. O., 4 miles.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics.</i>)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
<i>San Francisco and Los Angeles, Cal.</i>	8	<i>Miles.</i> 482.38	San Francisco, Port Costa, Cal. (Cent. Pac.)	46001 (part)
			Port Costa, Lathrop, Cal. (Cent. Pac.)	46032
			Lathrop, Goshen, Cal. (Cent. Pac.)	46010
			Gosheu, Los Angeles, Cal. (So. Pacific)	46014 (part)
<i>San Francisco and Santa Cruz, Cal.</i>	8	83.15	San Francisco, Santa Cruz, Cal. (South. Pac. Coast.)	46031
<i>San Francisco and Soledad, Cal.</i>	8	144.72	San Francisco, Soledad, Cal. (Southern Pacific)	46002
<i>San Francisco and Tulare, Cal.</i>	8	251.63	San Francisco, Port Costa, Cal. (Cent. Pac.)	46001 (part)
			Port Costa, Lathrop, Cal. (Cent. Pac.)	46032
			Lathrop, Goshen, Cal. (Cent. Pac.)	46010
			Goshen, Tulare, Cal. (South Pacific)	46014 (part)
<i>Scranton and Northumberland, Pa.</i>	2	80.48	Scranton, Northumberland, Pa. (Bloomab'gh Div., D., L. and W.)	8017
<i>Seaford, Del., and Cambridge, Md</i>	2	33.64	Seaford, Del., Cambridge, Md. (Cam. and Sea. Brech. P., W. and B.)	10008
<i>Sedalia and Kansas City, Mo.</i>	7	99.56	Sedalia, Independence, Mo. (Mo. Pac.)	28033
			Independence, Kansas City, Mo. (Mo. Pac.)	28001 (part)
<i>Selma and Acron Jnction, Ala.</i>	4	71.86	Selma, Acron Junction, Ala. (C., S. and M.)	17006
<i>Selma, Ala., and Meridian, Miss.</i>	4	114.28	Selma, Ala., Meridian, Miss. (Ala. Cent.)	17009
<i>Selma and Pine Apple, Ala.</i>	4	47.70	Selma, Pine Apple Sta., Ala. (P. and S.)	17017
<i>Sedalia and Warsaw, Mo.¹</i>	7	43.18	Sedalia, Warsaw, Mo. (Mo. Pac.)	28042
<i>Shabbona and Rock Falls, Ill.</i>	6	46.30	Shabbona, Rock Falls, Ill. (Chi., Burl. and Qcy.)	23014
<i>Sheboygan and Princeton, Wis.</i>	6	79.06	Sheboygan, Princeton, Wis. (Chi. and No. West.)	25019
<i>Sheffield and Erie, Pa.</i>	2	79.59	Sheffield, Erie, Pa. (P. and E. Div., Penn.)	8022
<i>Shingle Springs and Sacramento, Cal.</i>	8	48.75	Shingle Springs, Sacramento, Cal. (Sac. Valley)	46005
<i>Sioux City and Mlssouri Valley, Iowa.</i>	6	76.10	Sioux City, Missouri Valley, Iowa (S. City and Pac.)	27029
<i>Sioux City, Iowa, and Omaha, Nebr.</i>	6	128.93	Sioux City, Iowa, Omaha, Nebr. (Chi., St. P., Minn. and Om.)	34003
<i>Sioux City, Iowa, and Yankton, Dak.</i>	6	62.02	Sioux City, Iowa, Yankton, Dak. (Chi., Mil. and St. Paul)	1735001 (part)
<i>Sioux Falls, Dak., and Sioux City, Iowa.</i>	6	91.18	Sioux Falls, Elk Point, Dak. (Chi., Mil. and St. Paul)	27034
			Elk Point, Dak., Sioux City, Iowa (Chi., Mil. and St. Paul)	35001 (part)
<i>Skowhegan and Portland, Me.¹⁴</i>	1	103.00	Skowhegan, Portland, Me. (Me. Central)	5
<i>Slatington and Reading, Pa.</i>	2	43.63	Slatington, Reading, Pa. (S. and L. Brech. P. and R.)	8089
<i>Smithville and Blakeley.</i>	4	73.54	Smithville, Albany, Ga. (S. W.)	15039
			Albany, Blakeley, Ga. (S. W.)	15040
<i>Sodus Point and Stanley, N. Y.</i>	2	33.74	Sodus Point, Stanley, N. Y. (Sodus Bay, No. Cen.)	6090
<i>South Amboy, N. J., and Philadelphia, Pa.</i>	2	62.92	South Amboy, Jamesburgh, N. J. (Amboy Div., Penn.)	7047
			Jamesburgh, N. J., Philadelphia, Pa. (Amboy Div., Penn.) ..	7005 (part)
<i>South Bend and Terre Haute, Ind.¹⁷</i>	5	183.98	South Bend, Terre Haute, Ind. (T. Haute and Ind.)	22013
<i>South Londonderry and Brattleborough, Vt.</i>	1	36.47	South Londonderry, Brattleborough, Vt. (Ct. Vermont)	17016
<i>South Lyon, Mich., and Toledo, Ohio.</i>	9	61.91	South Lyon, Mich., Toledo, Ohio (Toledo, Ann Arbor and No. Mich.)	24020
<i>Sparta and Tullahoma, Tenn.¹⁸</i>	5	61.11	Sparta, Tullahoma, Tenn. (Nash., Chatt. and St. L.)	19013

¹ 32.17 miles between San Francisco and Port Costa covered by Ogden and San Francisco R. P. O.; 245.71 miles of route 46014 covered by Deming and Los Angeles R. P. O.

² 4 clerks run on San Francisco and Tulare; short run.

³ 1 reserve car.

⁴ Covered by San Francisco and Los Angeles R. P. O.

⁵ Shown in San Francisco and Los Angeles R. P. O.

⁶ Reserve car.

⁷ 11.50 miles distance on route 28001 covered by Saint Louis and Atchison R. P. O.

⁸ Not reported last year. New service.

⁹ 78.80 miles covered by Williamsport and Erie R. P. O.

¹⁰ Clerk shown in Williamsport and Erie R. P. O.

¹¹ One car in reserve.

¹² Balance of route, Yankton to Scotland, Dak. (28.27 miles), covered by closed pouches. (See Table C.)

¹³ Distance (20.82 miles) covered by Sioux City, Iowa, and Yankton, Dak., R. P. O.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.			Length.	Width.					
(1)	Pounds			Miles.					Ft.	In.	Ft.	In.			
	18,754	Apr. 1, 1884	19	20	21	7	352,137	6	55	14	9	5	7	1	212
62.23	3,220	July 1, 1882	19	21.77	20	21.77									
146.85	3,305	July 1, 1881	19	25.85	20	23.99									
241.62	2,710	July 1, 1882													
83.15	682	July 1, 1882	7	24.45	8	20.73	6	52,051	1	8	0	7	6	1	1
142.96	1,272	July 1, 1882	5	22.58	18	21.89	7	105,645	3	17	0	9	9	3	1
(4)	18,754	Apr. 1, 1884	17	20.31	18	20.10	6	157,520	2	21	10	9	5	4	(5)
(4)	3,220	July 1, 1882		25.93		30.55									
(4)	3,305	July 1, 1881		28.03		27.19									
(4)	2,710	July 1, 1882		20.96		20.96									
80.89	1,440	July 1, 1885	5	25	2	25	6	50,360	1	16	2	8	3	2	1
33.61	317	July 1, 1885	33	15	32	15	6	21,059	1	9	11	6	9	1	1
88.19	366	July 1, 1883	43	20	44	22	7	72,679	1	20	6	7	5	2	1
(7)	29,295	July 1, 1883	43	20	44	22	7								
71.86	356	July 1, 1884	1	15	2	18	7	52,458	1	12	0	6	10	1	1
114.24	691	July 1, 1884	3	20	4	20	7	83,424	1	14	8	8	8	2	1
47.80	252	July 1, 1884	40	15	50	14	6	29,916	1	7	8	6	4	1	1
43.18	.....	Not weighed.	41	14	42	14	6	27,031	1	10	0	7	0	1	1
46.25	112	July 1, 1883	93	23	94	24	6	28,984	1	7	8	6	11	1	1
79.13	494	July 1, 1883	61	19	60	19	6	49,491	1	13	8	7	6	2	1
(9)	1,383	July 1, 1885	17	21	18	24	6	49,823	1	15	0	8	0	1	(10)
48.75	896	Apr. 16, 1883	1	15.49	2	15.49	6	30,517	1	6	6	6	0	1	1
76.18	2,769	July 1, 1883	2	25	1	25	6	47,638	1	18	7	9	4	2	1
127.12	587	July 1, 1883	1	19	2	20	6	80,710	112	11	9	9	4	2	1
62.10	491	Apr. 15, 1885	4	18	3	17	6	39,187	1	12	1	7	4	1	1
70.36	853	July 1, 1884	1	23	2	22	6	57,067	1	14	11	7	4	1	1
(12)	491	Apr. 15, 1885												2	1
102.56	1,521	July 1, 1885	12	23.56	13	23.11	6	64,478	1	42	4	9		2	1
43.73	207	July 1, 1885	2	22	3	22	6	27,312	1	8	0	6	8	1	1
24.08	541	July 1, 1884	25	15	26	15	6	40,036	1	15	9	8	2	1	1
50.19	116	July 1, 1884	25	15	26	15	6		61	10	0	8	7		
31.00	127	July 1, 1885	42	12	45	14	6	21,121	1	7	3	5	5	1	1
14.20	853	July 1, 1885	315	26	318	28	6	39,388	1	8	0	6	0	1	1
			330	24	306	26	6	39,388	1	11	0	8	0	1	1
147.72	969	July 1, 1885	315	23	318	23	6		(16)					(16)	
			339	26	306	23			(16)					(16)	
186.49	419	Feb. 11, 1885	51	26.44	52	27.43	6	109,247	31	6	0	6	0	3	1
									1	16	9	7	0		
									1	16	0	9	0		
									1	10	9	7	0		
36.15	335	July 1, 1885	1	13.08	2	13.08	6	22,830	1	8	5	5	6	1	1
61.26	364	July 1, 1884	3	22.18	2	16.63	6	38,756	61	10	2	5	8	1	1
62.07	300	Dec. 22, 1884	72	16.77	71	15.73	6	36,843	1	12	0	9	0	1	1
									1	10	3	6	3	1	1

¹⁴ The No. Anson and Lewiston clerk runs between Oakland and Lewiston. The Farmington and Lewiston clerk runs between Lewiston and Portland as assistant to these clerks. These clerks run in connection with Augusta and Portland clerk. The 3 clerks performing the service of the two R. P. O's.
¹⁵ 5.60 miles covered by Mounouth Junction and Manasquan R. P. O.
¹⁶ Cars and clerks shown on route 7047.

¹⁷ Report of 1884 Marmont and Terre Haute R. P. O. extended, to begin at Plymouth, Ind., July 3, 1884, increase distance 10.51 miles; extended, to begin at South Bend, Ind., January 1, 1885, increase distance 23.52 miles.
¹⁸ Formerly Doyle's Station and Tullahoma R. P. O., extended, to begin at Sparta, December 22, 1881; increase distance 6.71 miles.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics>.</i>)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Sparta and Viroqua, Wis.....	6	35.65	Sparta, Viroqua, Wis. (Chi., Mil. and St. Paul).....	25034
Spoooner and Eau Claire, Wis.....	6	83.01	Spoooner, Chicago Junction, Wis. (Chi., St. P., Minn. and Om.).....	25028 (part)
			Chicago Junction, Eau Claire, Wis. (Chi., St. P., Minn. and Om.).....	25048
Springfield and Grafton, Ill.....	6	85.30	Springfield, Bates, Ill. (Wab., St. L. and Pac.).....	21019 (part)
			Bates, Grafton, Ill. (Wab., St. L. and Pac.).....	23063
Springfield, Mass., and Hartford, Conn.	1	32.29	Springfield, Mass., Hartford, Conn. (N. Y. and N. Eng.).....	5016
Springfield and Wellston, Ohio.....	5	118.44	Springfield, Wellston, Ohio (Ohio South.).....	21058
Statesville and Charlotte, N. C.....	3	45.14	Statesville, Charlotte, N. C. (A., T. and O.).....	13009
Sterling and Rock Island, Ill.....	6	52.43	Sterling, Barstow, Ill. (Chi. Burl. and Qey.).....	23084
			Barstow, Rock Island, Ill. (Chi., Burl. and Qey.).....	35 (part)
Stevens Point and Portage, Wis.....	6	73.84	Stevens Point, Portage, Wis. (Wis. Central).....	25015
Stoneborough and New Castle, Pa.	2	36.49	Stoneborough, New Castle, Pa. (Pitta Div., Buffalo, N. Y., and Phila.).....	8096
Stony Point and New York, N. Y.	2	42.88	Stony Point, New York, N. Y. (N. J. and N. Y.).....	7024
Streator and Forest, Ill.....	6	37.40	Streator, Fairbury, Ill. (Wab., St. L. and Pac.).....	23043
			Fairbury, Forest, Ill. (Wab., St. L. and Pac.).....	23027 (part)
Summit Lake and Milwaukee, Wis.....	6	225.40	Summit Lake, Eland, Wis. (Mil., L. Shore and West.).....	25050 (part)
			Eland, Manitowoc, Wis. (Mil., L. Shore and West.).....	25049 (part)
			Manitowoc, Milwaukee, Wis. (Mil., L. Shore and West.).....	25018 (part)
Sumner and Hampton, Iowa.....	6	65.33	Sumner, Hampton, Iowa, (Dub. and Dak.).....	27051
Sunbury and Lewistown, Pa.....	2	51.08	Sunbury, Selin's Grove Junction, Pa. (Northern Central).....	10005 (part)
			Selin's Grove Junction, Lewistown, Pa. (Lewistown Div., Penn.).....	8108
Suspension Bridge and Buffalo, N. Y.	2	24.25	Suspension Bridge, Buffalo, N. Y. (B. and S. B. Brch. N. Y. C. and H. R.).....	6016 (part)
Switz City and Bedford, Ind.....	5	41.15	Switz City, Bedford, Ind. (Bed. and Bloom.).....	22036
Switz City and Merom, Ind. ¹⁶	5	52.00	Switz City, Merom, Ind. (Spring S., East Eff. and Bloom.).....	22650
Syracuse, Auburn and Rochester, N. Y.	2	104.71	Syracuse, Rochester, N. Y. (Aub. Brch. N. Y. C. and H. R.).....	6013
Syracuse and Earlville, N. Y.....	2	43.66	Syracuse, Earlville, N. Y. (Syr., Ont. and N. Y.).....	6071
Table Rock, Nebr., and Concordia, Kans.	6	120.30	Table Rock, Wymore, Nebr. (Rep. Valley).....	34020
			Wymore, Odell, Nebr. (Rep. Valley).....	34016 (part)
			Odell, Nebr., Concordia, Kans. (Chi., Nebr. and Kans.).....	34028
Tacoma, Wash., and Portland, Oreg.	8	145.60	Tacoma, Wash., Portland, Oreg. (No. Pacific).....	43001
Tallulah and Athens.....	4	72.76	Athens, Belton, Ga. (N. E.).....	15025
			Belton, Tallulah, Ga. (N. E.).....	15043
Tama City and Hawarden, Iowa.....	6	243.34	Tama City, Eagle Grove, Iowa (Chi. and No. West.).....	27052 (part)
			Eagle Grove, Hawarden, Iowa (Chi. and No. West.).....	27070 (part)
Tamaroa and Chester, Ill.....	6	40.79	Tamaroa, Chester, Ill. (Wab., Chester and West.).....	23047
Tehama and Sacramento, Cal.....	8	124.41	Tehama, Roseville, Cal.....	46063 (part)
			Roseville, Sacramento, Cal. (Cent. Pacific).....	46001 (part)
Temple and Lampasas, Tex.....	7	56.93	Temple, Lampasas, Tex. (G., Colo. and S. F.).....	31049

¹ Distance (120 miles) covered by Ashland, Wis., and Saint Paul, Minn., R. P. O. This line was reported last year as Rice Lake and Eau Claire, Wis., R. P. O. Increased distance run this year, 25.62 miles. Small car in reserve.

² Distance (13.37 miles) covered by Lafayette, Ind., and Quincy, Ill., R. P. O.

³ One clerk detailed to Mendota and Centralia, Ill., R. P. O.

⁴ Distance (11.90 miles) covered by Rock Island, Ill., and Saint Louis, Mo., R. P. O.

⁵ 1 car in reserve.

⁶ Reserve car.

⁷ Distance (5.42 miles) covered by Logansport, Ind., and Kookuk, Iowa, R. P. O.

⁸ Balance of route Watersmeet, Mich., to Summit Lake, Wis. (88.45 miles), covered by closed pouches. (See Table C.)

⁹ Balance of route Eland, to Wausau, Wis. (23.01 miles) covered by closed pouches. (See Table C.)

¹⁰ Balance of route, Two Rivers to Manitowoc, Wis. (7.33 miles), covered by closed pouches. (See Table C.) Small car in reserve.

¹¹ 4.90 miles covered by Williamsport and Baltimore R. P. O.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last roadjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service ice with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
35.83 (1)	291	July 1, 1883	33	13	34	14	6	22,317	1	11 8	7 4	1	1	1
	591	Apr. 16, 1884	53	25	54	26	6	51,964	1	14 4	7 5	1	1	1
79.11 (2)	316	Apr. 16, 1884	53	25	54	26	.....	.....	1	11 11	9 3½	1	1	.....
	11,242	July 1, 1884	545	10	544	11	3	26,613	1	18 6	9 4	1	1	.....
71.93	290	Mar. 19, 1884	545	10	544	11	.....	.....	.....	.....	.....	.....	.....	.....
33.01	511	July 1, 1884	123	25.35	148	21.75	6	20,213	1	14 10	7 7	1	1	1
	.....	.....	153	25.51	130	23.92	6	20,213	.....	.....	.....	.....	.....	.....
118.89	270	July 1, 1884	2	19.02	1	16.98	6	74,143	2	14 0	7 0	2	1	2
	435	July 1, 1884	52	14.66	53	14.66	6	28,257	1	9 10	7 4	1	1	1
45.71	234	July 1, 1883	31	20	32	18	6	32,821	1	11 4½	6 7½	1	1	1
	2,279	Apr. 1, 1884	31	20	32	18	6	.....	.....	.....	.....	.....	.....	.....
40.53 (4)	445	July 1, 1883	10	23	9	23	6	46,224	.....	15 2	7 7	1	1	1
	333	July 1, 1885	1	19	2	18	6	22,843	1	14 0	8 10	1	1	1
42.24	378	July 1, 1885	16	17	1	17	6	26,843	1	10 0	8 0	1	1	1
	.....	.....	.....	.....	.....	.....	.....	.....	61	10 0	8 0	.....	.....	.....
31.98 (7)	260	July 1, 1883	253	10	252	12	6	23,412	1	12 0	9 6	1	1	1
	1,766	July 1, 1883	253	10	252	12	6	.....	.....	.....	.....	.....	.....	.....
37.23	271	Apr. 16, 1884	2	21	1	21	6	141,138	2	24 8½	9 3	4	1	4
110.60	687	July 1, 1883	2	21	1	20	.....	.....	1	22 5	9 6	.....	.....	.....
77.63	1,595	July 1, 1883	2	25	1	23	.....	.....	.....	.....	.....	.....	.....	.....
65.89 (11)	499	July 1, 1883	2	16	1	15	6	40,896	1	15 0	7 0	1	1	1
	11,371	July 1, 1885	3	20	2	20	6	31,976	1	6 6	6 6	1	1	1
45.00	169	Jan. 1, 1885	3	23	2	26	.....	.....	.....	.....	.....	.....	.....	.....
12.24.25	8,979	July 1, 1885	16	25	19	26	6	15,243	(13).....	.....	.....	(14)1	1	.....
	.....	.....	12	29	31	24	6	15,243	(15).....	.....	.....	(16)1	.....	.....
41.47	175	July 1, 1884	2	13.76	1	13.76	6	25,760	1	6 7	4 6	1	1	1

(17)	4,375	July 1, 1885	9	24	8	24	6	65,548	1	21 0	8 4	2	2	4
	.....	.....	.....	.....	.....	.....	.....	.....	61	21 0	8 4	.....	.....	.....
44.11	348	July 1, 1885	1	17	4	11	6	27,331	1	21 9	9 2	1	1	1
	.....	.....	.....	.....	.....	.....	.....	.....	61	8 0	6 0	.....	.....	.....
40.42	2,050	Jan. 15, 1885	65	27	66	21	6	75,308	1	8 3	7 0	2	1	2
	(18)	2,117	Jan. 15, 1885	65	24	66	24	.....	.....	.....	.....	.....	.....	.....
72.79	298	Oct. 1, 1884	65	24	66	24	.....	.....	.....	.....	.....	.....	.....	.....
	145.50	Nov. 20, 1884	1	22.55	2	20.06	7	100,288	2	22 6	9 0	3	1	3
39.50	380	July 1, 1884	50	13	53	14	6	45,548	2	10 1	6 10	2	1	2
	33.25	Feb. 20, 1884	50	13	53	14	.....	.....	.....	.....	.....	.....	.....	.....
98.40	788	July 1, 1883	5	20	6	19	6	152,331	2	24 0	9 3	4	1	4
45.06	927	July 1, 1884	5	23	6	23	.....	.....	21	12 2	7 5	.....	.....	.....
41.76	640	July 1, 1883	2	17	3	18	6	25,534	61	8 3	7 0	1	1	1
	.....	.....	.....	.....	.....	.....	.....	.....	1	7 10	7 0	.....	.....	.....
105.06	2,723	July 1, 1884	11	25	12	25	7	90,819	2	8 6	6 6	2	1	2
	(19)	18,754	Apr. 1, 1884	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
56.93	792	Sept. 1, 1883	9	22	10	22	7	41,559	62	20 6	9 0	1	1	1

¹² Balance of route (4.75 miles) covered by Richland and Niagara Falls R. P. O.

¹³ Baggage car.

¹⁴ This clerk is detailed from Albany and Rochester R. P. O., and is in charge of registered pouches between Buffalo, N. Y., P. O. and the Suspension Bridge, N. Y., P. O., and the Great Western Railway mail clerks of Canada.

¹⁵ Car and clerk shown on trains 16 and 19.

¹⁶ This R. P. O. was transferred to 11th division July 1, 1884, and discontinued September 25, 1884; covered by closed pouches since that date. (See Table C.)

¹⁷ 104 miles covered by Albany and Rochester R. P. O.

¹⁸ Distance (9 miles) covered by Crote and Red Cloud, Neb., R. P. O., New service.

¹⁹ Balance of route (66.50 miles) covered by Lake Crystal, Minn., and Eagle Grove, Iowa, R. P. O.

²⁰ Balance of route (116.37 miles) covered by Iroquois, Dak., and Hawarden, Iowa, R. P. O.

²¹ Reservo.

²² This R. P. O. covers 18.24 miles of route 46001, Ogden and San Francisco R. P. O., between Roseville and Sacramento, Cal. Balance of route 46003 (85.10 miles) covered by Delta and Sacramento R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
Terre Haute and Evansville, Ind.	5	110. 19	Terre Haute, Evansville, Ind. (Evans. and Terre Haute).....	22012
Terre Haute, Ind., and Peoria, Ill.	6	176. 90	Terre Haute, Ind., Peoria, Ill. (Ill. Midland).....	23048
Terre Haute and Worthington, Ind.	5	40. 99	Terre Haute, Worthington, Ind. (T. Haute and So. East.).....	22030
Texarkana, Ark., and El Paso, Tex. ⁴	7	869. 22	Texarkana, Ark., Marshall, Tex. (T. and P.).....	31010
			Marshall, Tex., El Paso, Tex. (T. and P.).....	31009 { 4 & 7 }
Texarkana, Ark., and Houston, Tex.	7	330. 63	Texarkana, Ark., Marshall, Tex. (T. and P.).....	31010
			Marshall, Longview, Tex. (T. and P.).....	31009
Texarkana, Ark., and McGregor, Tex.	7	278. 30	Longview, Houston, Tex. (I. and G. N.).....	31006
Texarkana, Ark., and Whitesborough, Tex.	7	173. 67	Texarkana, Ark. McGregor, Tex. (T. and St. L.).....	31025
Toccoa and Elberton.....	4	51. 45	Texarkana, Ark., Whitesborough, Tex. (T. and P.).....	31011
Toledo, Ohio, and Allegan, Mich.	9	157. 42	Toccoa, Elberton, Ga. (E. A. L.).....	15026
Toledo and Bush, Ohio ¹⁵	5	177. 92	Toledo, Ohio, Allegan, Mich. (Mich. and Ohio).....	24019
			Toledo, Bush, Ohio (Ohio Cent.).....	21055
			Bush, Columbus, Ohio (Ohio Cent.).....	21068
Toledo, Ohio, and Chicago, Ill.	9	244. 99	Toledo, Ohio, Chicago, Ill. (L. S. and M. S.).....	6052
Toledo and Cincinnati, Ohio ¹⁹	5	202. 81	Toledo, Dayton, Ohio (Day. and Mich.).....	21023
			Dayton, Cincinnati, Ohio (Cin., Ham. and Day.).....	21025
Toledo and Columbus, Ohio.....	5	125. 52	Toledo, Columbus, Ohio (Col., Hoc. Val. and Tol.).....	21053
Toledo, Delphos, Ohio, and Saint Louis, Mo. ²⁴	5	451. 80	Toledo, Delphos, Ohio (Tol., Cin. and St. Louis).....	21061
			Delphos, Ohio, Kokomo, Ind. (Tol., Cin. and St. Louis).....	21065
			Kokomo, Frankfort, Ind. (Tol., Cin. and St. Louis).....	22033
			Frankfort, Ind., East Saint Louis, Ill. (Tol., Cin. and St. Louis).....	22046
Toledo and Findlay, Ohio ²⁸	5	46. 35	Toledo, Findlay, Ohio (Tol., Col. and South).....	21091
Toledo, Ohio, and LaFayette, Ind.	5	204. 10	Toledo, Ohio, LaFayette, Ind.....	21019
Toledo and Mansfield, Ohio.....	5	87. 26	Toledo and Mansfield, Ohio (No. West Ohio).....	21043
Toledo and Marietta, Ohio.....	5	262. 84	Toledo, Zoar Station, Ohio (Wheel. and L. E.).....	21080
			Zoar Station, Marietta, Ohio (Cleve. and Mar.).....	21040
Toledo, Ohio, and Saint Louis, Mo. ³¹	5	435. 69	Toledo, Ohio, Decatur, Ill. (Wab., St. L. and Pac.).....	21019
			Decatur, Ill., E. St. Louis, Ill. (Wab., St. L. and Pac.).....	23023
Towanda and Bernice, Pa.....	2	30. 72	Towanda, Monroe, Pa. (Barclay).....	8069
			Monroe, Bernice, Pa. (Penn. and N. Y. Canal and R. R. Co.).....	8069 (part) 8060

¹ 1 clerk detailed to transfer duty, Evansville, Ind.² 1 reserve car.³ 1 clerk detailed to transfer duty at Peoria, Ill.⁴ This line is divided at Dallas, Tex., into 2 divisions—east division, 221.83 miles, and west division, 647.39 miles.⁵ Texarkana and Houston R. P. O. runs over 71.26 miles of route 31010, and over 23 miles of route 31009, between Marshall and Longview, Tex.⁶ 4 helpers, 2 on east division, between Texarkana, Ark., and Mineola, Tex., 143 miles, and 2 on west division, between Dallas and Cisco, Tex., 166 miles.⁷ Denison and San Antonio R. P. O. runs over 32 miles of route 31009, between Dallas and Fort Worth, Tex.⁸ 39.95 miles of route 31009, between Shreveport, La., and Marshall, Tex., covered by New Orleans and Marshall R. P. O.⁹ Reserve cars.¹⁰ 71.26 miles distance on route 31010, and 23 miles distance on route 31009, covered by Texarkana and El Paso R. P. O.¹¹ 1 clerk helper between Texarkana, Ark., and Marshall, Tex., 71.26 miles.¹² Reserve car.¹³ 26.12 miles of route 31025, between McGregor and Gatesville, Tex., covered by closed pouch service. (See Table C.)¹⁴ 1 car held in reserve.¹⁵ This R. P. O. runs between Toledo and Columbus, via Thurston, Ohio. 2 reserve cars.¹⁶ Covered by Columbus and Middleport R. P. O., 29 miles.¹⁷ Shown in report of New York and Chicago R. P. O.¹⁸ Clerks appointed to New York and Chicago R. P. O.¹⁹ Kent and Cincinnati R. P. O. clerks to act as helpers to day line between Dayton and Cincinnati.²⁰ Night line 7 times per week.²¹ 4 helpers on night line running over entire line; 1 clerk detailed to transfer duty at Dayton, Ohio.²² Day line 8 times per week.²³ 2 reserve cars.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
110.31	<i>Pounds.</i> 2,454	July 1, 1884	1	<i>Miles.</i> 27.61	6	<i>Miles.</i> 27.61	6	68,979	1	<i>Ft. In.</i> 16 2	<i>Ft. In.</i> 9 4	2	1	13
177.96	226	July 1, 1883	1	18	2	18	6	110,739	2 ¹	17 3	8 7	3	1	24
40.98	224	July 1, 1884	1	6.77	2	7.07	6	25,660	1	11 7	7 0	1	1	1
72.26	9,259	Mar. 1, 1885	301	19	302	21.50	7	634,531	5	21 0	9 0	11	1	15
794.52	1,209	Oct. 1, 1883	301	20	302	21	7		1	21 4	9 6			
(10)	9,259	Mar. 1, 1885	305	20	306	20	7	241,360	9 1	24 7	9 1			
(10)	1,209	Oct. 1, 1883	305	20	306	23			9 2	17 0	9 0	5	1	16
236.23	3,294	Mar. 1, 1885	453	22.50	452	23			2	21 0	9 6			
1278.00	550	July 1, 1882	1	14	2	14	7	189,159	2	23 9	8 1	4	1	4
173.67	1,260	Mar. 1, 1885	331	17.50	332	20	7	126,779	2	20 7	7 1	3	1	3
51.45	191	July 1, 1884	1	13	2	15	6	32,208	12 ¹	17 0	9 0			
156.92	214	Mar. 20, 1884	32	26	31	26	6	98,545	1	10 6	5 8	1	1	1
148.68	377	July 1, 1884	2	23.49	1	23.49	6	92,898	14 ³	15 2	7 3	2	1	2
(16)	538	July 1, 1884	2	29	1	23.20			4	16 0	7 0	3	1	3
(17)	69,142	Mar 9, 1884	25	26.14	22	25.02	6	153,364	2	36 0	9 0	4	2	(18)
142.61	4,141	July 1, 1884	1	25.99	28	21.99	20 ⁷	148,051				4	2	13
59.38	5,577	July 1, 1884	25	23.82	8	24.86	22 ⁶	126,959				4	1	
125.44	798	July 1, 1884	1	30.23	28	30.20								
74.69	498	July 1, 1884	25	26.85	8	30.20								
108.02	250	July 1, 1884	6	26.39	5	27.55	6	78,576	234	16 0	9 4	2	1	2
25.70	205	July 1, 1884	2 ¹	7.47	2	6.95	6	282,827	1	9 11	5 9	2 ¹⁰	1	28
245.03	178	July 1, 1884	2	9.6	7	8			2	9 6	7 8			
44.72	161	June 4, 1883	5	8.37	6	7.80	6		1	7 9	5 10			
(19)	11,242	July 1, 1884	5	10.13	6	8.56			2	8 8	7 10			
87.20	433	July 1, 1884	1	10.6	7	8			1	7 7	5 10			
155.08	453	July 1, 1884	1	10.6	7	8			2	10 6	7 8			
105.72	702	July 1, 1884	1	12.1	5	10			1	12 1	5 10			
325.50	11,242	July 1, 1884	1	7 0	4	0	1	28,015	1	7 0	4 0	1	1	1
(20)	76	July 1, 1885	41	23.29	46	23.29	6	127,767	23	36 0	9 6	4	1	(20)
87.20	433	July 1, 1884	8	25.13	1	25.13	6	54,625	2	21 0	8 10	2	1	2
155.08	453	July 1, 1884	3	21.53	6	25.84	6	164,538	2	15 9	9 0	4	1	4
105.72	702	July 1, 1884	3	17.62	6	19.22			2 ¹	13 0	8 6			
325.50	11,242	July 1, 1884	234 ⁷	28.93	42	29.59	7	318,051	23	50 0	9 6	6	5	37
(21)	7,767	July 1, 1883	47	26.69	42	28.36								
24.00	76	July 1, 1885	11	12	14	12	6	19,231	1	8 0	8 8	1	1	1
24.15			11	20	14	20								

²⁰ Formerly Delphos and Saint Louis R. P. O., run extended to begin at Toledo February 25, 1885; increase distance, 74.79 miles.

²¹ Trains 1 and 2 run between Toledo and Delphos; trains 3 and 4 run between Delphos and Bluffton; trains 5 and 6 run between Bluffton and Frankfort; trains 11 and 10 run between Frankfort and Charleston; trains 13 and 12 run between Charleston and Saint Louis.

²² Under present schedule 10 crews are required to keep up these runs; 8 clerks only are appointed to this line; 2 clerks temporarily detailed from Toledo and Saint Louis R. P. O.

²³ Clerks run as follows: 2 between Toledo and Delphos; 2 between Delphos and Bluffton; 2 between Bluffton and Frankfort; 4 between Frankfort and Saint Louis, lying over night at Charleston and continuing run next morning.

²⁴ R. P. O. established November 6, 1884.

²⁵ Covered by Toledo and Saint Louis R. P. O., 204.10 miles.

²⁶ Clerks on this line are appointed to the Toledo and Saint Louis R. P. O. and are shown with that line.

²⁷ This line, together with Toledo and LaFayette, LaFayette and Quincy, and Chicago, Decatur and Saint Louis R. P. O., forms double daily service between Toledo, Ohio, and Saint Louis, Mo. Clerks record arrival and departure at depot, Saint Louis, but go to post-office for registered mail, 1 mile.

²⁸ Balance of route covered by lines of sixth division, 119.70 miles.

²⁹ Night line only.

³⁰ 1 clerk detailed as chief clerk, Toledo, Ohio; 1 clerk detailed to transfer duty, LaFayette, Ind.; 1 clerk detailed to transfer duty, Fort Wayne, Ind.; 4 clerks in apartment cars between Toledo and LaFayette.

³¹ Covered by Chicago, Decatur and Saint Louis R. P. O., 113.44 miles.

³² Balance of route, 13.19 miles, covered by closed-pouch service. (See Table C.)

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.
Tower City and Lebanon, Pa.	2	<i>Miles.</i> 42.26	Tower City, Lebanon, Pa. (L. and T. Brch. Phila. and Read.)	8050
Townsend, Del., and Centreville, Md.	2	35.21	Townsend, Del., Centreville, Md. (Q. A., Kent. and Towns. Brch. P. W. and B.)	10010
Tracy City and Cowan, Tenn.	5	21.17	Tracy City, Cowan, Tenn. (Tenn. Coal and R. R.)	19010
Tracy, Minn., and Pierre, Dak.	6	255.69	Tracy, Minn., Pierre, Dak. (Chi. and No. West.)	26031
Tracy, Minn., and Redfield, Dak.	6	164.14	Tracy, Minn., Redfield, Dak. (Chi. and No. West.)	26014 (part)
Trenton and Adrian, Mich. ¹	9	49.60	Trenton, Corbus, Mich. (L. S. and M. S.)	24036 (part)
			Corbus, Adrian, Mich. (L. S. and M. S.)	24002 (part)
Turkey River and West Union, Iowa.	6	58.34	Turkey River, West Union, Iowa (Chi., Mil. and St. Paul)	27039
Two Bridges, N. J., and Strouds- burgh, Pa.	2	74.90	Two Bridges, N. J., Strouds- burgh, Pa. (N. Y., Susq. and West.)	7058
Umatilla and Huntington, Oreg. ¹	8	217.84	Umatilla, Huntington, Oreg. (O. R. and N. Co.)	44003
Union City, Ind., and Dayton, Ohio.	5	47.44	Union City, Ind., Dayton, Ohio (Day. and Union)	21022
Urbana and Havana, Ill.	6	100.53	Urbana, Havana, Ill. (Wab., St. L. and Pac.)	22029 (part)
Utica and Binghamton, N. Y.	2	95.70	Utica, Norwich, N. Y. (Utica Div. Del., Lack. and West.)	6041
			Norwich, Chenango Forks, N. Y. (Utica Div. Del., Lack. and West.)	6040
			Chenango Forks, Binghamton, N. Y. (Syr., Bing. and N. Y.)	6065
			Utica, Randallsville, N. Y. (Utica Div. Del., and Hud. Canal Co.)	6057
Valparaiso and Stroms- burgh, Nebr.	6	52.88	Valparaiso, Stroms- burgh, Nebr. (Om. and Rep. Vall.)	24008 (part)
Vanceborough and Bangor, Me.	1	114.44	Vanceborough, Bangor, Me. (Me. Central)	12
Vicksburgh and Shreveport	4	174	Vicksburgh, Miss., Shreveport, La. (V., S. and P.)	30008
Villisca, Iowa, and Bigelow, Mo.	6	69.24	Villisca, Iowa, Burlington Junction, Mo. (Chi., Burl. and Q'cy.)	27009
			Burlington Junction, Bigelow, Mo. (K. C., St. Jo. and C. Bl.)	28944
Vincennes, Ind., and Cairo, Ill.	6	157.10	Vincennes, Ind., St. Francisville, Ill. (Wab., St. L. and Pac.)	23037
			St. Francisville, Cairo, Ill. (Wab., St. L. and Pac.)	23050 (part)
Wabasha and Zumbrota, Minn.	6	59.20	Wabasha, Zumbrota, Minn. (Chi., Mil. and St. Paul)	26022
Wadena and Fergus Falls, Minn.	6	53.36	Wadena, Fergus Falls, Minn. (North Pac.)	26042 (part)
Wadesborough and Florence.	4	66.32	Wadesborough, N. C., Cheraw, S. C. (Ch. and S.)	14014
			Cheraw, Florence, S. C. (Ch. and S.)	14006
Waldo and Cedar Keys.	4	71	Waldo, Cedar Keys, Fla. (F. R. and N. Co.)	16001 (part)
Wallula, Wash., and Portland, Oreg.	8	214.80	Wallula, Wash., Portland, Oreg. (O. R. and N. Co.)	44005
Wall Lake and Kingsley, Iowa.	6	71.30	Wall Lake, Sac City, Iowa, (Chi. and No. West.)	27050
			Sac City, Kingsley, Iowa (Chi. and No. West.)	27089
Warm Springs, N. C., and Jellico, Tenn.	3	157.05	Warm Springs, N. C., Morristown, Tenn. (E. Tenn., Va. and Ga.)	19009
			Morristown, Knoxville, Tenn. (E. Tenn., Va. and Ga.)	19002 (part)
			Knoxville, Jellico, Tenn. (E. Tenn., Va. and Ga.)	19008

¹ Clerks record arrival and departure at Tower City by slips.

Reserve car.

² Helpers between Tracy, Minn., and Huron, Dak., 138 miles.

Balance of route, 91.25 miles, covered by Winona and Tracy, Minn., R. P. O.

³ Runs on route 24002, Corbus to Adrian, Mich., 12.80 miles.

⁴ Shown in report of Monroe and Adrian R. P. O.

⁵ Clerk records arrival and departure at Sparta, N. J., by slips.

⁶ R. P. O. established September 17, 1884, to Baker City, and extended to Huntington November 29, 1884.

⁷ Balance of route, Sidney to Champaign, Ill. (12 miles), covered by closed pouch. (See Table C.) This line was reported last year as Sidney and Havana, Ill., R. P. O. Decreased distance run this year, 11.95 miles.

¹⁰ 1 clerk relieves Utica and Randallsville clerk every third week.

¹¹ Cars and clerk shown on route 6041.

¹² 11.27 miles covered by Oswego and Binghamton R. P. O.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train number taken from division schedules).		Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.				Train No. inward.	Average speed.				Length.	Width.
	Pounds.		Miles.	Miles.				Ft. In.	Ft. In.			
43. 40	218	July 1, 1885	9 16	10 24	6	26, 455	1 8 3	6 4	1	1	1	
35. 19	369	July 1, 1885	17 26	18 26	6	22, 041	1 10 0	6 0	1	1	1	
20. 25	125	July 1, 1884	5 14. 87	6 14. 87	7	15, 454	1 5 0	2 0	1	1	1	
25. 71	1, 753	July 1, 1883	1 23	2 23	7	186, 654	1 24 0	9 3	4	1	1	
164. 14	1, 451	July 1, 1883	1 21	2 19	6	102, 752	1 24 0	9 3	3	1	1	
43. 57	240	July 1, 1884	121 24. 27	120 26. 02	6	31, 050	1 14 6	7 6	1	1	1	
(*)	674	July 1, 1884	121 32	120 24			1 8 8	6 9	1	1	1	
58. 01	265	July 1, 1883	29 18	30 15	6	36, 541	1 12 2	7 3	1	1	1	
47. 85	180	July 1, 1885	1 26	12 16	6	29, 985	1 14 0	6 9	1	1	1	
217. 84	1, 448	May 6, 1885	6 18. 07	5 16. 25	7	159, 023	2 24 10	9 1	3	1	3	
47. 32	382	July 1, 1884	6 27. 13	1 27. 13	6	29, 697	1 11 0	7 5	1	1	1	
100. 47	475	July 1, 1883	1 21	2 21	6	62, 832	1 10 0	7 0	2	1	2	
53. 99	1, 242	July 1, 1885	14 22	11 27	6	59, 908	1 7 0	7 2	1	1	2	
30. 32	1, 036	July 1, 1885	14 25	11 25			(11)		(11)			
(12)	1, 880	July 1, 1885	14 27	11 34			(11)		(11)			
31. 59	676	July 1, 1885	2 21	1 22	6	19, 700	1 16 6	0 11	1	1	1	
			4 22	3 22	6	19, 700	1 15 3	8 8				
52. 60			49 12	50 12	6	33, 103	1 12 0	6 6	1	1	1	
114. 02	6, 599	July 1, 1885	2 21. 73	71 22. 08	6	71, 639	1 20 0	9 0	2	2	8	
			64 22. 80	11 18. 01	6	71, 639	2 40 0	9 0	2	2	2	
172. 60	588	Feb. 1, 1885	1 16	2 16	7	127, 020	1 10 2	7 0	3	1	3	
							1 9 0	8 6				
							1 11 6	6 9				
37. 68	327	July 1, 1883	81 20	82 20	6	43, 344	1 11 11	6 11	1	1	1	
32. 11	808	July 1, 1883	14 19	13 20								
10. 17	269	July 1, 1883	3 21	4 21	6	98, 344	1 13 3	9 6	2	1	2	
148. 45	482	July 1, 1883	3 21	4 21			1 12 2	9 6				
59. 24	213	July 1, 1883	1 16	2 17	6	39, 059	1 8 0	5 9	1	1	1	
51. 95	166	Apr. 15, 1885	9 22	10 22	6	33, 403	1 12 7	7 6	1	1	1	
							1 21 9	8 10				
26. 02	308	July 1, 1884	2 16	1 16	6	41, 516	1 13 6	8 4	1	1	1	
40. 82	331	July 1, 1884	2 16	1 16								
171. 15	1, 046	July 1, 1884	15 17	16 17	6	44, 446	1 11 6	6 10	1	1	1	
214. 80	6, 596	Apr. 1, 1884	2 16. 39	1 16. 52	7	156, 404	(10) 24 0	9 0	4	1	2	
14. 17	225	July 1, 1883	77 20	80 20	6	44, 634	1 12 2	7 5	1	1	1	
58. 40	859	Apr. 16, 1884	77 20	80 20								
50. 32	834	July 1, 1884	5 14. 70	6 18. 44	7	114, 646	1 14 2	9 7	3	1	3	
							1 15 1	8 9				
(13)	6, 520	July 1, 1884					1 14 10	9 2				
66. 12	624	July 1, 1884										

¹³ Clerk records arrival and departure at Randallville by slips.
¹⁴ Relieved every third week by Utica and Binghamton R. P. O. clerk.
¹⁵ Balance of route (38.26 miles) covered by Omaha, Nebr., and Marysville, Kan., R. P. O. New service.
¹⁶ Balance of route (111.40 miles) covered by Danville and Mt. Carmel, Ill., R. P. O.
¹⁷ 1 car in reserve.
¹⁸ Balance of route, Fergus Falls, Minn., to Milnor, Dak. (66.91 miles), covered by closed pouches. (See Table C.)
¹⁹ See Fern. and Tavares R. P. O.
²⁰ Shown on the Helena and Heaton R. P. O.
²¹ 1 clerk detailed as chief clerk at Portland, Oreg.
²² 40.88 miles covered by Bristol and Chattanooga R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses.)	Number of route.
<i>Washington, D. C., and Charlotte, N. C.</i>	3	<i>Miles.</i> 382.04	Washington, D. C., Alexandria, Va. (A. and W.)	11018
			Alexandria, Lynchburgh, Va. (V. M.)	11002
			Lynchburgh, Danville, Va. (V. M.)	11016
			Danville, Va., and Charlotte, N. C. (R. and D.)	11038
				(part)
<i>Washington and Evansville, Ind.</i>	5	58.33	Washington, Evansville, Ind. (Evans. and Ind.)	23026
<i>Washington, D. C., and Richmond, Va.</i>	3	116.93	Washington, D. C., Richmond, Va. (R. F. and P.)	11001
<i>Watertown and Madison, Wis.</i>	6	38.80	Watertown, Madison, Wis. (Chi., Mil. and St. Paul)	25005
<i>Watertown and Utica, N. Y.</i>	42	91.93	Watertown, Utica, N. Y. (Black River)	6087
<i>Way Cross, Ga., and Chattahoochee, Fla.</i>	4	164.21	Way Cross, Thomasville, Ga. (S. F. and W. Rwy.)	15018
			Thomasville, Climax, Ga. (S. F. and W. Rwy.)	15081
				(part)
			Climax, Ga., and Chattahoochee, Fla. (S. F. and W. Rwy.)	15044
<i>Wells River and Montpelier, Vt.</i>	1	38.64	Wells River, Montpelier, Vt. (Mont. and Wells River)	2012
<i>Wellsville, N. Y., and Bradford, Pa.</i>	2	56.65	Wellsville, N. Y., Eldred, Pa. (Brad., Eld. and Cuba)	6049
			Eldred, Kinzua Junction, Pa. (Bradford, B. and K.)	8133
			Kinzua Junction, Bradford Pa. (Bradford, B. and K.)	8132
				(part)
<i>West Point and Mobile.</i>	4	232.99	West Point, Miss., Mobile, Ala. (M. and O.)	18004
<i>West Point and Richmond, Va.</i>	3	39.07	West Point, Richmond, Va. (R., Y., R. and C.)	11067
<i>West Lebanon, Ind., and Howard, Ill.</i>	6	58.20	West Lebanon, Ind., Howard, Ill. (Wab., St. L. and Pac.)	123058
				(part)
<i>West Liberty and Council Bluffs, Iowa.</i>	6	279.36	West Liberty, U. P. Transfer, Iowa (Chi., R. I. & Pac.) ..	127014
<i>West Winstead and Bridgeport, Conn.</i>	1	62.22	Winstead, Bridgeport, Conn. (Naugatuck)	5011
<i>Wheeling and Parkersburgh, W. Va.</i>	3	94.73	Wheeling, Parkersburgh, W. Va. (Ohio River)	12013
<i>White Heath and Decatur, Ill.²¹</i>	6	29.70	White Heath, Decatur, Ill. (Wab., St. L. and Pac.)	25077
<i>White River Junction, Vt., and Springfield, Mass.</i>	1	124.39	White River Junction, Windsor, Vt. (Ct., Vermont)	27002
			Windsor, Bellows Falls, Vt., Sullivan	2004
			Bellows Falls, Brattleborough, Vt. (Ver. Valley)	2005
			Brattleborough, South Vernon, Vt. (Ct., Vermont)	20062
				(part)
<i>Whiting and Tuckerton, N. J.</i>	2	29.59	Whiting, Tuckerton, N. J. (Tuckerton)	5067
				7032
<i>Wichita Falls and Fort Worth, Tex.</i>	7	114.10	Wichita Falls, Fort Worth, Tex. (Ft. W. & D. C.)	31037
<i>Williamsburgh, Mass., and New Haven, Conn.</i>	1	85.59	Williamsburgh, Mass., New Haven, Conn. (New Haven, Northampton.)	5010

¹ 3 helpers between Washington, D. C., and Lynchburgh, Va., and 3 between Washington, D. C., and Charlottesville, Va.; 1 detailed to office of superintendent third division; 1 transfer clerk at Charlottesville, Va., and 1 detailed as examiner in third division, Railway Mail Service. Cars on this line run through to Atlanta, Ga.

² Cars shown on Fort Branch and Mount Vernon R. P. O., run over Washington and Evansville and Fort Branch and Mount Vernon R. P. O.'s and are used by both lines. Shown on Fort Branch and Mount Vernon R. P. O.

³ These cars are in use between Washington, D. C., and Wilmington, N. C., and none of them are run regularly on any particular train.

⁴ Clerks are detailed as follows: 1 as chief clerk third

division Railway Mail Service; 1 chief clerk at Washington, D. C.; 5 to Office General Superintendent Railway Mail Service; 1 transfer clerk at Washington, D. C.; 3 to office superintendent third division Railway Mail Service; 6 in the New York and Washington R. P. O. to make a separation of mails for connecting lines at Washington, D. C.; 1 helper between Washington, D. C., and Fredericksburgh, Va.

⁵ Clerks on train 40 return on train 47.

⁶ Short run of Ogdensburgh and Utica R. P. O.

⁷ Clerk shown in Ogdensburgh and Utica R. P. O.

⁸ See Albany and Thomasville R. P. O.

⁹ 9.59 miles shown in Table C, Climax to Bainbridge, Ga.

¹⁰ Reserve car.

¹¹ Reserve cars.

¹² Car and clerk shown on route 6049.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules.)				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	Pounds.			Miles.	Miles.				Ft.	In.	Ft.	In.		
7.00	21,616	July 1, 1885	50 52	24.47 27.40	53 51	28.25 23.13	7	278,889	4 3 1	49 49 49	2 2 2	9 9 9	6 2	2 30
167.71	21,838	July 1, 1885												
94.34	14,964	July 1, 1885												
143.21	14,436	July 1, 1885												
58.80	148	Feb. 15, 1883	11	21.20	12	21.20	6	26,514	(?)	9 0	6 0	1	1	1
116.00	18,326	July 1, 1885	42 48 40	23.43 25.96 32.03	43 47 5	25.86 24.94	6 7 7	79,278 85,358 42,679	2 3 1	50 0	8 0	2 2 2	2 4 3	4 36
39.00	247	July 1, 1883	23 27	24 20	24 28	26 28	6 6	24,289 24,289	1	16 8	7 7	1	1	1
91.97	2,964	July 1, 1885	1	24	4	30	6	57,548	1	17 0	6 0	7	1	1
104.54	1,074	July 1, 1884	7	29	8	32	7	119,873	1	17 3	9 0	3	1	3
77.40	884	July 1, 1884	7	29	8	32			1	14 0	8 10			
32.17	1,030	July 1, 1884	7	29	8	32								
38.80	697	July 1, 1885	6	20.83	1	20.83	6	24,188	1	9 7	7 0	1	1	1
33.14	344	July 1, 1885	4	16	3	16	6	35,463	1 102	9 7 9 10	6 11 6 11	1	1	1
14.25	389	July 1, 1885	4	15	3	15			(13)	9 7	6 11	(13)		
110.21	220	July 1, 1885	4	13	3	13			(13)			(13)		
222.99	1,320	July 1, 1884	2	21	1	24	7	170,083	(14)			4	1	156
40.50	438	July 1, 1885	50	12.42	51	19.15	6	24,457	1	10 6	6 8	1	1	1
54.20	159	July 1, 1883	1	11	2	11	6	36,433	1	7 10	6 6	1	1	1
279.10	48.27	Apr. 1, 1884	3 2	23 23	4 4	24 23	6 6	174,879 174,879	(15)			4 4	2 4	1
62.03	19.01	July 1, 1885	5 15	23.15 22.31	16 10	23.01 22.88	6 6	38,950 38,950	1 111 101	16 0 16 0 16 0 13 0 15 9	6 0 6 0 6 0 6 0 8 8	1 1 1 1 2	1 1 1 1	203
93.27	491	July 1, 1884	1	21.07	2	21.07	6	59,300	101	5 10	5 3	2	1	2
80.63	231	July 1, 1883	7	12	8	14	6	19,592	1	8 0	7 0	1	1	1
(23)	5,453	July 1, 1885	15	16.80	23	24.00	6	77,868	1	26 6	6 5	2	2	4
(24)	4,861	July 1, 1885	15	22.28	23	23.50			101	26 6	6 5			
(25)	4,919	July 1, 1885	15	24.00	23	26.17								
(27)	1,587	July 1, 1885	15	22.21	23	19.99								
(28)	6,514	July 1, 1885	15	22.55	23	22.21								
29.62	292	July 1, 1885	2	29	1	29	6	19,523	1	7 6	6 6	1	1	1
115.44	476	Aug. 1, 1882	4	33	3	26	6	18,523	101	6 6	6 6	1	1	1
85.17	1,530	July 1, 1885	1	23	2	23	7	83,293	102	17 3	9 3	2	1	2
			55 57	27.60 26.58	22 10	29.38 27.45	6 6	53,570 53,579	1 1 101	15 4 14 10 9 0 10 6	6 7 6 10 6 8	3	1	3

¹³ Balance of route, 15.84 miles, covered by closed-pouch service. (See Table C.)
¹⁴ See Cairo and West Point R. P. O.
¹⁵ 2 helpers.
¹⁶ Balance of route (18.47 miles), Howard to Leroy, Ill., covered by closed pouches. (See Table C.) This line was reported last year as West Lebanon, Ind., and Leroy, Ill., R. P. O. Decreased distance run this year 18 miles.
¹⁷ Balance of route (38.85 miles) covered by Chicago, Ill., and West Liberty, Iowa, R. P. O.
¹⁸ Cars run through from Chicago, Ill., to U. P. Transfer, Iowa. (See Chicago, Ill., and West Liberty, Iowa, R. P. O.)
¹⁹ 1 clerk detailed to transfer duty at Des Moines, Iowa.
²⁰ 1 clerk detailed as relief agent on New Haven & N. Y., & W. Vin. & Bridgeport.
²¹ Service on this line was re-established this year.
²² Balance of route covered by Saint Albans & Boston R. P. O., 96 miles.
²³ Covered by Newport & Springfield R. P. O., 14.13 miles.
²⁴ Covered by Newport & Springfield R. P. O., 26.32 miles.
²⁵ Covered by Newport & Springfield R. P. O., 24.02 miles.
²⁶ Balance of route covered by Brattleborough & Palmer R. P. O., 11.11 miles.
²⁷ Covered by Brattleborough & Palmer R. P. O., 10.28 miles.
²⁸ Covered by Newport & Springfield R. P. O., 52.94 miles.
²⁹ Closed-pouch service from Tuckerton to Beach Haven, 7 miles, 2 months in summer. (See Table C.)

T^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.
		<i>Miles.</i>		
<i>Williamsport, Pa., and Baltimore, Md.</i>	2	179.83	Williamsport, Sunbury, Pa. (No. Central)	8022 (part)
			Sunbury, Pa., Baltimore, Md. (No. Central)	10002
Williamsport and Erie, Pa.	2	249.68	Williamsport, Erie, Pa. (P. and E. Div. Penn.)	8022 (part)
Williamsport and Reading, Pa. ...	2	142.30	Williamsport, Port Clinton, Pa. (C. and W. Branch Phila. and Read.)	8014
<i>Wilmington, N. C., and Charleston, S. C.</i>	4	213.53	Port Clinton, Reading, Pa. (Phila. and Read.)	8002
			Wilmington, N. C., Florence, S. C. (W., C. and A.)	*14002 (part)
			Florence, Charleston, S. C. (N. E.)	14005
Wilmington and Charlotte, N. C.	3	188.40	Wilmington, Charlotte, N. C. (C. C.)	13003
Wilmington, Del., and Landenburgh, Pa.	2	20.38	Wilmington, Del., Landenburgh, Pa. (Balto. and Phila.)	9505
Willimantic and New Haven, Conn.	1	54.69	Willimantic, New Haven, Conn. (N. Y., N. H. and Hart., Air-Line Div.)	5014
Winchendon and Palmer, Mass.	1	49.94	Winchendon, Palmer, Mass. (Bos. and Albany)	3030
Winchendon and Worcester, Mass.	1	38.05	Winchendon, Worcester, Mass. (Bos., Barre and Gard.)	3057
Winona and Tracy, Minn.	6	229.43	Winona, Saint Peter, Minn. (Win. and Saint Peter)	20015
			Saint Peter, Tracy, Minn. (Win. and Saint Peter)	*20014 (part)
Worcester, Mass., and Norwich, Conn.	1	59.72	Worcester, Mass., Norwich, Conn. (N. Y. and N. Eng.)	5001
Worcester, Mass., and Providence, R. I.	1	44.14	Worcester, Mass., Providence, R. I. (Prov. and Wor.)	4001
Xenia, Ohio, and Richmond, Ind.	5	58.07	Xenia, Dayton, Ohio (Pitts., Cin. and Saint L.)	21011
			Dayton, Ohio, Richmond, Ind. (Pitts. Ctn. and Saint L.)	21030
Yates City and Rushville, Ill.	6	63.95	Yates City, Rushville, Ill. (Chi., Barl. and Qcy.)	23008
Yazoo City and Jackson, Miss.	4	46.18	Yates City, Jackson, Miss. (Ill. Cent.)	19018
York, Ala., and Columbus, Miss.	4	76.60	York, Ala., Columbus, Miss. (Ga. Pacific Rwy.)	18005
York and Peach Bottom, Pa.	2	40.67	York, Peach Bottom, Pa. (York and P. B.)	8092
Ypsilanti and Hillsdale, Mich.	9	62.14	Ypsilanti, Hillsdale, Mich. (L. S. and M. S.)	24024

¹ Balance of route (247.80 miles) covered by Williamsport and Erie R. P. O.

² Cars and clerks shown on route 8022.

³ Reserve car.

⁴ Balance of route (39.81 miles) covered by Williamsport and Baltimore R. P. O.

⁵ 1 clerk on Sheffield and Erie R. P. O. (short run).

⁶ 20 miles covered by Pottsville and Philadelphia R. P. O.

⁷ Cars and clerks shown on route 8014.

⁸ See Florence and Augusta R. P. O.

⁹ See Charleston and Jacksonville R. P. O.

¹⁰ 1 of these cars is a reserve car.

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
430.81	1,383	July 1, 1885	4	26	3	23	6	112,574	2	40 0	8		4	12
137.80	11,871	July 1, 1885	4	23	3	23			(²)			(²)		
247.80	1,383	July 1, 1885	3	23	4	24	6	156,300	2	15 0	8 0	4	1	45
121.00	376	July 1, 1885	4	22	1	22	6	89,080	1	15 0	8 8	2	1	2
(⁶)	3,447	July 1, 1885	4	34	1	34			(⁷)			(⁷)		
110	6,781	July 1, 1884	40	30	43	25	7	155,877	1	40 0	8 11	3	2	10
			42	25	47	26	7	155,877	1	44 6	8 6	4	1	
102	8,326	July 1, 1884	40	30	43	25			1	42 6	8 10			
			42	25	47	26								
188.52	512	July 1, 1884	1	14.95	2	15.36	6	117,938	2	16 0	9 0	3	1	3
									1	14 2	9 0			
20.55	72	July 1, 1885	4	17	5	17	6	12,758	1	7 6	7 0	1	1	1
54.62	3,481	July 1, 1885	8	27.69	1	26.34	6	34,235	1	7 6	7 0	1	1	1
										14 0	6 10			
49.67	390	July 1, 1885	9	16.47	4	14.82	6	31,262	102	10 0	6 0	1	1	1
(¹¹)			6	23.36	11	19.36	6	23,819	(¹²)			1	1	182
139.80	4,101	July 1, 1883	3	21	4	18	6	143,623	102	35 4	9 3	4	1	106
91.25	1,451	July 1, 1883	3	25	4	25								
60.69	1,313	July 1, 1885	6	22.50	9	21.41	6	37,386	1	12 2	7 0	1	1	1
43.92	1,692	July 1, 1885	8	24.79	33	21.70	6	27,632	1	16 4	6 8	2	1	2
			36	22.63	7	21.70	6	27,632	1	16 4	6 8			
									1	16 7	6 8			
16.77	1,258	July 1, 1884	7	28.92	6	28.92	6	36,352	1	19 3	8 6	1	1	1
42.13	1,005	July 1, 1884	7	28.11	6	21.08								
63.94	536	July 1, 1883	153	21	154	21	6	40,033	1	13 7 1/2	7 1 1/2	1	1	1
48.18	327	Ang. 1, 1884	11	10	12	11	6	28,447	1	15 1	7 3	1	1	1
76.60	143	Apr. 21, 1884	2	11	1	17	6	47,186	1	15 0	8 6	1	1	1
40.07	302	July 1, 1885	3	14	2	15	6	25,560	1	13 8	7 6	1	1	1
									1	8 7	7 0			
62.14	351	July 1, 1884	153	24.05	154	24.85	6	38,900	1	8 8	6 9	1	1	1

¹¹ Covered by Peterborough and Worcester R. P. O., 37.92 miles.

¹² 1 clerk detailed as transfer clerk at Worcester, Mass.

¹³ The cars used by Peterborough and Worcester R. P. O. are also used by this line; shown in column 13, that line. (See note, that line.)

¹⁴ Whole cars.
¹⁵ 2 helpers between Winona and Kasson, Minn., 65 miles.
¹⁶ Balance of route (164.14 miles) covered by Tracy, Minn. and Redfield, Dak., R. P. O.

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 register to register.	Miles of railroad over which clerks run.
First	76	191	357	398	7,291.37	5,111.25
Second	150	309	524	604	13,813.60	11,390.46
Third	53	143	230	258	6,227.27	5,786.38
Fourth	72	211	261	284	11,100.68	10,271.72
Fifth	115	384	685	736	19,415.15	15,801.91
Sixth	211	570	800	917	31,025.02	28,661.33
Seventh	110	343	502	530	19,140.23	18,604.00
Eighth	30	100	132	132	6,325.29	5,891.20
Ninth	41	149	421	455	6,900.27	5,987.80
Total	858	2,400	3,972	4,314	121,328.88	107,506.05
Total as per report for fiscal year 1883-'84.	845	2,240	3,583	43,909	116,223.27	102,140.56
Increase	13	160	389	405	5,105.61	5,365.49

† Including 23 acting clerks not borne on the rolls of the Department.

Total miles of railroad route (including terminal distances from depots to post-offices)	121,328.88
Total miles of railroad route over which railroad postal clerks run	107,506.05
Total miles of railroad route upon which there is no service by railway postal clerks	13,822.84
Total annual miles of railway postal service by clerks	96,401,800.00
Total annual miles of railway service, express mails, and closed pouches	55,510,340.00
Average annual distance run by each postal clerk	40,167.00

in the United States on June 30, 1885—Continued.

RECAPITULATION.

Annual miles of railroad service performed by clerks.	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.			
6,358,023	18	1	122	62	203	397,920,790	1,226,761	69,826
11,582,469	85	24	205	127	391	610,714,850	2,271,545	111,525
5,467,019	35	9	65	19	128	259,212,200	1,187,281	51,451
8,929,961	28	6	122	25	181	362,805,840	1,541,557	53,375
15,084,258	41	10	195	66	312	877,192,590	1,986,972	141,041
22,270,159	103	11	208	58	470	993,733,060	3,408,958	93,093
15,817,141	47	12	178	49	286	773,284,050	2,425,334	54,571
4,464,232	15	2	49	4	70	162,504,570	684,099	18,589
6,433,538	40	8	65	11	124	510,692,150	948,427	129,772
96,401,800	362	83	1,299	421	2,165	4,948,059,400	15,890,934	723,248
92,640,099	349	102	1,219	340	2,010	4,519,661,900	16,323,906	711,520
3,761,701	13	*19	80	81	166	428,397,500	*432,972	11,728

* Decrease.

Total number of letters, pieces of ordinary mail matter, registered packages, and through registered pouches handled.....	4,964,673,577
Average daily number of pieces of mail handled by each postal clerk.....	3,424
Total number of errors in distribution.....	887,704
Average annual number of errors made by each postal clerk.....	223
Average daily miles run by each crew.....	120.94

TABLE B^b.—Statement of steamboat mail service with postal clerks in operation in

Railway mail service designation.	Division.	Number of route.	Contract designation, terminal of route.	Contractor.	Miles of route.
Baltimore and Benedict, Md . . .	3	10098	Baltimore, Benedict, Md	Henry Williams	123
Baltimore and Crisfield, Md	3	10094	Baltimore, Md., Wilson's Wharf, Va.	Eastern Shore Steamboat Company.	150
Baltimore, Md., and Fredericksburgh, Va.	3	11100	Fredericksburgh, Va., Baltimore, Md.	Weems line of steamers; Henry Williams.	283.50
Baltimore and Freeport, Md	3	11099	Baltimore, Freeport, Md	Maryland Steamboat Company; Henry B. Ensign, president.	200
Baltimore, Md., and Norfolk, Va.	3	11096	Norfolk, Va., Baltimore, Md	Baltimore Steam Packet Company.	200
Bayou Sara and Baton Rouge, La.	4	30084	Bayou Sara, Baton Rouge, La		82
	2	6768	Brooklyn, N. Y., Jersey City, N. J.	Brooklyn Annex Co	2.50
Cairo, Ill., and Memphis, Tenn . .	7	28099	Cairo, Ill., Memphis, Tenn	Saint Louis and Vicksburgh Packet Co. (Anchor Line).	263
Canandaigua and Naples, N. Y . . .	2	6884	Canandaigua, Naples, N. Y	Canandaigua Lake	22
Cape Charles and Norfolk, Va. . . .	2	11990	Cape Charles, Norfolk, Va	N. Y., Phila. and Norfolk R. Co.	37
Chattanooga and King's Creek, Tenn.	5	19099	Chattanooga, King's Creek, Tenn. (Tennessee River).	J. P. & W. E. Kendrick	109.80
Demopolis and Mobile, Ala	4	17097	Demopolis, Mobile, Ala		240
Elmot, Ark., and Memphis, Tenn.	7	29099	Elmot, Ark., Memphis, Tenn		99
Evansville, Ind., and Bowling Green, Ky.	5	20096	Evansville, Ind., Bowling Green, Ky. (Green River).	C. G. Smallhouse	200.29
Evansville, Ind., Paducah, Ky.	5	20099	Evansville, Ind., Paducah, Ky. (Ohio River).	F. Hopkins	150.65
Faisonla and Vicksburgh, Miss . . .	4	18099	Faisonla, Vicksburgh, Miss		209
	2	6941	Fisher's Island, N. Y., New Loudon, Conn.	Thomas L. Beebe	10
Franklin, Va., and Edenton, N. C.	3		Franklin, Va., Edenton, N. C	Albemarle Steamboat Navigation Company.	108
Geneva and Watkins, N. Y	2	6765	Geneva, Watkins, N. Y	Seneca Lake	47
Greenwood and Vicksburgh, Miss.	4	18100	Greenwood, Vicksburgh, Miss		242
Jacksonport, Ark., and Terrene, Miss.	7	29093	Jacksonport, Ark., Terrene, Miss.		390.59
Jacksonville and Palatka, Fla	4	16088	Jacksonville, Palatka, Fla		80

the United States at any time during the year ended June 30, 1885.

Annual miles of service.	Number of round trips with clerks per week.		Number of steamboats on line.		Dimensions of mail apartments.		Number of clerks.	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.	Number of clerks to crew.	Number of clerks appointed to line.						
25,584	2	1	18 0	5 0	1	1	1	1	1	Connects at Baltimore with Baltimore and Grafton R. P. O.; train 2. Service on this route is performed daily between Baltimore and Crisfield (110 miles), and semi-weekly between Crisfield and Pitts' Wharf (40 miles); connects at Crisfield with Philadelphia and Crisfield R. P. O.
76,960	6	2	9 0	10 0	4	4	4	4	4	
		1	8 6	8 6						
61,048	2	1	7 10	5 9	2	1	2	2	2	Connects at Fredericksburgh with Washington and Richmond Fredericksburgh and Orange Court-House R. P. O's.
41,600	2	1	10 0	3 0	1	1	1	1	1	Connects at Baltimore with train 4. Baltimore and Grafton R. P. O. Baltimore and Harpers Ferry, and Baltimore and Washington R. P. O.
124,800	6	1	10 6	7 0	2	1	2	2	2	Connects at Norfolk with Cape Charles and Norfolk. Norfolk and Fredericksburgh, and Norfolk and Lynchburgh R. P. O's.
20,032	6	1	10 0	6 0						Connects at Baton Rouge, La., with New Orleans and Marshall R. P. O.
13,146	(1)		8 0	4 0	1	1	1	1	1	
82,819	3	2	8 4	6 9	3	1	3	3	3	No clerk on this route; closed-ponch service only; 36 trips per week. Connects with New York and Washington R. P. O., New York and Pittsburgh R. P. O., New York and Philadelphia R. P. O. Makes all Cairo, Ill., and Memphis, Tenn., connections; also connects at Columbus, Ky., with Saint Louis and Columbus R. P. O.; at Hickman, Ky., with Nashville and Hickman R. P. O.
9,208	6	1	10 0	4 0	1	1	1	1	1	Service for 8 months only. Connects Canandaigua and Elmira R. P. O.; Canandaigua and Batavia R. P. O.; Syracuse, Auburn and Rochester R. P. O.; Albany and Rochester R. P. O.
27,010	7	1	12 0	4 0	1	1	1	1	1	Established January 1, 1885. Connects with Peninsula Junction and Cape Charles R. P. O.; Norfolk and Lynchburgh R. P. O.; Norfolk and Raleigh R. P. O.
22,838	2	2	8 0	6 0	1	1	1	1	1	Connects at Chattanooga, Tenn., with Bristol and Chattanooga, Chattanooga and Memphis, Nashville and Chattanooga, Chattanooga and Atlanta, Chattanooga and Meridian, and Cincinnati and Chattanooga R. P. O's. 1 reserve. This R. P. O. discontinued from July 1, 1885.
24,960	1	1	6 0	5 0	1	1	1	1	1	Connects at Mobile, Ala., with Montgomery and New Orleans R. P. O. Connects at Demopolis, Ala., with Selma and Meridian R. P. O.
30,987	3	1	7 0	6 0	1	1	1	1	1	Makes all Memphis, Tenn., connections.
41,660	2	1	8 0	6 3	1	1	1	1	1	Connects at Evansville, Ind., with Evansville and Paducah, Evansville and Nashville, Evansville and Saint Louis, Jasper and Evansville, Louisville and Evansville, Peoria and Evansville, Terre Haute and Evansville, and Washington and Evansville R. P. O's. Connects at Livermore and South Carrollton, Ky., with Owensborough and Russellville R. P. O. Connects at Bowling Green, Ky., with Bowling Green and Memphis, Cincinnati and Nashville, and Louisville and Nashville R. P. O's. 1 reserve.
94,307	6	3	8 0	6 0	2	1	2	2	2	Connects at Evansville, Ind., with Evansville and Bowling Green, Evansville and Nashville, Evansville and Saint Louis, Jasper and Evansville, Louisville and Evansville, Peoria and Evansville, Terre Haute and Evansville, and Washington and Evansville R. P. O's. Connects at Mount Vernon, Ind., with Evansville and Saint Louis and Fort Branch and Mount Vernon R. P. O's. Connects at Shawneetown, Ill., with Flora and Shawneetown and McLeans and Shawneetown R. P. O's. Connects at Paducah, Ky., with Paducah and Cairo, Paducah and Memphis, and Louisville and Paducah R. P. O's. 1 reserve.
21,736	1	1	(4)		1	1	1	1	1	Connects at Vicksburgh, Miss., with lines centering at that point.
4,695	(5)									Mails carried in cabin. 6 trips per week for 6 months, and 3 trips per week for 6 months.
33,696	3	1	8 2	6 9	1	1	1	1	1	Connects at Edenton with Norfolk and Edenton R. P. O., and at Franklin with Norfolk and Raleigh R. P. O.
29,422	6	1	8 10	8 2	2	1	2	2	2	Connects with Syracuse, Auburn, and Rochester R. P. O.; Canandaigua and Elmira R. P. O.* Albany and Rochester R. P. O.; Geneva and Wellborough R. P. O.; Lyons and Sayre R. P. O.
25,168	1	1	(6)		1	1	1	1	1	Connects at Vicksburgh, Miss., with lines centering at that point.
81,484	2	1	7 0	6 3	1	1	1	1	1	Mails carried in cabin. Connects at Newport, Ark., with Saint Louis and Texarkana and Newport and Batesville R. P. O's; at De Vall's Bluff, Ark., with Memphis and Little Rock R. P. O's; at Clarendon, Ark., with Cairo and Texarkana and Helena and Clarendon R. P. O's; at Terrene, Miss., with Memphis and Vicksburgh and Pine Bluff and Terrene River R. P. O's.
50,080	6	1	10 0	5 2	2	1	2	2	2	Connects at Jacksonville with Charleston and Jacksonville and Jacksonville and Pensacola R. P. O's.
		1	9 0	6 5						Connects at Palatka with Jacksonville and Enterprise, Jackson and Tampa, and Palatka and Leesburgh R. P. O's.

REPORT OF THE POSTMASTER-GENERAL.

TABLE B^b.—Statement of steamboat mail service, with postal clerks, in operation

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Jamestown and Mayville, N. Y.	2	6770	Jamestown, Mayville, N. Y.	Chautauqua Lake Transportation Co.	421
Johnsonville, Tenn., and Waterloo, Ala.	5	10097	Johnsonville, Tenn., Waterloo, Ala. (Tennessee River).	W. G. Brown	148
Lester, Ark. (n. o.), and Memphis, Tenn.	7	29094	Lester, Ark., Memphis, Tenn.		328
Loudon and Kingston, Tenn. ...	5	19098	Loudon, Kingston, Tenn. (Tennessee River).	W. S. Allison	31.82
Louisville, Ky., and Evansville, Ind.	5	20097	Louisville, Ky., Evansville, Ind. (Ohio River).	W. C. Hite	217.72
Memphis and Friar's Point ...	4	29050	Memphis, Tenn., Friar's Point, Miss.		111
Memphis and Vicksburgh	4	29064	Memphis, Tenn., Greenville, Miss.		261
		29063	Greenville, Vicksburgh, Miss.		155
Monroe and Red River Landing	4	29068	Monroe, Red River Landing, La.		285
Natchez and Bayou Sara	4	30092	Natchez, Miss., Bayou Sara, La.		110
New Orleans and Hope Villa ...	4	30097	New Orleans, Hope Villa, La.		119
New Orleans and Port Eads ...	4	30100	New Orleans, Port Eads, La.		128
Norfolk and Fredericksburgh, Va.	3	11089	Fredericksburgh, Norfolk, Va.	Weems line of steamers	200
Norfolk and Richmond, Va.	3	11099	Norfolk, Richmond, Va.	L. B. Tatum, superintendent Virginia Steamboat Company.	151
Paducah, Ky., and Cairo, Ill. ...	5	20,100	Paducah, Ky., Cairo, Ill. (Ohio River).	F. Hopkins	51.21
Parkersburgh, W. Va., and Pomeroy, Ohio.	3	12,09	Parkersburgh, W. Va., Pomeroy, Ohio.	Williams & Maddy	87.50
	2	6,853	Peun Yan, Hammondsport, N. Y.	Keuka Navigation Company ..	21.00
Pine Bluff, Ark., and Terrene, Miss.	7	29,095	Pine Bluff, Ark., Terrene, Miss.		150.50
	2	6,764	Plattsburgh, N. Y., Burlington, Vt.	Champlain Transportation Company.	24.00
Point Pleasant and Huntington, W. Va.	3	21,100	Point Pleasant, Huntington, W. Va.	William Bay	49.50

in the United States at any time during the year ended June 30, 1885—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.								
4,382	12	1	8 0	4 10	1	1	1	1	1	¹ Service for 2 months only. Connects with Buffalo and Jamestown, Buffalo and Pittsburgh, and Salamanca and Kent R. P. O's.
30,784	2	1	6 1	5 7	4	1	4	1	4	Connects at Johnsonville, Tenn., with Nashville and Hickman R. P. O. No mail apartment. These clerks are also clerks of the steamboats on which they run.
34,112	1	2	Boat's office.		1	1	1	1	1	Connects at Madison, Ark., with Memphis and Little Rock R. P. O., and makes all Memphis, Tenn., connections.
19,606	6	1	6 6	6 0	1	1	1	1	1	Connects at London, Tenn., with Bristol and Chattanooga R. P. O.
136,293	6	4	9 0	6 0	3	1	3	1	3	Connects at Louisville, Ky., with Chicago and Louisville, Cincinnati and Louisville, Cincinnati, North Vernon and Louisville, Cincinnati and Nashville, Louisville and Nashville, Louisville and Paducah, Louisville and Knoxville, Louisville and Bloomfield, Louisville and Mount Vernon, Lexington and Louisville, and Indianapolis and Louisville R. P. O's. Connects at Owensborough, Ky., with Owensborough and Russellville R. P. O. Connects at Evansville, Ind., with Evansville and Paducah, Evansville and Nashville, Evansville and Saint Louis, Jasper and Evansville, Peoria and Evansville, Terre Haute and Evansville, and Washington and Evansville R. P. O's.
34,632	3	2	6 0	6 0	1	1	1	1	1	¹ reserve. Connects all lines centering at Memphis, Tenn.
130,208	3	1	12 0	6 0	4	1	4	1	4	Connects all lines centering at Memphis, Tenn., and Vicksburgh, Miss.
		1	8 8	6 4						
		1	8 7	7 9						
		1	7 4	7 10						
		1	8 6	7 8						
		1	7 2	8 2						
29,640	1	3	(⁷)		4	1	4	1	4	Connects at Monroe, La., with Vicksburgh and Shreveport R. P. O. ² Mails carried in cabin.
34,430	3	1	7 9	6 6	1	1	1	1	1	Connects at Natchez, Miss., with Jackson and Natchez R. P. O.
24,752	2	1	(⁸)		1	1	1	1	1	Connects all lines centering at New Orleans, La. ³ Mails carried in cabin.
62,283	(⁴)	2	6 0	5 0	2	1	2	1	2	Connects all lines centering at New Orleans, La. ⁴ 79 miles, New Orleans to Buras, 6 times a week; 37 miles, Buras to Port Eads, 3 times a week; 12 miles, side supply of Pilot Town, 1 time a week.
41,600	2	1	9 0	6 0	1	1	1	1	1	Connects at Fredericksburgh with Fredericksburgh and Orange Court House, and Washington and Richmond R. P. O's.
47,112	3	1	9 8	3 2	1	1	1	1	1	Connects at Richmond with train 47, Washington and Richmond R. P. O.
32,057	6	⁵ 2	6 3	5 6	1	1	1	1	1	Connects at Paducah, Ky., with Louisville and Paducah, Paducah and Memphis, and Evansville and Paducah R. P. O's. Connects at Cairo, Ill., with Cairo and New Orleans, Cairo and Poplar Bluffs, Cairo and Texarkana, Cairo and West Point, Centralia and Cairo, Saint Louis and Memphis, and Vincennes and Cairo R. P. O's. ⁵ 1 reserve.
54,775	6	1	10 0	5 8	2	1	2	1	2	Connects at Parkersburgh with Grafton and Cincinnati, and Grafton and Parkersburgh R. P. O's.
59,860	6	1								⁶ Service for nine months only, in closed pouches. Connects Canandaigua and Elmira R. P. O.
31,304	2	2	7 0	6 0	2	1	2	1	2	Connects at Pine Bluff, Ark., with Cairo and Texarkana, and Little Rock and Warren R. P. O's; at Terrene, Miss., with Memphis and Vicksburgh, and Jacksonport and Terrene River R. P. O's.
11,268	1	1								⁷ Service for nine months only, in closed pouches. Connects Cambridge Junction and Burlington R. P. O., Essex Junction and Boston R. P. O.
20,986	6	1	8 3	6 0	1	1	1	1	1	Connects at Huntington with Clifton Forge and Huntington R. P. O., and at Point Pleasant with Charleston and Point Pleasant 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.
Portland and Astoria, Oreg....	8	44100	Portland, Astoria, Oreg.....	Oregon Railway and Navigation Company.	98
Portsmouth and Cincinnati, Ohio.	5	21149	Portsmouth, Cincinnati, Ohio (Ohio River).	Cincinnati, Big Sandy and Pomeroy Packet Company.	128.67
Port Townsend and Tacoma, Wash.	8	43099	Tacoma, Port Townsend, Wash.	Oregon Railway and Navigation Company.	89.75
Rome Ga., and Gadsden, Ala..	4	17003	Rome, Ga., Gadsden, Ala.....	.....	155
.....	2	6769	Sag Harbor, N. Y., New London, Conn.	New London and Long Island Steamboat Company.	42
Sehome and Seattle, Wash....	8	43098	Seattle, Sehome, Wash.....	James C. Brittain.....	163
Semiahmos and Port Townsend, Wash.	8	43097	Port Townsend, Semiahmos, Wash.	William T. Monroe.....	130
Ticonderoga and Lake George, N. Y.	2	6766	Ticonderoga, Lake George, N. Y.	Champlain Transportation Company.	40
Vicksburgh and Natchez, Miss.	4	30091	Vicksburgh, Natchez, Miss....	.....	100
Zanesville and Marietta, Ohio	5	21148	Zanesville, McConnellsville, Ohio (Muskingum River).	K. M. Armstrong.....	27.03
		21147	McConnellsville, Marietta, Ohio (Muskingum River).	.....	48.25

the United States at any time during the year ended June 30, 1885.—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.				
61,348	6	2	14 6	6 6	2	1	2	Connects at Kalama, Wash., with the Tacoma and Portland R. P. O., and at Portland, Oreg., with the Portland and Ashland R. P. O., Portland and Corvallis R. P. O., and Wallula and Portland R. P. O.
61,131	6	1 1	8 0 6 3	5 10 5 4	2	1	2	1 clerk makes three round trips per week between Portsmouth and Cincinnati, and 1 clerk makes three round trips per week between Maysville and Cincinnati; also three round trips per week between Portsmouth and Cincinnati by closed pouches. Connects at Portsmouth, Ohio, with Columbus and Ashland, Hamden and Portsmouth, and Portsmouth and Cincinnati R. P. O's. Connects at Maysville, Ky., with Maysville, Paris, and Cincinnati R. P. O. Connects at New Richmond, Ohio, with Cincinnati and New Richmond R. P. O. Connects at Cincinnati, Ohio, with Chicago and Cincinnati, Chicago, Richmond, and Cincinnati, Cincinnati and Chattanooga, Cincinnati, Hamilton, and Indianapolis, Cincinnati and Livingston, Cincinnati and Louisville, Cincinnati and Nashville, Cincinnati 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, Grand Rapids and Cincinnati, Hamersville and Cincinnati, Kent and Cincinnati, Maysville, Paris, and Cincinnati, Parkersburgh and Cincinnati, Pittsburg and Cincinnati, Portsmouth and Cincinnati, Sandusky and Cincinnati, Toledo and Cincinnati, and Delphos and Cincinnati R. P. O's.
56,183	6	2	6 7	6 0	2	1	2	Connects at Tacoma, Wash., with the Tacoma and Portland R. P. O.
32,240	2	1	6 5	6 1	1	1	1	Connects at Rome, Ga., with Rome and Macon, and Cleveland and Selma R. P. O's.
18,623	6							1 Service for 8½ months only. In closed pouches. Connects with Sag Harbor and New York R. P. O.; Greenport and New York R. P. O.; Boston, Providence, and New York R. P. O.; New London and New Haven R. P. O.; Providence and New London R. P. O.
33,904	2	1	6 6	6 0	1	1	1	2 Service for 4½ months only. Connects with Rouse's Point and Albany R. P. O.
27,040	2	1	9 0	4 6	1	1	1	
9,736	6	1	8 10	4 5	1	1	1	Connects at Vicksburgh, Miss., all lines centering at that point. Connects at Natchez, Miss., with Jackson and Natchez R. P. O.
31,300	3	1	8 6	8 6	1	1	1	Zanesville to McConnellsville, twelve times a week, six times with and six times without clerks. Connects at Zanesville, Ohio, with Bellaire and Zanesville, 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, Toledo and Marietta, and Wheeling and Parkersburgh R. P. O's.
47,125	6	3	6 0	5 0	2	1	2	21 reserve.

REPORT OF THE POSTMASTER-GENERAL.

TABLE B^d.—Statement of steamboat mail service with postal clerks in operation during the fiscal year ended June 30, 1885.

RECAPITULATION.

Division.	Number of lines.	Total number of crews.	Total number of clerks.	Miles of route run by clerks.	Annual miles of service performed by clerks.	Number of mail apartments.
First*.....						
Second.....	5	6	6	167.00	79,760	7
Third.....	10	16	16	1,562.50	538,161	14
Fourth.....	13	21	21	2,227.00	521,461	25
Fifth.....	9	17	17	1,112.94	485,801	19
Sixth*.....						
Seventh.....	5	9	9	1,231.00	260,206	13
Eighth.....	4	6	6	480.75	178,475	6
Ninth*.....						
Total.....	46	75	75	6,781.19	2,063,864	84
Totals as per report for year ending June 30, 1884.....	47	82	180	7,049.19	2,121,193	95
Decrease.....	1	7	5	1,168.00	57,329	11

* No service during the year.

† 3 of these are acting clerks not borne on the rolls of the Department.

Total miles of route.....	6,781.19
Total annual miles of service.....	2,063,864
Average annual distance run by each clerk.....	27,518

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and parts of rail

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.
Aberdeen and Ipswich, Dak.	6	28010 (part)	Hastings, Minn., Ipswich, Dak.	Chicago, Milwaukee and St. Paul.	26.33
Aberdeen and Muldon, Miss.	4	18007	Aberdeen, Muldon, Miss.	Mobile and Ohio R. R.	9.50
Alameda and San Francisco, Cal.	8	48026	San Francisco, Alameda, Cal.	Central Pacific R. R.	11.62
Alamosa and Del Norte, Colo.	7	38011	Alamosa, Del Norte, Colo.	Denver and Rio Grande.	31.82
Albany and Brodhead, Wis.	6	25044	Brodhead, Albany, Wis.	Chicago, Milwaukee and St. Paul.	7.60
Albany and Cisco, Tex.	7	*31005 (part)	Albany, Bremond, Tex.	Houston and Tex. Central.	*33.44
Alma and Ithaca, Mich.	9	*24030 (part)	East Saginaw, Ithaca, Mich.	Detroit, Lansing and Northern	7.20
Alma and Plainview, N. C.	3	13017	Alma, Plainview, N. C.	Alma and Little Rock.	12.59
Alta and Bingham Junction, Utah.	8	41006	Bingham Junction, Alta, Utah.	Denver and Rio Grande Rwy.	18.40
Alton Junction (n. o.) and Alton, Ill.	5	23061	Alton Junction (n. o.), Chicago and Alton Junction (n. o.), Ill.	Indianapolis and St. Louis.	4.15
Altoona and Henrietta, Pa.	2	8036	Altoona, Henrietta, Pa.	Penna. Eastern R. R.	28.62
Amesbury and East Salisbury, Mass.	1	3007	East Salisbury, Amesbury, Mass.	Eastern R. R.	4.01
Anderson and Noblesville, Ind.	5	22037	Anderson, Noblesville, Ind.	Anderson, Lebanon and St. Louis.	19.96
Anglesea Junction and Anglesea, N. J.	2	7061	Anglesea Junction, Anglesea, N. J.	West Jersey.	5.52
Anniston and Sycamore, Ala.	4	17029	Anniston, Sycamore, Ala.	Anniston and Atlantic R. R.	45.52
Ansonia and New Haven, Conn.	1	5017	New Haven, Ansonia, Conn.	New Haven and Derby R. R.	13.29
Antonito, Colo., and Española, N. Mex.	7	*38004 (part)	Cucharas, Colo., Española, N. Mex.	Denver and Rio Grande.	*91.00
Artesia and Starkville, Miss.	4	18015	Artesia, Starkville, Miss.	Mobile and Ohio R. R.	11.60
Ashburnham and Ashburnham Depot, Mass.	1	3070	Ashburnham Depot, Ashburnham, Mass.	Ashburnham R. R.	2.89
Ashland and Milford, Mass.	1	3060	Milford, Ashland, Mass.	Hopkinton R. R.	11.93
Atlantic and West Quincy, Mass.	1	3065	Atlantic, West Quincy, Mass.	Old Colony R. R.	3.66
Atoka and Lehigh, Ind. T.	7	32001	Atoka, Lehigh, Ind. T.	Missouri Pacific.	8.05
Atchison Junction, Mo., and Leaveworth, Kans.	7	*27017 (part)	Davenport, Iowa, Leaveworth, Kans.	C., R. I. and Pac.	20.66
Atco Junction and Glassborough, N. J.	2	7035	Atco Junction, Glassborough, N. J.	Williamstown.	16.57
Attica and Covington, Ind.	5	22647	Attica, Covington, Ind.	Wabash, St. Louis and Pacific	14.91
Attica and Yeddo, Ind.	5	22031	Attica, Yeddo, Ind.	Chicago and Great Southern.	(^c)
Atlantic and Griswold, Iowa	6	27054	Atlantic, Griswold, Iowa	Chicago, Rock Island and Pacific.	15.20
Auburn and Hope, R. I.	1	4008	Auburn, Hope, R. I.	New York, Providence and Boston R. R.	10.36
Auburndale Station (n. o.) and Newton Lower Falls, Mass.	1	3027	Auburndale Station (n. o.), Newton Lower Falls, Mass.	Boston and Albany R. R.	2.09

roads over which no railway post-offices run, in operation during the fiscal year ended June 30, 1885.

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.
				Pounds.	Ft. In.	
19, 221	7	8	Apr. 15, 1885	1, 826	.....	Supplied by Aberdeen, Dak., and Millbank and Mitchell, Dak., R. P. O. Connects at Aberdeen with pouch service between Ellendale and Aberdeen, Dak., and with Columbia and Huron, Dak., R. P. O.
5, 947	6	6	July 1, 1884	230	.....	¹ Balance of route covered by Hastings and Cologne, Minn., Minneapolis, Minn., and Millbank, Dak., and Millbank and Mitchell, Dak., R. P. O's. (See Table A*.)
44, 853	27	18	July 1, 1882	286	.....	Connects at Oakland Pier, Cal., with Ogden, Utah, and San Francisco, Cal., R. P. O.
19, 919	6	12	Aug. 16, 1881	333	.....	Connects at Alamosa, Colo., with Pueblo and Silverton R. P. O.
4, 757	6	6	Apr. 15, 1882	97	.....	Supplied by Brodhead, Wis., and by Milton and Mineral Point, Wis., R. P. O.
24, 411	7	14	July 1, 1883	575	.....	² Balance of route (197.60 miles) covered by Bremond and Cisco R. P. O. (See Table A*.) Connects at Cisco, Tex., with Bremond and Cisco and Texarkana and El Paso R. P. O's.
9, 014	12	12	July 1, 1884	527	.....	³ Connects at Alma, Mich., with East Saginaw and Lakeview R. P. O.
7, 881	6	8	July 1, 1884	64	.....	⁴ Balance of route (38.78 miles) covered by East Saginaw and Lakeview R. P. O. (See Table A*.)
11, 518	6	4	July 1, 1882	26	.....	Connects at Alma with Wilmington and Charlotte R. P. O.
5, 196	12	8	July 1, 1884	187	.....	Connects at Bingham Junc. with Denver, Colo., and Ogden, Utah, R. P. O., and is also supplied by Salt Lake City, Utah, post-office.
85, 832	12	32	July 1, 1885	407	.....
10, 041	24	20	July 1, 1885	353	.....	Pouches exchanged with Boston, Bangor and Boston R. P. O., Bangor and Boston R. P. O., short run, and Salisbury.
12, 495	6	10	July 1, 1884	58	.....
6, 911	12	4	July 1, 1885	79	.....
28, 495	6	10	Oct. 1, 1884	74	.....
33, 278	24	41	July 1, 1885	565	.....	Pouches exchanged with Ansonia, Birmingham, Derby, Orange, Tyler City, New Haven and Boston, Springfield and N. Y. R. P. O.
28, 483	3	30	July 1, 1882	852	.....	Connects at Antonito, Colo., with Pueblo and Silverton R. P. O.
14, 523	12	6	July 1, 1884	351	.....	⁵ Balance of route (109.82 miles) covered by Pueblo and Silverton R. P. O. (See Table A*.)
7, 236	24	10	July 1, 1885	123	.....	Pouches exchanged with Ashburnham Depot, Boston and Troy R. P. O., and Essex Junc. and Boston R. P. O.
14, 986	12	16	July 1, 1885	75	.....	Pouches exchanged with Ashland, Boston, Hayden Row, Hopkinton, and Milford.
4, 582	12	8	July 1, 1885	90	.....	Boston exchanges pouches with East Milton and West Quincy.
5, 089	6	4	May 22, 1882	27	.....	Connects at Atoka, Ind T., with Hannibal and Denison City R. P. O.
28, 015	13	24	July 1, 1883	1, 980	.....	⁶ Balance of route (315.40 miles) covered by Davenport and Cameron, and Cameron, Plattsburgh and Atchison R. P. O's. (See Table A*.)
20, 745	12	6	July 1, 1885	87	.....	Trains make all Leavenworth, Kans., connections and connect at Beverly, Mo., with Council Bluffs and Kansas City R. P. O., at Atchison Junction, Mo., with Cameron, Plattsburgh and Atchison R. P. O.
9, 333	6	4	June 2, 1884	30	.....
1, 108	6	.....	.....	.....	.....	⁷ R. P. O. service established on this line together with route 22028 July 30, 1884, and is now the Fair Oaks and Yeddo R. P. O. (See Table A*.)
19, 030	12	16	July 1, 1883	176	.....	⁸ 21.32 miles. Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Griswold, Iowa, with Griswold and Red Oak, Iowa, pouch service.
13, 484	12	20	July 1, 1885	252	.....	Providence exchanges pouches with Howard, Pontiac, Phenix, Fiskeville, and Hope.
3, 925	18	10	July 1, 1885	104	.....	Pouches exchanged with Auburndale, Boston, and Newton Lower Falls, Mass.

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.
Audubon and Atlantic, Iowa..	6	27044	Atlantic, Audubon, Iowa.....	Chicago, Rock Island and Pacific.	25.93
Avoca and Carson, Iowa.....	6	27063	Avoca, Carson, Iowa.....	Chicago, Rock Island and Pacific.	17.80
Balcony Falls and Lexington, Va.	3	11029	Balcony Falls, Lexington, Va...	Branch, Richmond and Alleghany.	20.50
Ballston and Schenectady, N. Y.	12	6025	Schenectady, Ballston, N. Y. . .	Del and Hud. Canal Co.....	15.20
Bangor and Bethlehem, Pa.....	12	8048	Bethlehem, Bangor, Pa.....	Lehigh and Lackawanna.....	32.20
Bardstown Junction and Bardstown, Ky.	5	20006	Bardstown Junction, Bardstown, Ky.	Louisville and Nashville.....	17.93
Barnesville and Thomaston, Ga	4	15019	Barnesville, Thomaston, Ga...	Central R. R. of Ga.....	16.53
Bartos and Pottstown, Pa.....	12	8057	Pottstown, Bartos, Pa.....	Phila and Reading.....	13.28
Barton and Saint Clairsville, Ohio.	5	21097	Saint Clairsville, Barton, Ohio..	St. Clairsville and Northern...	4.35
Baton Rouge Junction (n. o.) and Baton Rouge, La.	4	30013	Baton Rouge Junction (n. o.), Baton Rouge, La.	Baton Rouge Junct. and Port Allen R. R.	8.72
Battle Mountain and Austin, Nev.	8	45003	Battle Mountain, Austin, Nev.	Nevada Central R. R.....	94.10
Bayfield and Ashland Junction, Wis.	6	25028 (part)	Hudson, Bayfield, Wis.....	Chicago, St. Paul, Minn. and Omaha.	21.34
Bayhead Junction and Whiting, N. J.	2	7054	Whiting, Bayhead Junction, N. J.	Phila. and Long Branch.....	28.58
Bay Port and East Saginaw, Mich. ²	9	24054	Bay Port, East Saginaw, Mich	Saginaw, Tuscola and Huron..	46.97
Bear Creek Junction (n. o.) and Morrison, Colo.	7	38022	Bear Creek Junction, Morrison, Colo.	D., S. P. and Pac.....	9.74
Beach Haven and Tuckerton, N. J.	2	7032 (part)	Tuckerton, Beach Haven, N. J.	Tuckerton.....	7.11
Beaumont and Sabine Pass, Tex.	7	31045	Beaumont, Sabine Pass, Tex..	Texas and New Orleans.....	30.30
Bedford and Somerville Station (n. o.), Mass.	1	3019	Somerville Station (n. o.), Bedford, Mass.	Boston and Lowell R. R.....	12.57
Belleville and Lawrenceburgh, Kans.	7	33044	Belleville, Lawrenceburgh, Kans.	J. C. and Ft. K.....	17.44
Benore and Tyrone, Pa.....	2	8113	Tyrone, Benore, Pa.....	Penn'a.....	25.84
Berkeley and West Oakland, Cal.	8	46024	Berkeley, West Oakland, Cal...	Central Pacific R. R.....	5.78
Berlin and Garrett, Pa.....	2	8090	Berlin, Garrett, Pa.....	Balto. and Ohio.....	9.10
Bermuda Hundred and Winterpock, Va.	3	11017	Bermuda Hundred, Winterpock, Va.	Brighthope Rwy.....	28.81
Berrien Springs and Buchanan, Mich.	9	24050	Berrien Springs, Buchanan, Mich.	St. Joseph Valley.....	11.07
Beulah and Elkader, Iowa.....	6	27023	Beulah, Elkader, Iowa.....	Chicago, Milwaukee and St. Paul.	16.99
Birmingham and Coalburgh, Ala.	4	15042 (part)	Atlanta, Ga., Coalburgh, Ala..	Georgia Pacific Rwy.....	10
Birmingham and Pratt Mines, Ala.	4	17023	Birmingham, Pratt Mines, Ala	Pratt Coal & Coke Co.....	6.74
Black Rock and Buffalo, N. Y..	2	6126	Buffalo, Black Rock, N. Y.....	Grand Trunk Rwy of Canada.	4.20
Blackville and Barnwell, S. C..	4	14019	Blackville, Barnwell, S. C.....	South Carolina R. R.....	9.64
Blanchester and Hillsborough, Ohio.	5	21017	Blanchester, Hillsborough, Ohio.	Cincinnati, Washington & Baltimore.	21.00
Blossburgh and Hoytville, Pa..	2	8020	Elmira, N. Y., Hoytville, Pa...	Tioga.....	16
Bolles Junction and Riparia, Wash.	8	43010	Bolles Junction, Riparia, Wash	Oreg. Rwy and Navig. Co.....	31.10
Bonne Terre and Summitville, Mo.	7	28043	Bonne Terre, Summitville, Mo.	St. J. and Des Loge.....	13.20

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.	Remarks.
32,464	12	32	July 1, 1883	<i>Pounds.</i> 273	<i>Ft. In.</i>	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Audubon, Iowa, with Manning and Audubon, Iowa, pouch service, and at Atlantic, Iowa, with Atlantic and Griswold, Iowa, pouch service.
22,285	12	24	July 1, 1883	141	.....	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with Carson and Hastings, Iowa, pouch service, and at Avoca, Iowa, with Harlan and Avoca, Iowa, pouch service.
25,666	12	20	July 1, 1885	251	.....	Connects at Balcony Falls with Richmond, Lynchburgh, and Clifton Forge R. P. O.
19,030	12	8	July 1, 1885	162	.....
40,814	12	20	July 1, 1885	194	.....
22,448	12	20	July 1, 1884	185	.....
20,696	12	8	July 1, 1884	149	.....
8,313	6	6	July 1, 1885	169	.....
924	6	6	.....	.....	.....	Established March 16, 1885.
6,366	7	6	.....	.....	.....
29,359	3	2	July 1, 1882	184	.....	Connects with Ogden, Utah, and San Francisco, Cal., R. P. O. at Battle Mountain, Nev.
13,369	6	4	Apr. 16, 1884	591	.....	Supplied by Ashland, Wis., and Saint Paul, Minn., R. P. O., and by Bayfield, Wis.
35,782	12	12	July 1, 1885	84	.....	¹ Balance of route covered by Ashland, Wis., and Saint Paul, Minn., R. P. O. (See Table A*.)
58,806	12	20	Aug. 1, 1884	137	.....	² Connects at East Saginaw with Ludington and Toledo R. P. O.
13,179	13	4	July 1, 1883	48	.....	Trains make all Denver, Colo., connections.
8,902	12	4	July 1, 1885	292	.....	Service 9 months each year.
9,484	8	4	Aug. 1, 1883	89	.....	Connects at Beaumont, Tex., with Rockland and Beaumont and New Orleans and Houston R. P. O.
15,737	12	24	July 1, 1885	196	.....	Pouches exchanged between Boston and Arlington, Arlington Heights, Bedford, East Lexington, and Lexington, with additional round trip to Lexington.
12,731	7	4	Jan. 1, 1885	151	.....	Connects at Lawrenceburgh, Kans., with Concordia and Junction City R. P. O.
16,175	6	16	July 1, 1885	82	.....
12,067	20	10	July 1, 1882	92	.....	Connects at West Oakland, Cal., with Ogden, Utah, and San Francisco, Cal., R. P. O.; pouches exchanged with San Francisco and Oakland, Cal.
11,398	12	4	July 1, 1885	87	.....
18,085	6	4	July 1, 1885	20	.....	Connects at Chester with Richmond and Wilmington R. P. O.
13,860	12	6	July 1, 1884	147	.....	Connects at Buchanan, Mich., with Detroit and Chicago, and Detroit, Three Rivers and Chicago R. P. O's.
10,636	6	20	July 1, 1883	164	.....	Supplied by initial and terminal offices and by Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.
6,260	6	2	July 1, 1884	426	.....
8,439	12	4	July 1, 1884	46	.....
2,873	6	12	July 1, 1885	180	.....
6,034	6	2	Dec. 11, 1882	18	.....
26,292	12	48	July 1, 1884	456	.....
26,092	12	8	July 1, 1885	588	.....	³ Balance of route (49.95 miles) covered by Elmira and Blossburgh R. P. O. (See Table A*.)
22,763	7	6	May 10, 1883	41	.....	Connects at Bolles Junction, Wash., with Dayton and Wallala R. P. O.
33,053	24	10	July 2, 1883	120	.....	Connects at Summitville, Mo., with Saint Louis and Columbus and Saint Louis and Texarkana R. P. O's.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Boston and Bellingham, Mass.	1	3033	Boston, Bellingham, Mass.	New York & New England R. R.	31.74
Boston and Dedham, Mass.	1	3036	Boston, Dedham, Mass.	Boston & Providence R. R.	10.25
Boston and Waltham, Mass.	1	3072	Boston, Waltham, Mass.	Fitchburg R. R.	10.90
Boulder and Sunset, Colo.	7	38029	Boulder, Sunset, Colo.	G., S. L. and Pac.	13.11
Boulder Creek and Felton, Cal.	8	46045	Felton, Boulder Creek, Cal.	South Pacific Coast R. R.	8.14
Boundary Line (n. o.) and Presque Isle, Me.	1	1	Boundary Line (n. o.), Presque Isle, Me.	New Brunswick Railway	30.04
Bowling Green and Tontogany, Ohio.	5	21070	Tontogany, Bowling Green, Ohio.	Bowling Green	5.94
Bowmansdale and Shippensburg, Pa.	2	8126	Bowmansdale, Shippensburg, Pa.	Harrisburg and Potomac	32.45
Bradford Junction and Salamanca, N. Y.	2	6102	Rochester, Salamanca, N. Y.	Roch. and Pitte	11.83
Braintree Junction (n. o.) and Kingston, Mass.	1	3064	Braintree Junction (n. o.), Kingston Station (n. o.), Mass.	Old Colony R. R.	32.20
Brandon and Markesan, Wis.	6	25055	Brandon, Markesan, Wis.	Chicago, Milwaukee and St. Paul.	11.78
Brandywine and Mechanicsville, Md.	3	10025	Brandywine, Mechanicsville, Md.	Southern Maryland	20.30
Brearyville and Abington Station, Pa.	2	8109	Abington Station, Brearyville, Pa.	Phila. and Reading	9.94
Bridgeport and Exton, Pa.	2	8007	Bridgeport, Exton, Pa.	Phila. and Reading	17.00
Brighton and Boulder, Colo.	7	38002	Brighton, Boulder, Colo.	Brighton and Boulder Valley.	27.00
Bridgton and Bridgton Junction (n. o.), Me.	1	22	Bridgton Junction (n. o.), Bridgton, Me.	Bridgton and Saco River R. R.	16.50
Bristol and Franklin, N. H.	1	1020	Franklin, Bristol, N. H.	Northern R. R.	13.11
Brookfield Junction (n. o.) and Danbury, Conn.	1	5022	Danbury, Brookfield Junction (n. o.), Conn.	Housatonic R. R.	6.25
Bruce and Turtle Lake, Wis.	6	25059	Bruce, Turtle Lake, Wis.	Minn. Sault St. Marie and Atlantic.	45.95
Buffalo and Opelika, Ala.	4	17014	Buffalo, Opelika, Ala.	East Ala. and Cincinnati R. R.	22.19
Burlington and Medford, N. J.	2	7007	Burlington, Medford, N. J.	Penna. (Amboy Division)	14.97
Burson and Lodi, Cal.	8	46043	Lodi, Burson, Cal.	San Joaquin and Sierra Nevada R. R.	22.90
Buxton R. R. Station and Holmesburgh Junction.	2	8161	Holmesburgh Junction, Buxton R. R. Station, Pa.	Penna.	4.04
Butte City and Silver Bow, Mont.	8	41003	Ogden City, Utah, Butte City, Mont.	Utah and Northern Rwy	7.06
Buzzard's Bay and Wood's Holl, Mass.	1	3045	Buzzard's Bay, Wood's Holl, Mass.	Old Colony R. R.	17.83
Cades and Saint Martinsville, La.	4	30012	Cades, Saint Martinsville, La.	Morgan's La. and Tex. R. R.	6.90
Calais and Princeton, Me.	1	17	Calais, Princeton, Me.	St. Croix and Penobscot R. R.	21.27
Calamine and Platteville, Wis.	6	25021	Calamine, Platteville, Wis.	Chicago, Milwaukee and St. Paul.	18.75
Camden and Kingville, S. C.	4	14018	Camden, Kingville, S. C.	South Carolina R. R.	30.28

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.		Remarks.
				Pounds.	Ft. In.	
19, 809	6	74	July 1, 1885	232		Boston exchanges pouches with Brookline, Chestnut Hill, Newton Centre, Newton Highlands, Newton Upper Falls, Highlandville, Needham, Charles River Village, Dover, Millis, Medway, West Medway, Carville, North Bellingham, and Bellingham, with additional round trip to North Bellingham; three round trips to Newton Centre; six round trips to Brookline.
19, 249	18	22	July 1, 1885	449		Boston exchanges pouches with Jamaica Plain, Roslindale, West Roxbury, and Dedham.
20, 470	18	12	July 1, 1885	197		Boston exchanges pouches with Watertown and Waltham.
8, 207	6	16	Dec. 1, 1883	88		Connects at Boulder, Colo., with Fort Collins and Denver R. P. O.
10, 191	12	4	Not weighed.			Established May 22, 1885; commenced service June 10, 1885.
18, 805	6	14	July 1, 1885	170		Connects at Felton with San Francisco and Santa Cruz R. P. O. Vancouver and Bangor R. P. O. exchanges pouches with Fort Fairfield, Caribou, and Presque Isle; East Lyndon exchanges with Caribou and Fort Fairfield; Caribou exchanges with Fort Fairfield.
8, 718	6	8	July 1, 1884	156		
40, 627	12	24	July 1, 1885	178		
1, 665	12	4	July 1, 1885	668		Balance of route, 107.81 miles, covered by Rochester and Punxsutawney R. P. O. (See Table A*.)
40, 314	12	78	July 1, 1885	416		Boston exchanges pouches with East Braintree, Weymouth, East, North, and South Weymouth, Hingham, Nantasket, Cohasset, Scituate, Scituate Centre, North Scituate, Beechwood, Egypt, Greenbush, Sea View, Marshfield, East and Centre Marshfield, Brant Rock, Duxbury, South Duxbury, Island Creek. One additional round trip from Braintree Junction to Hingham.
7, 374	6	12	July 1, 1884	130		Supplied by Brandon, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O.
12, 707	6	22	July 1, 1885	220		Connects at Brandywine with Bowie and Pope's Creek R. P. O.
12, 444	12	12	July 1, 1885	190		
21, 284	12	20	July 1, 1885	58		
20, 214	7	8	July 1, 1882	260		Trains run from Denver, Colo., and make all Denver connections.
20, 658	12	11	July 1, 1885	224		Bridgton exchanges pouches with Portland and Fryeburg, and Portland and Swanton R. P. O.'s, and Suddy Creek, Portland and Swanton R. P. O. exchanges with Sandy Creek.
8, 206	6	21	July 1, 1885	142		Bristol exchanges pouches with Hill, Franklin, Franklin Falls, Concord, Saint Albans, and Boston, and Manchester and Peterborough R. P. O.'s. Hill exchanges with Franklin Falls, Concord, Saint Albans and Boston, and Manchester and Peterborough R. P. O.'s.
15, 650	24	8	July 1, 1885	109		Danbury exchanges pouches with Pittsfield and Bridgeport R. P. O.
23, 765	6	12	Jan. 20, 1885	60		Supplied by Turtle Lake and Cameron, Wis.; connects at Turtle Lake, Wis., with Ashland, Wis., and Saint Paul, Minn., R. P. O. and at Cameron, Wis., with Spooner and Eau Claire, Wis., R. P. O.
13, 890	6	8	July 1, 1884	97		
21, 856	14	10	July 1, 1885	102		
10, 717	7	14	Dec. 1, 1884	391		Established November 15, 1885, to commence November 14, 1885; connects with Sacramento and San Francisco R. P. O. at Lodi.
5, 058	12	8	July 1, 1885	42		
5, 110	7	6	July 1, 1885	2, 233		Balance of route covered by Garrison, Mont., and Ogden, Utah, R. P. O. (See Table A*.) Connects at Silver Bow.
22, 323	12	28	July 1, 1885	514		Boston and Weymouth R. P. O. exchanges pouches with Monument Beach, Pocasset, Cataumet, North Falmouth, West Falmouth, Falmouth, Wood's Holl, and East Falmouth.
4, 310	6	2	Nov. 8, 1882	66		
13, 315	6	8	July 1, 1885	46		Calais exchanges with Baring. Princeton exchanges pouches with Baring, Milltown, and Calais, Me.
23, 475	12	10	July 1, 1883	216		Supplied by initial and terminal offices and by Milton and Mineral Point, Wis., R. P. O. Connects at Platteville, Wis., with Montfort, Wis., and Galena, Ills., R. P. O.
24, 588	6	6	July 1, 1884	163		

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.
Cameron and Kansas City, Mo.	7	27017 (branch)	Cameron, Kansas City, Mo.	C., R. I. and Pac.	54.98
Canada Line (n. o.) and Island Pond, Vt.	1	7 (part)	Portland, Canada Line (n. o.), Vt.	Grand Trunk Railway	15.72
Canada Line and Rouse's Point N. Y.	2	6066	Rouse's Point, Canada Line, N. Y.	Champlain and St. Lawrence	1.20
Canon City and West Cliff, Colo.	7	38010	Canon City, West Cliff, Colo.	Denver and Rio Grande	31.20
Canton Depot (n. o.) and Stoughton, Mass.	1	3037	Canton Depot (n. o.), Stoughton, Mass.	Boston and Providence R. R.	4.16
Cape Vincent and Watertown, N. Y.	2	6035	Watertown, Cape Vincent, N. Y.	Rome, Wat. and Ogd.	25.82
Carbonado and Tacoma, Wash.	8	43005	Tacoma, Carbonado, Wash.	Northr. Pacific R. R.	34.83
Carbon Centre, Mo., and Miami, Kans.	7	28041	Carbon Centre, Mo., Miami, Kans.	K. C., Ft. S. and Gulf.	24.05
Carbondale and Grand Tower, Ill.	6	23039	Carbondale, Grand Tower, Ill.	Grand Tower and Carbondale R. R.	25.39
Carey and Delphos, Ohio.	5	21081	Delphos, Carey, Ohio.	Cleveland, Delphos and St. Louis	56.60
Carey and Findlay, Ohio.	5	21021	Carey, Findlay, Ohio.	Indiana, Bloomington and Western.	16.00
Caro and Saginaw, Mich.	9	24014	Caro, Saginaw, Mich.	Michigan Central.	34.04
Carrollton, N. Y., and Bradford, Pa.	2	8024	Bradford, Pa., Carrollton, N. Y.	N. Y., L. E. and West'n.	11.60
Carroll and Kirkman, Iowa.	6	27071	Carroll, Kirkman, Iowa.	Chicago and Northwestern.	35.01
Carson and Hastings, Iowa.	6	27058	Hastings, Carson, Iowa.	Chicago, Burlington and Quincy.	16.25
Carthage and San Antonio, N. Mex.	7	39009	Carthage, San Antonio, N. Mex.	A., T. and S. F.	7.99
Cassville Junction and Richfield Springs, N. Y.	2	6043	Cassville Junction, Richfield Springs, N. Y.	Del., Lack. and West'n.	22.04
Castleton and Gunnison, Colo.	7	138014 (part)	Nathrop, Gunnison, Colo.	D., S. P. and Pac.	14.04
Castroville and Monterey, Cal.	8	46030	Monterey, Castroville, Cal.	Monterey R. R.	16.37
Catawissa Junction and Mawrglen, Pa.	2	8110	Catawissa Junction, Mawrglen, Pa.	Williamsport and No. Branch	13.31
Cecil and Greenville, Ohio.	5	21075	Cecil, Greenville, Ohio.	Cincinnati, Van Wert and Michigan.	(⁹)
Central City and Aurora, Nebr.	6	34011 (part)	York, Central City, Nebr.	Republican Valley.	419.26

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.
			Month	Day			
74,553	13	34	Not weighed.				Makes all Kansas City, Mo., connections. Also connects at Cameron, Mo., with Quincy and Kansas City; Davenport and Cameron; Cameron, Plattburgh, and Atchison, and Cameron, Saint Joseph, and Atchison R. P. O.'s; at Lathrop, Mo., with Henry and Saint Joseph R. P. O.'s; at Harlem, Mo., with Saint Louis, Moberly, and Kansas City, and Council Bluffs and Kansas City R. P. O. Quincy and Kansas City runs on same track between same points, this being lap service.
19,681	12	13	July	1, 1885	1,963		Island Pond exchanges pouches with Montreal, Montreal and Island Pond R. P. O., Island Pond and Richford, and Newport and Springfield R. P. O.'s, and Norton's Mills.
1,502	12	60	July	1, 1885	2,729		
19,531	6	16	Aug.	16, 1882	341		Connects at Canon City, Colo., with Denver and Ogden R. P. O.
10,416	24	10	July	1, 1885	138		Stoughton exchanges pouches with Boston, and Boston and Providence R. P. O.
32,326	12	28	July	1, 1885	304		
21,804	6	10					Connects at Tacoma, Wash., with Tacoma, Wash., and Portland, Oreg., R. P. O., and with Port Townsend and Tacoma R. P. O. (steamboat line).
17,557	7	18	July	1, 1883	178		Connects at Rich Hill, Mo., with Kansas City and Joplin R. P. O.'s; at Miami, Kans., with Kansas City and Memphis R. P. O.
31,788	12	10	July	1, 1883	189		Supplied by initial and terminal offices. Connects at Carbondale, Ill., with Centralia and Cairo, Ill., R. P. O., and with Marion and Carbondale, Ill., pouch service. Connects at Murphysborough, Ill., with Pinkneyville and Murphysborough, Ill., pouch service.
35,431	6	56	July	1, 1884	294		
20,032	12	8	July	1, 1884	76		
63,927	18	54	July	1, 1884	281		At Vassar, Mich., connects Mackinaw City and Detroit R. P. O.; at East Saginaw, Mich., connects Bay City, Wayne, and Detroit, East Saginaw and Lakeview, Ludington and Toledo, and Manistee and East Saginaw R. P. O.'s; at Saginaw connects Bay City and Jackson R. P. O.
29,046	24	40	July	1, 1885	879		
43,832	12	28	July	1, 1883	170		Supplied by Carroll, Iowa, and Manning, Iowa, and by Cedar Rapids and Council Bluffs, Iowa, R. P. O.'s; connects at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and with Manning and Audubon, Iowa, pouch service; connects at Carroll, Iowa, with Carroll and Mapleton, Iowa, R. P. O.
20,345	12	6	July	1, 1883	127		Supplied by initial and terminal offices; connects at Carson, Iowa, with Avoca and Carson, Iowa, pouch service, and at Hastings, Iowa, with Hastings and Sidney, Iowa, pouch service, and with Burlington and Council Bluffs, Iowa, R. P. O.
5,833	7	6	Nov.	1, 1884	200		Connects at San Antonio, N. Mex., with Albuquerque and El Paso R. P. O.
27,594	12	18	July	1, 1885	509		
8,789	6	4	May	26, 1884	385		¹ Balance of route 38014 covered by Como and Gunnison R. P. O. (See Table A.) Connects at Gunnison, Colo., with Denver and Ogden and Como and Gunnison R. P. O.'s.
24,192	14	4	July	1, 1882	89		Connects at Castroville with San Francisco and Soledad R. P. O.'s; pouches also exchanged with San Francisco, Cal.
16,664	12	20	July	1, 1885	151		
18,901	6						² R. P. O. service established on this line Nov. 12, 1884, afterward extended to Tecumseh (n. o.), and is now the Cecil and Tecumseh R. P. O. (See Table A.)
12,057	6	8	July	1, 1882	564		³ 81.47 miles ⁴ Balance of route covered by Nebraska City and Grand Island, Nebr., R. P. O. (See Table A.) Supplied by initial and terminal offices and by Nebraska City and Grand Island, Nebr., R. P. O. Connects at Central City, Nebr., with Omaha, Nebr., and Ogden, Utah, 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.
Centralia and Columbia, Mo	7	28009	Centralia, Columbia, Mo	W., St. L. and Pac	22 22
Chadbourne and Mount Tabor, N. C.	3	13024	Chadbourne, Mount Tabor, N. C.	Wilmington, Chadbourne and Conwayborough.	13. 33
Chambersburgh, Pa., and Edgemont, Md.	2	10021	Edgemont, Md., Chambersburgh, Pa.	West'n Maryland	21. 90
Chambersburgh and Waynesborough, Pa.	2	8077	Chambersburgh, Waynesborough, Pa.	Mont Alto	23. 43
Chagrin Falls and Solon, Ohio.	5	21079	Solon, Chagrin Falls, Ohio.	Chagrin Falls and Southern	6. 08
Charlotte and Rochester, N. Y.	2	6021	Rochester, Charlotte, N. Y.	N. Y. C. and Hud. River	9. 00
Chatham and Hudson, N. Y.	2	6069	Hudson, Chatham, N. Y.	Boat. and Alb	17. 94
Chehaw (n. o.) and Tuskegee, Ala.	4	17019	Chehaw (n. o.), Tuskegee, Ala.	Tuskegee R. R.	6
Cherryvale and Coffeyville, Kans.	7	33004 (part)	Lawrence, Coffeyville, Kans.	Southern Kansas	16. 07
Cherry Valley and Cobleskill, N. Y.	2	6027	Cobleskill, Cherry Valley, N. Y.	Del. and Hud. Canal Co.	22. 86
Chippewa Falls and Eau Claire, Wis.	6	25026 (part)	Abbotsford, Eau Claire, Wis.	Wisconsin and Minnesota	10. 80
Claremont and Claremont Junction (n. o.), N. H.	1	1009 (part)	Concord, Claremont Junction (n. o.), N. H.	Concord and Claremont R. R.	1. 90
Claremont and Waverly Station, Va.	3	11034	Claremont, Waverly Station, Va.	Atlantic and Danville	18. 51
Clarion Junction and Clarion, Pa.	2	8147	Clarion Junction, Clarion, Pa.	Pitts. and Western	6. 73
Clarke City and Buckingham, Ill.	6	23086	Buckingham, Clarke City, Ill.	Illinois Central	9. 59
Clinax and Bainbridge, Ga.	4	15031 (part)	Thomasville and Bainbridge, Ga.	Sav., Fla. and Western Rwy.	9. 60
Clinton and Lowry City, Mo.	7	28055	Clinton, Lowry City, Mo.	Kansas City and Southern	19. 37
Clinton and Port Hudson, La.	4	30006	Clinton and Port Hudson, La.	Louis., N. O., and Texas R. R.	21. 83
Cloquet and Junction, Minn.	6	26036	Junction, Cloquet, Minn.	St. Paul and Duluth	6. 66
Clove Valley and Clove Branch Junction, N. Y.	2	6114	Clove Branch Junction, Clove Valley, N. Y.	Newburg, Dutchess and Conn.	8. 10
Coburn Junction and Ponca, Nebr.	6	34007	Coburn Junction, Ponca, Nebr.	Chicago, St. Paul, Minn., and Omaha.	16. 37
Cochran and Hawkinsville, Ga.	4	15078	Cochran, Hawkinsville, Ga.	E. T., Va. and Ga. R. R.	10. 39
Coleman and Mount Pleasant, Mich.	9	24943	Coleman, Mount Pleasant, Mich.	Flint and Peic Marquette	15. 04
Colorado Springs Station (n. o.) and Manitou Station (n. o.), Colo.	7	38030	Colorado Springs Station (n. o.), Manitou Station (n. o.), Colo.	Denver and Rio Grande	5. 40
Columbia Junction and Delaware Station, N. J.	2	7050	Delaware Station, Columbia Junction, N. J.	N. Y., Susq. and West'n	3. 16
Columbia and Middletown, Pa.	2	8027 (part)	Lancaster, Middletown, Pa.	Penn'a.	19. 49
Columbus and Artesia, Miss.	4	18014	Columbus, Artesia, Miss.	Mobile and Ohio R. R.	14. 11
Columbus and La Grange, Tex.	7	31014	Columbus, La Grange, Tex.	G., H. and S. A.	31. 61
Colton and Scofield, Utah.	8	41069	Colton, Scofield, Utah	Denver and Rio Grande Rwy.	17. 30
Cooperstown and Cooperstown Junction, N. Y.	2	6086	Cooperstown, Cooperstown Junction, N. Y.	Cooperstown and Susq. Valley	16. 25
Cooperstown and Sanborn, Dak.	6	35018	Sanborn, Cooperstown, Dak.	Sanborn, Cooperstown and Turtle Mtn.	37. 53
Cornwall and Conewago, Pa.	2	8154	Cornwall, Conewago, Pa.	Colebrook Valley	17. 23

parts of railroad 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.		Remarks.
				Pounds.	Ft. In.	
22,441	14	16	July 1, 1883	460	.....	Connects at Centralia, Mo., with Saint Louis, Moberly and Kansas City and Saint Louis, Louisiana and Kansas City R. P. O's.
8,344	6	4	July 1, 1885	24	.....	Connects at Chadbourne with Wilmington and Charleston R. P. O.
27,419	12	6	July 1, 1885	110	.....
29,334	12	10	July 1, 1885	292	.....
7,612	12	10	July 1, 1884	228	.....
22,536	24	37	July 1, 1885	652	.....
23,691	18	6	July 1, 1885	133	.....
8,136	13	4	July 1, 1884	122	.....
10,060	6	10	July 1, 1882	1,189	.....	Connects at Cherryvale, Kans., with Kansas City and Attica, Arcadia and Cherryvale, and Saint Louis and Halstead R. P. O's. Balance of route (125.50 miles) covered by Lawrence and Burlington and Kansas City and Attica R. P. O's. (See Table A*.)
28,620	12	8	July 1, 1885	220	.....
6,761	6	4	Mar. 1, 1883	395	.....	Balance of route covered by Abbotsford, Wis., and Saint Paul, Minn., R. P. O. (See Table A*.) Connects at Eau Claire, Wis., with Saint Paul, Minn., and Elroy, Wis., and Eau Claire, Wis., and Wabasha, Minn., R. P. O's., and at Chippewa Falls, Wis., and Eau Claire, Wis., with Spooner and Eau Claire, Wis., R. P. O.
5,947	30	21	July 1, 1885	452	.....	Claremont exchanges pouches with White River Junction and Springfield, Saint Albans and Boston R. P. O's., and West Claremont. Newport exchanges with Newport and Springfield R. P. O. Concord and Claremont R. P. O. exchanges with White River Junction and Springfield and Boston and Troy R. P. O's. Boston and New York City via Claremont Junction.
11,587	6	6	July 1, 1885	67	.....	Connects at Waverly Station with Norfolk and Petersburg R. P. O.
16,852	24	16	July 1, 1885	185	.....
6,003	6	4	Apr. 2, 1883	11	.....	Supplied by Buckingham, Ill., and by Kankakee and Kankakee Junction, Ill., R. P. O.
7,008	7	4	July 1, 1884	884	.....
12,126	6	20	Jan. 1, 1885	156	.....	Connects at Clinton, Mo., with Hannibal and Denison City R. P. O.
13,665	6	4	.....	.....	.....
4,168	6	2	Jan. 10, 1885	67	.....	Supplied by Junction, Minn. Connects at Junction, Minn., with Duluth and Saint Paul, Minn., R. P. O., and with Duluth and Brainerd, Minn., pouch service.
5,070	6	6	July 1, 1885	44	.....
10,247	6	8	July 1, 1882	113	.....	Supplied by Sioux City, Iowa, and Ponca, Nebr. Connects at Coburn Junction, Nebr., with Sioux City, Iowa, and Omaha, Nebr., and Covington and Norfolk, Nebr., R. P. O's.
13,098	12	8	July 1, 1884	171	.....
18,830	12	8	July 1, 1884	210	.....	Connects at Coleman, Mich., with Ludington and Toledo, and Manistee and East Saginaw R. P. O's.
7,884	14	4	Aug. 15, 1883	219	.....	Connects at Colorado Springs Station (n. o.) with Denver and Ogden, and Denver and Pueblo R. P. O's.
1,978	6	4	July 1, 1885	62	.....
24,401	12	48	July 1, 1885	938	.....	¹ Balance of route (12 15 miles) covered by Lancaster and Frederick R. P. O. (See Table A*.)
8,832	6	4	July 1, 1884	306	.....
19,788	6	8	May 0, 1881	111	.....	Connects at Columbus, Tex., with Houston and Del Rio R. P. O.
10,829	6	2	Aug 10, 1883	28	.....	Connects with Denver, Colo., and Ogden, Utah, R. P. O.
20,325	12	22	July 1, 1885	395	.....
33,494	6	8	Sept. 20, 1883	128	.....	Supplied by initial and terminal offices. Connects at Sanborn Dak., with Saint Paul, Minn., and Bismarck, Dak., R. P. O.
21,572	12	6	July 1, 1885	43	.....

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Cornwell and Mount Sterling, Ky.	5	20022	Mount Sterling, Cornwell, Ky	Kentucky and South Atlantic	18.75
Cortland and Sycamore, Ill	6	23052	Cortland, Sycamore, Ill	Chicago and North Western	5.24
Condersport and Port Allegheny, Pa.	2	8144	Port Allegheny, Condersport, Pa.	Condersport and Port Allegheny	16.68
Covington and Snoddy's Mills, Ind.	5	22640	Covington, Snoddy's Mills, Ind	Chicago and Eastern Illinois	9.49
Cresson and Ebensburg, Pa.	2	8037	Cresson, Ebensburg, Pa.	Penna.	10.99
Crested Butte and Gunnison, Colo.	7	38016	Crested Butte, Gunnison, Colo.	D. and R. G.	28.40
Creston and Fontanelle, Iowa	6	27041	Creston, Fontanelle, Iowa	Chicago, Burlington and Quincy	31.02
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 (part)	Denver, El Moro, Colo.	Denver and Rio Grande	36.90
Cuero and Indianola, Tex.	7	31019	Cuero, Indianola, Tex.	G. W. T. and Pac.	66.74
Cuthbert and Fort Gaines, Ga.	4	15041	Cuthbert, Fort Gaines, Ga.	Southwestern R. R.	23.23
Daguscabonda and Dagus Mines, Pa.	2	8130	Daguscabonda, Dagus Mines, Pa.	Penna. and Erie (Early Branch)	6.01
Decorah and Conover, Iowa	6	27026	Conover, Decorah, Iowa	Chicago, Milwaukee and St. Paul	9.37
DeLand Landing (n. o.) and DeLand, Fla.	4	16020	De Land Landing (n. o.), De Land, Fla.	De Land and St. John's R. R.	5.50
Delano and Mahanoy City, Pa.	2	8158	Penn Haven Junction, Mount Carmel, Pa.	Lehigh Valley	5.24
Delhi and Walton, N. Y.	2	6050	Walton, Delhi, N. Y.	N. Y., Ont., and Westn.	17.82
Del Rio and El Paso, Tex.	7	331039 (part)	San Antonio, El Paso, Tex.	G. H. and S. A.	463.15
Denton and Fort Worth, Tex.	7	331028 (part)	Whitesborough, Taylor, Tex.	Mo. Pacific	36.00
Denver and Logansport, Ind.	9	22027 (part)	Detroit, Mich., Logansport, Ind	Wabash, St. Louis and Pacific	18.33
Derby Line and Newport, Vt.	1	2,010 (part)	White River Junction, Derby Line, Vt.	Connecticut, Passumpsic and Massachusetts Valley R. R.	9.72
Deseret and Frisco, Utah	8	41,001	Ogden City, Frisco, Utah	Utah Central, Rwy.	86.50
Deshler and McComb, Ohio	5	21,050	Deshler, McComb, Ohio	McComb, Deshler and Toledo	10.28
Detroit and Bay City Crossing and Saginaw, Mich.	9	24,649	Detroit and Bay City Crossing, Saginaw, Mich.	Flint and Pere Marquette	3.76
DeWitt and Tobias, Nebr.	6	34,026	DeWitt, Tobias, Nebr.	Nebraska and Colorado	23.74
Dexter and Newport, Me.	1	2	Newport, Dexter, Me.	Maine Central R. R.	14.90
Dickey Station (n. o.) and Dillon, Colo.	7	38,026	Dickey Station, Dillon, Colo.	D., S. P. and Pac.	2.78
Dickson and Centerville, Tenn.	5	16016	Dickson, Centerville	Nashville, Chattanooga and St. Louis	(5)

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.	Pounds.	Fl. In.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
23,475	12	6	July 1, 1884	97				
16,461	30	14	July 1, 1883	273				Supplied by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O., and by Cortland, Ill.
20,883	12	18	July 1, 1885	205				
5,941	6	2	July 1, 1884	37				
13,750	12	8	July 1, 1885	255				
17,778	6	14	Jan. 2, 1882	161				Connects at Gunnison, Colo., with Como and Gunnison, and Denver and Ogden R. P. O.'s.
38,837	12	40	July 1, 1883	306				Supplied by initial and terminal offices, and by Burlington and Council Bluffs, Iowa, R. P. O.; connects at Creston, Iowa, with Creston, Iowa, and Saint Joseph, Mo., R. P. O.
14,908	12	8	July 1, 1885	43				
23,090	6	10	July 1, 1885	2,762				¹ Balance of route 3801 (170 miles) covered by Denver and Ogden, and Pueblo and Silverton R. P. O.'s. (See Table A*.) Connects at Cucharas, Colo., with Pueblo and Silverton R. P. O.
48,720	7	26	July 1, 1882	159				Connects at Victoria, Tex., with Rosenberg and Victoria R. P. O.
14,542	6	4	July 1, 1884	96				
3,762	6	2	July 1, 1885	65				
11,731	12	10	July 1, 1883	484				Supplied by Conover, Iowa, and Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.; connects at Decorah, Iowa, with Decorah and Cedar Rapids, Iowa, R. P. O.
3,443	6	2						
6,560	12	4	July 1, 1885	345				
22,310	12	12	July 1, 1885	236				
358,100	7	80	Feb. 11, 1885	883				² Balance of route 31,030 (171.13 miles) covered by Houston and Del Rio R. P. O. (See Table A*.) Connects at Del Rio with Houston and Del Rio R. P. O.; also makes all El Paso, Tex., connections.
26,280	7	30	Mar. 1, 1885	1,937				³ Balance of route 31028 (198.43 miles) covered by Denison City and San Antonio R. P. O.; connects at Denton, Tex., with Denison City and San Antonio and Denton and Dallas R. P. O.'s.; also makes all Fort Worth, Tex., connections.
11,475	6	12	July 1, 1884	530				Balance of route 167.70 covered by Detroit and Peru R. P. O. (See Table A*.) At Denver, Ind., connects the Detroit and Peru and Michigan City and Indianapolis R. P. O.'s. At Logansport connects the Chicago, Richmond and Cincinnati, Logansport and Keokuk, South Bend and Terra Haute, and Toledo and LaFayette R. P. O.'s.
6,084	6	30	July 1, 1885	3,128				Newport and Springfield R. P. O. exchanges pouches with Derby Line, North Derby, Beebe Plain, Montreal, Quebec, Stanstead, and Stanstead and Sherbrook R. P. O. Newport exchanges with North Derby, Derby Line, and Beebe Plain. Richford and Concord R. P. O. exchanges with Derby Line, Beebe Plain, Sherbrook, Stanstead, and Quebec. Boston supplies Quebec via Richford and Concord R. P. O., east.
63,145	7	4	July 1, 1882	861				Balance of route covered by Ogden and Salt Lake R. P. O. and Salt Lake and Deseret R. P. O. (See Table A*.)
12,871	12	6	July 1, 1884	47				
7,452	10	41	July 1, 1884	286				At Detroit and Bay City Crossing connects Bay City, Wayne and Detroit, and Ludington and Toledo R. P. O.'s. At Saginaw connects Bay City and Jackson, and East Saginaw and Lakeview R. P. O.'s.
14,861	6	10	June 10, 1884	117				Supplied by initial and terminal offices. Connects at DeWitt, Neb., with Crete and Red Cloud, Neb., R. P. O.
18,654	12	18	July 1, 1885	318				Dexter exchanges pouches with Corinna, Newport; exchanges with Corinna, Bangor and Boston R. P. O. exchanges with Corinna, Dexter, Cambridge, and Dover.
2,029	7	4	Feb. 1, 1883	209				Connects at Dickey Station, Colo., with Denver and Leadville, R. P. O.
7,880	6		Mar. 17, 1884	159				⁴ R. P. O. service established on this line Nov. 10, 1881. It is now the Dickson and Centreville R. P. O. (See Table A*.) ⁵ 34.59 miles.

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.
Danville, Mocksville, and Southwest Junction, Va., and Leaksville, N. C.	3	13022	Danville, Mocksville, and Southwest Junction, Va., Leaksville, N. C.	Danville, Mocksville and Southwestern.	7.97
Dover and Chester, N. J.	2	7014	Dover, Chester, N. J.	Del. Lack. and West'n (M. E. Div.)	13.94
Dover and Portsmouth, N. H.	1	1016	Portsmouth, Dover, N. H.	Eastern R. R.	11.32
Downs and Alton, Kans.	7	33029	Downs, Alton, Kans.	Cent. Branch U. P.	24.08
Downingtoun and New Holland, Pa.	2	8047	Downingtoun, New Holland, Pa.	Penn'a	27.09
Doylestown and Lansdale, Pa.	2	8075	Lansdale, Doylestown, Pa.	Phila. and Reading	10.87
Dudley and Saxton, Pa.	2	8138	Saxton, Dudley, Pa.	Hunt. and Broad Top	6.18
Duluth and Brainerd, Minn.	6	26011	Duluth, Brainerd, Minn.	Northern Pacific	114.67
Duluth, Minn., and Superior Junction, Wis.	6	25051	Superior Junction, Wis., Duluth, Minn.	Chicago, St. Paul, Minn., and Omaha.	69.94
Duncansville and Newry, Pa.	2	8140	Duncansville, Newry, Pa.	Penn'a	3.18
Eagle and Elkhorn, Wis.	6	25041	Elkhorn, Eagle, Wis.	Chicago, Milwaukee and St. Paul.	17.56
Eagle Bend and Sauk Centre, Minn.	6	26047	Sauk Centre, Eagle Bend, Minn.	St. Paul, Minneapolis and Manitoba.	37.34
East Berlin and Junction, Pa.	2	8033	Junction, East Berlin, Pa.	Hanover Junction, Hanover and Gettys.	7.86
Easton and Oxford, Md.	2	9503	Easton, Oxford, Md.	P. W. and B. (Del. and Ches. Div.)	10.42
East Saugus and Boston, Mass.	1	3002	Boston, East Saugus, Mass.	Eastern R. R.	10.77
Ebervale and Lumber Yard, Pa.	2	8134	Lumber Yard, Ebervale, Pa.	Lehigh Valley	6.23
Echo and Belton, Tex.	7	31041	Echo, Belton, Tex.	Mo. Pac.	7.17
Echo and Park City, Utah.	8	41008	Echo, Park City, Utah.	Echo and Park City R. R.	23.45
Eckley and Tunnel, Pa.	2	8135	Tunnel, Eckley, Pa.	Lehigh Valley	2.24
Elgan and Sioux Falls, Dak.	6	3007	Flaudreau, Sioux Falls, Dak.	Chicago, Milwaukee and St. Paul.	34.77
Elkton and Wausau, Wis.	6	25040	Manitowoc, Wausau, Wis.	Milwaukee, Lake Shore and Western.	23.01
Elizabethtown and Cecilian, Ky.	5	20010	Elizabethtown, Cecilian, Ky.	Cheapeake, Ohio and Southwestern.	6.37
Elkton and Guthrie, Ky.	5	20001	Elkton, Guthrie, Ky.	Louisville and Nashville	11.95
Ellendale and Aberdeen, Dak.	6	35012	Ellendale, Ashton, Dak.	Chicago, Milwaukee and St. Paul.	37.40
Ellenville and Summitville, N. Y.	2	6113	Summitville, Ellenville, N. Y.	N. Y., Ont. and West'n	8.55
Elmer and Salem, N. J.	2	7021	Elmer, Salem, N. J.	West Jersey	17.01
Elmira Junction and Riverside, Iowa.	6	27048	Elmira Junction, Riverside, Iowa.	Burlington, Cedar Rapids and Northern.	23.37
El Paso, Tex., and Deming, N. Mex.	7	39005	El Paso, Tex., Deming, N. Mex.	C. P. Leasce's S. P.	88.72
Emmitsburgh and Rocky Ridge, Md.	3	10010	Emmitsburgh, Rocky Ridge, Md.	Emmitsburgh	7.26

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.
				Pounds	Ft. In.	
4,989	6	6	Apr. 16, 1884	39		Connects at Danville, Mocksville, and Southwest Junction with Danville and Stuart R. P. O.
26,179	18	6	July 1, 1885	165		
17,715	12	9	July 1, 1885	135		Dover exchanges pouches with Dover Point, Portsmouth, Boston, and Bangor and Boston R. P. O. One additional trip moving north every day.
17,578	7	14	July 1, 1882	221		Connects at Downs, Kans., with Atchison and Lenora R. P. O.
24,666	12	20	July 1, 1885	303		
20,413	18	9	July 1, 1885	564		
3,868	6	4	July 1, 1885	96		
83,709	7	28				Supplied by initial and terminal offices, and by St. Paul, Minn., and Bismarck, Dak., R. P. O. Connects at Duluth, Minn., with Duluth and St. Paul, Minn., R. P. O., and with Duluth, Minn., and Superior Junction, Wis., pouch service.
43,782	6	20	July 1, 1883	55		Supplied by Duluth, Minn., and Ashland, Wis., and St. Paul, Minn., R. P. O.
3,981	12	4	July 1, 1885	124		
10,992	6	16	July 1, 1883	42		Supplied by initial and terminal offices. Connects at Eagle, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O., and at Elkhorn, Wis., with Racine, Wis., and Rock Island, Ill., R. P. O.
26,875	6	36	July 1, 1884	103		Supplied by initial and terminal offices. Connects at Sank Centre, Minn., with Boundary Line and St. Paul, Minn., and with Little Falls and Morris, Minn., R. P. O's.
4,607	6	4	July 1, 1885	76		
6,423	6	2	July 1, 1885	497		¹ Balance of route (44.08 miles) covered by Clayton and Easton R. P. O. (See Table A*.)
13,484	12	28	July 1, 1885	199		Boston exchanges pouches with Faulkner, Maplewood, Linden, Cliftondale, Saugus and East Saugus, with additional round trips to Maplewood.
7,790	12	6	July 1, 1885	169		
5,234	7	4	Dec. 11, 1882	129		Connects at Echo, Tex., with Denison City and San Antonio R. P. O., and at Belton, Tex., with Temp's and Lampasas R. P. O.
41,537	14	16	May 2, 1881	227		Connects at Echo with Omaha, Nebr., and Ogden, Utah, R. P. O. Pouches exchanged with Ogden and Salt Lake City, Utah.
1,402	6	2	July 1, 1885	37		
21,766	6	16	Mar. 1, 1882	948		² Balance of route covered by La Crosse, Wis., and Woonsocket, Dak., R. P. O. (See Table A*.)
						Supplied by Sioux Falls, Dak., and by La Crosse, Wis., and Woonsocket, Dak., R. P. O.; connects at Sioux Falls, Dak., with Saint Paul, Minn., and Sioux Falls, Dak.; Sioux Falls, Dak., and Sioux City, Iowa, R. P. O's, and with Sioux Falls and Salem, Dak., pouch service.
26,806	12	18	July 1, 1883	687		³ Balance of route covered by Summit Lake and Milwaukee, Wis., R. P. O. (See Table A*.)
						Supplied by initial and terminal offices, and by Summit Lake and Milwaukee, Wis., R. P. O.; connects at Wausau, Wis., with Merrill and Tomah, Wis., R. P. O.
7,905	12	8	July 1, 1884	68		
2,533	6	4	Mar. 16, 1885	98		⁴ Established March 16, 1885.
27,302	7	12	July 1, 1883	174		⁵ Balance of route covered by Millbank and Mitchell, Dak., R. P. O.; supplied by initial and terminal offices; connects at Aberdeen, Dak., with Columbia and Huron, Dak., and Millbank and Mitchell, Dak., R. P. O's, and with Aberdeen and Ipswich, Dak., pouch service.
10,705	12	4	July 1, 1885	245		
21,296	12	14	July 1, 1885	213		
14,629	6	8	July 1, 1883	35		Connects at Elmira Junction, Iowa, with Clinton and Elmira, Iowa, R. P. O., and at Riverside, Iowa, with Muscatine and Montezuma, Iowa, R. P. O. Connects at Iowa City, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O.
64,766	7	22	Aug. 15, 1881	85		Makes all El Paso, Tex., connections, and connects at Deming, N. Mex., with Rincon and Deming and Deming and San Francisco R. P. O's, and with Silver City and Deming R. R.
9,089	12	22	July 1, 1885	203		Connects at Rocky Ridge with Baltimore and Williamsport and Baltimore and Bristol R. P. O's.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Emory and Jefferson, Ga.	4	15045	Emory, Jefferson, Ga.	Gainesville, Jefferson and So. R. R.	13.51
Essex and Wenham.	1	3008	Wenham, Essex, Mass.	Eastern R. R.	5.41
Enfaula and Clayton, Ala.	4	17021	Enfaula, Clayton, Ala.	Vicksburgh and Brunswick R. R.	21.53
Eureka and Hydesville, Cal.	8	46044	Eureka, Hydesville, Cal.	Eureka and Eel River R. R.	28.45
Ewensville and Vincentown, N. J.	2	7064	Ewensville, Vincentown, N. J.	Penna. (Amboy Division)....	3.05
Fair Oaks and Attica, Ind.	5	22028	Fair Oaks, Attica, Ind.	Chicago and Great Southern ..	(*)
Fall Creek, Ill., and Hannibal, Mo.	6	23041 (part)	Quincy, Ill., Hannibal, Mo.	Chicago, Burlington and Quincy.	36.29
Farmington and Phillips, Me.	1	20	Farmington, Phillips, Me.	Sandy River R. R.	18.25
Fergus Falls, Minn., and Milnor, Dak.	6	26042 (part)	Wadena, Minn., Milnor, Dak.	Northern Pacific.....	468.91
Flemington and Lambertville, N. J.	2	7069	Lambertville, Flemington, N. J.	Penna.	12.52
Flomaton and Repton, Ala.	4	17026	Flomaton, Repton, Ala.	Louisville and Nashville R. R.	29.87
Florence, Wis., and Crystal Falls, Mich.	6	24032 (part)	Powers, Crystal Falls, Mich.	Chicago and North Western ..	16.21
Florence and Tusculumbia, Ala.	4	17025	Florence, Tusculumbia, Ala.	Memphis and Charleston R. R.	6.29
Flourtown and Conshohocken, Pa.	2	8074	Conshohocken, Flourtown, Pa.	Philadelphia and Reading ..	7.28
Fond du Lac and Iron Ridge, Wis.	6	25035	Fond du Lac, Iron Ridge Junction, Wis.	Chicago, Milwaukee and St. Paul.	28.83
Forks Creek and Central City, Colo.	7	38021	Forks Creek, Central City, Colo.	Colorado Central	11.29
Fostoria and Flint, Mich.	9	24047	Fostoria, Flint, Mich.	Flint and Pere Marquette....	24.46
Fort Dodge and Tara, Iowa.	6	27031 (part)	Des Moines, Fort Dodge, Iowa.	Des Moines and Fort Dodge ..	96.13
Fort Valley and Perry, Ga.	4	15017	Fort Valley, Perry, Ga.	Southwestern R. R.	12.86
Frackville and Pottsville, Pa.	2	8059	Pottsville, Frackville, Pa.	Phila. and Reading	11.62
Franklin and Bellingham, Mass.	1	3075	Bellingham, Franklin, Mass.	Milford, Franklin and Providence R. R.	5.37
Franklin Furnace and Branchville Junction, N. J.	2	7025 (part)	Waterloo, Franklin Furnace, N. J.	Sussex	79.96
Franklin, Mass., and Valley Falls, R. I.	1	2006	Franklin, Mass., Valley Falls, R. I.	New York and New England R. R.	14.40
Frederick and Araby, Md.	3	10004	Araby, Frederick, Md.	Baltimore and Ohio	3.11
Freeland and Jeddo, Pa.	2	8058	Jeddo, Freeland, Pa.	Lehigh Valley	3.24
Fulton and Guerneville, Cal.	8	46027	Fulton, Guerneville, Cal.	San Fran. and No. Pacific R. R.	16.09
Gadsden and Atalla, Ala.	4	17020	Gadsden, Atalla, Ala.	East Ala. and Cincinnati R. R.	5.90

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.
				Pounds.	Pt. In.		
8,457	6	4	July 1, 1884	48	.....	
6,773	12	4	July 1, 1885	80	.....	Essex exchanges pouches with Bangor and Boston R. P. O., and Bangor and Boston R. P. O., short run.
13,477	0	4			.....	
35,619	12	12	Not weighed.		.....	Established March 27, 1885; commenced service April 20, 1885.
3,818	12	4	July 1, 1885	57	.....	
3,042	0	....	Mar. 17, 1884	70	.....	¹ R. P. O. established on this line, together with route 22031, July 30, 1884. It is now the Fair Oaks and Yeddo R. P. O. (See Table A*.) 756.34 miles.
3,937	6	12	July 1, 1883	867	.....	² Balance of route covered by Quincy, Ill., and Louisiana, Mo., R. P. O. (See Table A*.) Connects at Fall Creek, Ill., with Quincy, Ill., and Louisiana, Mo., R. P. O., and at Hannibal, Mo., with Bluffs, Ill., and Hannibal, Mo.; Hannibal and Gilmore, Mo.; Hannibal, Mo., and Fort Scott, Kans.; and with Burlington, Iowa, and Saint Louis, Mo., R. P. O's.; and with Hannibal and Palmyra, Mo., pouch service.
22,849	12	28	July 1, 1885	179	.....	Farmington and LeWiston exchange pouches with Fairbanks, Strong, and Phillips; Phillips exchanges with Strong, Fairbanks, and Farmington; Fairbanks exchanges with Strong.
41,885	6	10	Apr. 15, 1885	166	.....	⁴ Balance of route covered by Wadena and Fergus Falls, Minn., R. P. O. (See Table A*.) Supplied by initial and terminal offices, and by Wadena and Fergus Falls, Minn., R. P. O. Connects at Fergus Falls, Minn., with Boundary Line and Saint Paul, Minn., R. P. O., and with Pelican Rapids and Fergus Falls, Minn., pouch service; at Breckenridge, Minn., with Neche, Dak., and Breckenridge, Minn., and Fargo, Dak., Breckenridge and Saint Paul, Minn., R. P. O's.; and at Wahpeton, Dak., with L'Gimore, Dak., and Breckenridge, Minn., R. P. O.
19,594	15	16	July 1, 1885	179	.....	
18,698	6	2	July 1, 1884	12	.....	
21,981	13	14	July 1, 1884	386	.....	³ Balance of route covered by Powers, Mich., and Florence, Wis., R. P. O. (See Table A*.) Supplied by Florence, Wis. Connects at Florence, Wis., with Powers, Mich., and Florence, Wis., R. P. O., and at Iron River Junction, Mich., with Iron River Junction and Iron River, Mich., pouch service.
3,937	6	6	July 1, 1884	165	.....	
4,544	6	2	July 1, 1885	40	.....	
36,095	12	24	July 1, 1883	147	.....	Supplied by Fond du Lac, Wis., and Oshkosh and Milwaukee, Wis., R. P. O. Connects at Fond du Lac, Wis., with Fond du Lac and Milwaukee, Wis.; Fort Howard, Wis., and Chicago, Ill., and Sheboygan and Princeton, Wis., R. P. O's.
15,310	13	12	July 1, 1882	321	.....	Connects at Forks Creek Colo., with Denver and Georgetown, R. P. O.
15,312	6	12	July 1, 1884	84	.....	At Otter Lake connects Bay City and Detroit R. P. O. At Flint connects Bay City, Wayne, and Detroit, Fort Gratiot and Chicago, and Ludington and Toledo R. P. O's.
3,837	6	....	July 1, 1883	758	.....	⁶ Balance of route covered by Ruthven and Des Moines, Iowa, R. P. O. (See Table A*.) Connects at Fort Dodge, Iowa, with Minneapolis, Minn., and Angus, Iowa, and with Dubuque and Sioux City, Iowa, R. P. O's.
8,050	6	6	July 1, 1884	95	.....	
14,548	12	10	July 1, 1885	197	.....	
20,169	36	14	July 1, 1885	125	.....	Milford exchanges pouches with Providence, Boston, and Boston and Hopewell Junction R. P. O.
12,479	12	16	July 1, 1885	336	.....	⁷ Balance of route, 14.80 miles, covered by Franklin Furnace and Waterloo R. P. O. (See Table A*.)
18,028	12	24	July 1, 1885	143	.....	Franklin exchanges pouch with Providence; Boston exchanges with West Wrentham, Sheldonville, and Diamond Hill; Providence exchanges with Abbott Run, Arnold's Mills, Diamond Hill, Sheldonville, and West Wrentham.
5,189	16	13	July 1, 1885	583	.....	Connects at Araby with Baltimore and Harper's Ferry R. P. O.
2,028	6	4	July 1, 1885	161	.....	
11,745	7	4	July 1, 1882	63	.....	Connects at Fulton with Cloverdale and San Francisco R. P. O.
3,693	6	2	July 1, 1884	171	.....	

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.
Gainesville, Ala., and Narkeeta, Miss.	4	17011	Gainesville, Ala., Narkeeta, Miss.	Tramroad Transfer Co.	22.09
Galesville and Trempeleau, Wis.	6	25054	Trempeleau, Galesville, Wis.	Chicago and Northwestern. . .	8.23
Garner and Daws, Iowa	6	27057	Daws, Garner, Iowa	Burlington, Cedar Rapids and Northern.	33.09
Garo and London, Colo.	7	38024	Garo, London, Colo.	D., S. P. and Pac.	15.75
Geneva and Aurora, Ill.	6	23056	Geneva, Aurora, Ill.	Chicago and Northwestern. . .	10.62
Genoa and Cedar Rapids, Nebr.	6	34025	Genoa, Cedar Rapids, Nebr.	Omaha, Niobrara and Black Hills.	30.81
Georgetown and Haverhill, Mass.	1	3013	Georgetown, Haverhill, Mass.	Boston and Maine R. R.	776
Georgetown and Round Rock, Tex.	7	31026	Georgetown, Round Rock, Tex.	I. and G. N.	10.22
Georgetown and Silver Plume, Colo.	7	238020 (part)	Golden, Silver Plume, Colo.	Colo. Central.	14.53
Gilbertville and Canton, Me.	1	19	Mechanic Falls, Gilbertville, Me.	Rumford Falls and Buckfield R. R.	1.63
Gilroy and Tres Pinos, Cal.	8	46034	Gilroy, Tres Pinos, Cal.	Southern Pacific R. R.	20.26
Glade Spring and Saltville, Va.	3	11014	Glade Spring, Saltville, Va.	Norfolk and Western.	10.03
Glasgow Junction and Glasgow, Ky.	5	20011	Glasgow Junction, Glasgow, Ky.	Louisville and Nashville.	11
Glen Ellen and San Francisco, Cal.	8	46039	San Francisco, Glen Ellen, Cal.	Sonoma Valley R. R.	46.35
Glen Carbon and Schuylkill Haven, Pa.	2	8061	Schuylkill Haven, Glen Carbon, Pa.	Phila. and Reading.	14.26
Goshen and Pine Island, N. Y.	2	6010	Goshen, Pine Island, N. Y.	N. Y., L. E. and W.	12.09
Grafton and Philippi, W. Va.	3	12012	Grafton, Philippi, W. Va.	Grafton and Greonbri.	24
Grafton and Woodland, Cal.	8	46007	Grafton, Woodland, Cal.	California Pacific R. R.	9.84
Grantsburgh, Wis., and Rush City, Minn.	6	26051	Rush City, Minn., Grantsburgh, Wis.	St. Paul and Duluth.	17.34
Grosse Isle and Slocum Junction, Mich.	9	24011	Grosse Isle, Slocum Junction, Mich.	Michigan Central.	2.26
Gratiot and Shullsburgh, Wis.	6	25004 (part)	Milton Junction, Shullsburgh, Wis.	Chicago, Milwaukee and St. Paul.	11.50
Gratiot, Wis., and Warren, Ill.	6	25020 (part)	Warren, Ill., Mineral Point, Wis.	Chicago, Milwaukee and St. Paul.	7.15
Great Falls and Rollinsford (n. o.), N. H.	1	1021	Rollinsford, Great Falls, N. H.	Boston and Maine R. R.	2.50
Greeley and Stout, Colo.	7	38027	Greeley, Stout, Colo.	G., St. L. and Pac.	39.05
Greenville and Kampsville, Ill.	6	23060	Greenfield, Kampsville, Ill.	Litchfield, Carrollton and Western.	22.90
Greensburgh and Columbus, Ind.	5	22049	Greensburgh, Columbus, Ind.	Columbus, Hope and Greensburgh.	26.90

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.		Remarks.
				Pounds.	Ft. In.	
13,728	6	4	July 1, 1884	121		
10,303	12	16	Apr. 23, 1883	116		Supplied by Trempealeau, Wis., and by Chicago, Ill., and Winona, Minn., R. P. O.
20,714	6	10	Mar. 18, 1885	87		Supplied by Garner and Daws, Iowa. Connects at Daws, Iowa, with Cedar Rapids, Iowa, and Pipe Stone, Minn., R. P. O.; at Garner, Iowa, with Calmar, Iowa, and Chamberlain, Dak., R. P. O.
11,498	7	10	Dec. 15, 1882	159		Connects at Garo, Colo., with Como and Gunnison R. P. O.
33,240	30	36	Nov. 15, 1883	251		Supplied by initial and terminal offices. Connects at Geneva, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O., and at Aurora, Ill., with Chicago, Ill., and Burlington, Iowa; Chicago, Foreston, Ill., and Dubuque, Iowa; Foreston and Aurora, Ill.; Chicago and Streator, Ill.; and Chicago and Quincy, Ill., R. P. O's.
19,287	6	16	Mar. 2, 1885	140		Supplied by initial and terminal offices, and by Columbus and Albion, Nebr., R. P. O.
4,857	6	4	July 1, 1885	65		Haverhill exchanges with Georgetown and South Groveland.
14,921	14	6	July 1, 1882	3,650		Connects at Round Rock, Tex., with Palestine and Laredo and Denison City and San Antonio R. P. O's.
6,143	13	6	July 1, 1885	902		¹ Balance of route 35020 (35 miles) covered by Denver and Georgetown R. P. O. Connects at Georgetown, Colo., with Denver and Georgetown R. P. O.
1,020	6	12	July 1, 1885	388		Canton and Mechanic Falls R. P. O. exchanges pouches with Gilbertville, Peru, East Peru, West Peru, Dixfield, and Mexico.
27,391	13	6	July 1, 1882	84		Connects at Gilroy with the San Francisco and Soledad R. P. O. Pouches exchanged with San Francisco, Cal.
6,278	6	2	July 1, 1885	64		Connects at Glade Spring with Lynchburgh and Bristol R. P. O.
8,030	7	4	July 1, 1884	349		
33,835	7	4	Mar. 15, 1883	70		
17,854	12	20	July 1, 1885	123		
15,136	12	14	July 1, 1885	101		
15,024	6	6	July 1, 1885	138		Connects at Grafton with trains 2 and 11, Baltimore and Grafton R. P. O.
7,183	7	6	Mar. 17, 1884	133		Connects with Delta and Sacramento R. P. O. at Woodland. Pouches exchanged with Sacramento and San Francisco, Cal.
10,854	6	4	Feb. 1, 1884	62		Supplied by Rush City, Minn. Connects at Rush City, Minn., with Duluth and Saint Paul, Minn., R. P. O.
1,477	6	6	July 1, 1884	27		At Slocum Junction, Mich., connects with Detroit and Toledo R. P. O. day line.
14,398	12	8	July 1, 1883	1,043		² Balance of route covered by Milton and Mineral Point, Wis., R. P. O. (See Table A ¹ .) Connects at Gratiot, Wis., with Milton and Mineral Point, Wis., R. P. O., and with Gratiot, Wis., and Warren, Ill. pouch service.
8,952	12	28	July 1, 1883	1,057		Balance of route covered by Milton and Mineral Point, Wis., R. P. O. (See Table A ² .) Connects at Warren, Ill., with Chicago, Ill., and Dubuque, Iowa, R. P. O., and at Gratiot, Wis., with Milton and Mineral Point, Wis., R. P. O., and Gratiot and Shullsburg, Wis., pouch service.
6,260	24	20	July 1, 1885	247		Portland and Boston R. P. O. exchanges pouches with Berwick, Great Falls, and North Conway and Portsmouth R. P. O. Dover exchanges with Great Falls.
33,469	(³)	14	Feb. 1, 1883	102		³ Trains 12 times a week between Greeley and Fort Collins, Colo., (24 miles), and 6 times a week between Fort Collins and Stout, Colo. Connects at Greeley, Colo., with Cheyenne and Denver R. P. O., and at Fort Collins, Colo., with Fort Collins and Denver R. P. O.
14,335	6	8	May 1, 1884	38		Supplied by Greenfield and Carroll on Ill. Connects at Greenfield, Ill., with Rock Island, Ill., and Saint Louis, Mo., R. P. O., and at Carrollton, Ill., with Saint Louis, Louisiana, and Kansas City, Mo., R. P. O.
26,740	⁴ 0	20	Jan. 15, 1884	111		⁴ Established July 15, 1884. ⁵ 6 round trips over whole line and 6 between Hope and Columbus, distance 11.30 miles.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Green Spring and Romney, W. Va.	3	12014	Green Spring, Romney, W. Va.	Baltimore and Ohio	16.00
Greenville and Arcola, Miss.	4	18011	Greenville, Arcola, Miss.	Georgia Pacific Rwy.	21.90
Greenwich and Johnsonville, N. Y.	2	6082	Johnsonville, Greenwich, N. Y.	Greenwich and Johnsonville	14.99
Grinnell and Montezuma, Iowa.	6	27,032	Grinnell, Montezuma, Iowa	Central Iowa	17.49
Griswold and Red Oak, Iowa	6	27,055	Red Oak, Griswold, Iowa	Chicago, Burlington and Quincy.	18.88
Groveton and Lancaster, N. H.	1	1006 (part)	Groveton, N. H., Wells River, Vt.	Boston, Concord and Montreal R. R.	10.68
Guide and Waxahachie, Tex.	7	31,021	Guide, Waxahachie, Tex.	C., T. and N. W.	12.08
Guthrie Centre and Menlo, Iowa.	6	27,030	Menlo, Guthrie Centre, Iowa	Chicago, Rock Island and Pacific.	15.05
Hagerstown and Cambridge City, Ind.	5	121031 (part)	Harrison, Ohio, Hagerstown, Ind.	White Water	6.75
Halifax and Scotland Neck, N. C.	3	13019	Halifax, Scotland Neck, N. C.	Wilmington and Weldon	21
Halstead and Moorhead, Minn.	6	28052	Moorhead, Halstead, Minn.	St. Paul, Minneapolis and Manitoba.	34.31
Hammondsport and Bath, N. Y.	2	6096	Bath, Hammondsport, N. Y.	Bath, Hammondsport	9.40
Hampton and Belmont, Iowa	6	27078	Hampton, Belmont, Iowa	Central Iowa	22.82
Hannibal and Palmyra, Mo.	7	28050	Hannibal, Palmyra, Mo.	H. and St. J.	15.93
Hanover Junction and Valley Junction, Pa.	2	8102 (part)	Hanover Junction, Gettysburg, Pa.	Han. Junc., Han. and Gettys.	26.16
Harbor and Ashtabula, Ohio.	5	21098	Ashtabula, Harbor, Ohio	Ashtabula Street Railway Co.	4
Harbor Springs and Petoskey, Mich.	9	24056	Harbor Springs, Petoskey, Mich.	Grand Rapids and Indians	8.35
Harlan and Avoca, Iowa	6	27045	Avoca, Harlan, Iowa	Chicago, Rock Island and Pacific.	14.21
Harrodsburgh Junction and Harrodsburgh, Ky.	5	20021	Harrodsburgh, Harrodsburgh Junction, Ky.	South Western of Kentucky.	5.44
Hartington and Wakefield, Nebr.	6	34022	Wakefield, Hartington, Nebr.	Chicago, St. Paul, Minn. and Omaha	83.80
Hart and Mears, Mich.	9	24046	Hart, Mears, Mich.	Chicago and West Michigan.	4.15
Hart's Roads and Jacksonville, Fla.	4	18009	Hart's Roads, Jacksonville, Fla.	Fernandina and Jacksonville R. R.	23.27
Hartwell and Bowersville, Ga.	4	15029	Hartwell, Bowersville, Ga.	Hartwell R. R.	10.15
Harwood and Gonzales, Tex.	7	31040	Harwood, Gonzales, Tex.	G., H. and S. A.	12.62
Hastings and Sidney, Iowa.	6	27043	Hastings, Sidney, Iowa	Chicago, Burlington and Quincy.	22.22
Howard and Leroy, Ill.	6	23058 (part)	West Lebanon, Ind., Le Roy, Ill.	Wabash, St. Louis and Pacific.	418.47
Hayt's Corners and Willard, N. Y.	2	6128	Hayt's Corners, Willard, N. Y.	Geneva, Ith. and Sayre	5.42

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.
				Pounds.	Ft. In.	
20,032	12	10	July 1, 1885	108	.....	Connects at Green Spring with Baltimore and Grafton R. P. O.
13,709	6	6	July 1, 1884	75	.....
23,459	15	8	July 1, 1885	180	.....
21,897	12	12	July 1, 1883	161	.....	Supplied by Grinnell, Iowa, and by Mason City and Albia, Iowa, R. P. O. Connects at Grinnell, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O.; and at Montezuma, Iowa, with Muscatine and Montezuma, Iowa, R. P. O.
23,638	12	16	July 1, 1883	89	.....	Supplied by initial and terminal offices, and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Red Oak, Iowa, with Red Oak, and Eastport, Iowa, R. P. O.; and at Griswold, Iowa, with Atlantic and Griswold, Iowa, pouch service.
13,371	12	22	July 1, 1885	8 263	.....	Groveton exchanges pouches with Lancaster and Lancaster and Boston R. P. O. Portland and Island Pond R. P. O. exchanges with Lancaster and Boston R. P. O., Northumberland and Lancaster. Northumberland exchanges with Lancaster and Boston R. P. O., and Lancaster
17,637	14	20	July 1, 1882	298	.....	Connects at Guide, Tex., with Denison City and Houston R. P. O., and Roberts and Guide, R. R.
18,842	12	28	July 1, 1883	180	.....	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O.
4,226	6	(*)	July 1, 1884	391	.....	¹ Balance of route (35.70 miles) covered by Fort Wayne and Cincinnati R. P. O. (See Table A*.)
13,141	6	4	July 1, 1884	105	.....	² No mails carried on this part of this route. Connects at Halifax with Richmond and Wilmington R. P. O.
10,705	3	9	Apr. 1, 1884	48	.....	Supplied by initial and terminal offices. Connects at Moorhead, Minn., with St. Paul, Minn., and Bismarck, Dak., and Fargo, Dak., Breckenridge and St. Paul, Minn., R. P. O's.
17,653	18	14	July 1, 1885	260	.....
14,285	6	12	May 1, 1882	100	.....	Supplied by initial and terminal offices. Connects at Hampton, Iowa, with Mason City and Albia, Iowa, and Sumner and Hampton, Iowa, R. P. O's, and at Belmont with Garner and Dows, Iowa, pouch service.
33,230	20	26	July 1, 1883	425	.....	Makes all Hannibal, Mo., connections and connects at Palmyra, Mo., with Quincy and Kansas City R. P. O.
7,712	12	8	July 1, 1885	671	.....	³ Balance of route (23.70 miles) covered by Glyndon and Gettysburgh R. P. O. (See Table A*.)
4312	18	6	July 1, 1884	224	.....	Service performed on street cars.
10,454	12	24	July 1, 1884	153	.....	⁴ Established June 15, 1883. Formerly part of route 21044. (See Table A*.)
17,791	12	20	July 1, 1883	215	.....	At Petoskey connects with Mackinaw City and Grand Rapids R. P. O.
10,216	18	10	July 1, 1884	249	.....	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Avoca, Iowa, with Avoca and Carson, Iowa, pouch service.
21,159	6	22	Dec. 15, 1883	100	.....	Supplied by initial and terminal offices, and by Covington and Norfolk, Nebr., R. P. O.
2,598	6	12	July 1, 1884	70	.....
16,987	7	8	July 1, 1884	141	.....
6,353	6	4	July 1, 1884	20	.....
18,425	14	6	Nov. 1, 1883	366	.....	Connects at Harwood, Texas, with Houston and Del Rio, R. P. O.
13,910	6	10	July 1, 1883	146	.....	Supplied by initial and terminal offices. Connects at Hastings, Iowa, with Burlington and Council Bluffs, Iowa, R. P. O., and with Carson and Hastings, Iowa, pouch service.
11,562	6	12	July 1, 1883	159	.....	¹ Balance of route covered by West Lebanon, Ind., and Howard, Ill., R. P. O. (See Table A*.) Supplied by Howard and Leroy, Ill. Connects at Leroy, Ill., with Indianapolis, Ind., and Peoria, Ill., R. P. O., and at Howard, Ill., with Chicago, Decatur, Ill., and St. Louis, Mo., and with West Lebanon, Ind., and Howard, Ill., R. P. O's.
16,178	18	12	July 1, 1885	124	.....

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, terminus of route.	Corporate title of company.	Miles of route.
Hazle Creek Bridge and Audenried, Pa.	2	8012	Hazle Creek Bridge, Audenried, Pa.	Lehigh Valley	8.52
Hebron and Chester, Nebr	6	34024	Chester, Hebron, Nebr	Nebraska and Colorado	11.83
Helena and Wickes	8	36002	Helena, Wickes, Mont	Helena and Jefferson County	26.53
Henderson and Overton, Tex	7	31015	Henderson, Overton, Tex	I. and G. N.	16.57
Henderson and Oxford, N. C.	3	13014	Oxford, Henderson, N. C.	Oxford and Henderson	13.40
Heron Lake and Pipe Stone, Minn.	6	26028	Heron Lake, Pipe Stone, Minn.	Chicago, St. Paul, Minn., and Omaha.	55.54
Hickory and Lenoir, N. C.	3	13023	Hickory, Lenoir, N. C.	Chester and Lenoir Narrow Gauge.	20
Hicksford, Va., and Margarettsville, N. C.	3	11036	Hicksford, Va., Margarettsville, N. C.	Meherrin Valley	18.77
Highlands and Branchport Junction, N. J.	2	7026 (part)	Highlands, Whiting, N. J.	Phila. and Reading (N. J. So. Division).	17.81
Hilbert and Appleton, Wis.	6	25040	Hilbert, Appleton, Wis.	Milwaukee and Northern	21.83
Hilliard's and Branchton Junction, Pa.	2	8152	Branchton Junction, Hilliard's, Pa.	Shenango and Allegheny	10.41
Hillsborough and Sardinia, Ohio	5	21066	Hillsborough, Sardinia, Ohio	Columbus and Mayaville	19.59
Hinckley and Saint Cloud, Minn.	6	26049	Saint Cloud, Hinckley, Minn.	St. Paul, Minneapolis and Manitoba.	68.04
Hodges and Abbeville, S. C.	4	14009	Hodges, Abbeville, S. C.	Columbia & Greenville R. R.	11.93
Holyoke and Westfield, Mass.	1	3069	Holyoke, Westfield, Mass.	New Haven and Northampton R. R.	10.53
Honesdale and Carbondale, Pa.	2	8116	Honesdale, Carbondale, Pa.	Del. and Hud. Canal Co.	19.62
Honesdale and Lackawaxen, Pa.	2	8009	Honesdale, Lackawaxen, Pa.	N. Y., L. E. and Western	26.13
Hope and Ripon, Dak.	6	35003 (part)	Breckenridge, Minn., Hope, Dak.	St. Paul, Minneapolis and Manitoba.	29.84
Hope Valley and Wood River Junction (n. o.), R. I.	1	4009	Wood River Junction, Hope Valley, R. I.	New York, Providence and Boston R. R.	5.95
Hopewell Junction and Wicopee Junction, N. Y.	2	6125	Hopewell Junction, Wicopee Junction, N. Y.	New York and New England	11.19
Hortonville and Oshkosh, Wis.	6	25046	Oshkosh, Hortonville, Wis.	Milwaukee, Lake Shore and Western.	23.77
Houlton, Me., and New Brunswick Line (n. o.)	1	16	Houlton, Me., New Brunswick Line (n. o.)	New Brunswick Railway	3.83
Houston and Alvin, Tex.	7	31,047	Houston, Alvin, Tex.	G., Colo. and S. F.	24.68
Houston and Columbia, Tex.	7	31,008	Houston, Columbia, Tex.	I. and G. N.	51.25
Houston and Sealy, Tex.	7	31,020	Houston, Sealy, Tex.	Tex. Western	52.20
Hull and Old Colony Station (n. o.), Mass.	1	3,077	Old Colony Station (n. o.), Mass.	Nantasket Beach R. R.	7.75
Humboldt and Republic, Mich.	6	24,053	Humboldt, Republic, Mich.	Marquette, Houghton and Ontonagon.	8.70
Hunter and Phoenicia, N. Y.	2	6,118	Phoenicia, Hunter, N. Y.	Stony Clove and Catskill	14.73
Hunter's Run and Pine Grove Furnace, Pa.	2	8,052	Catfish, Pine Grove Furnace, Pa.	South Mountain	48.92
Huntsville and Phelps, Tex.	7	31,034	Huntsville, Phelps, Tex.	I. and G. N.	8.51

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>	<i>Fl. In.</i>	
10,668	12	12	July 1, 1885	132		
14,811	12	8	Feb. 20, 1884	107		Supplied by Chester, Nebr., and by Crete and Red Cloud, Nebr. R. P. O.
16,608	6	12	Mar. 20, 1884	133		Connects at Helena, Mont., with Billings and Helena, Mont., and Helena and Heron, Mont., R. P. O's.
12,096	7	6	July 1, 1882	262		Connects at Overton, Tex., with Texarkana and Houston R. P. O.
8,388	6	4	July 1, 1884	206		Connects at Henderson with Norfolk and Raleigh R. P. O.
34,768	6	42	Sept. 16, 1884	154		Supplied by initial and terminal offices, and by Saint Paul, Minn., and Sioux Falls, Dak., R. P. O. Connects at Pipe Stone, Minn., with Cedar Rapids, Iowa, and Pipe Stone, Minn., R. P. O., and with Pipe Stone, Minn., and Waretown, Dak., pouch service.
12,520	6	14	Aug. 11, 1884	111		Connects at Hickory with Salisbury and Warm Springs R. P. O.
11,750	6	6	July 1, 1885	31		Connects at Hicksford with Richmond and Wilmington R. P. O., and at Margarettsville with Norfolk and Raleigh R. P. O.
7,014	*8.25	8	July 1, 1885	471		¹ Balance of route (30.23 miles) covered by Red Bank and Bridgeport R. P. O. (see Table A*); and no service 3.99 miles, Branchport Junction to Eatontown.
27,331	12	12	July 1, 1883	479		² Fifteen times a week for 3 months and 6 times a week for 9 months from Highlands to Branchport Junction.
6,516	6	10	July 1, 1885	63		Supplied by Appleton, Wis., and by Green Bay and Milwaukee, Wis., R. P. O. Connects at Menasha, Wis., with Ashland and Menasha, Wis., Fort Howard, Wis., and Chicago, Ill., and Menasha and Schlesinger, Wis., R. P. O's, and at Appleton, Wis., with Summit Lake and Milwaukee, Wis., R. P. O.
12,263	6	24	July 1, 1884	239		
42,593	6	24	July 2, 1883	37		Supplied by initial and terminal offices. Connects at Hinckley, Minn., with Duluth and Saint Paul, Minn., R. P. O., and at Saint Cloud, Minn., with Boundary Line and Saint Paul, Minn., R. P. O.
7,468	6	6				
19,715	18	8	July 1, 1885	101		Holyoke exchanges pouches with Westfield and Williamsburgh and New Haven R. P. O.
24,564	12	20	July 1, 1885	205		
32,714	11	20	July 1, 1885	401		
9,319	3	22	Apr. 1, 1884	476		Supplied by Ripon and Hope, Dak., and by Larimore, Dak., and Breckenridge, Minn., R. P. O.
11,174	18	10	July 1, 1885	150		³ Balance of route covered by Larimore, Dak., and Breckenridge, Minn., R. P. O. (See Table A*.)
3,502	3	4	July 1, 1885	1,051		Providence and New London R. P. O. exchanges with Woodsville and Hope Valley.
29,760	12	12	Aug. 15, 1882	48		Mails carried in one direction only from Hopewell Junction.
4,920	12	14	July 1, 1885	290		Supplied by initial and terminal offices. Connects at Hortonville, Wis., with Summit Lake and Milwaukee, Wis., R. P. O.; at Crete, Wis., with Ashland, Menasha, Wis., R. P. O., and at Oshkosh, Wis., with Oshkosh and Milwaukee, Wis., and Fort Howard, Wis., and Chicago, Ill., R. P. O's.
36,033	14	4	Oct. 8, 1883	299		Houlton exchanges pouches with Vanceborough and Bangor R. P. O., Calais, Vanceborough, Saint Stephens, Saint Andrews, and Saint John and Vanceborough R. P. O.
16,041	3	22	July 1, 1882	158		Makes all Houston, Tex., connections, and connects at Alvin, Tex., with Fort Worth and Galveston R. P. O.
32,077	6	12	July 1, 1882	32		Makes all Houston, Tex., connections, and connects at Areola Junction with Fort Worth and Galveston R. P. O.
1,550	6	2	July 1, 1885	55		Makes all Houston, Tex., connections, and connects at Sealy, Tex., with Fort Worth and Galveston R. P. O.
10,892	12	4	July 1, 1884	80		Hull exchanges pouches with Boston. Additional round trip during the summer months. Service commenced February 23, 1885.
18,442	12	12	July 1, 1883	300		Supplied by Humboldt, Mich., and by Marquette and Houghton, Mich., R. P. O.
11,167	12	6	July 1, 1885	413		
12,425	14	6	July 1, 1882	150		⁴ Balance of route (10 miles) covered by Carlisle and Gettysburgh R. P. O. (See Table A*.)
						Connects at Phelps, Tex., with Texarkana 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 routes.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Huron and Norwalk, Ohio	5	21,087	Norwalk, Huron, Ohio	Wheeling and Lake Erie.....	13.67
Inman, Tenn., Bridgeport, Ala.	5	19012	Inman, Tenn., Bridgeport, Ala.	Nashville, Chattanooga and St. Louis.	24.84
Intersection and Ebbvale, Pa. . .	2	8082	Valley Junction, Ebbvale, Pa. .	Han. Junc., Han. and Gettys..	15.77
Ione and Galt, Cal	8	46023	Galt, Ione, Cal	Central Pacific R. R	27.79
Iowa Falls and Eldora Junction, Iowa.	6	27088	Eldora Junction, Iowa Falls, Iowa.	Chicago, Iowa and Dakota....	21.49
Iron River Junction and Iron River, Mich.	6	24038	Iron River Junction, Iron River, Mich.	Chicago and North Western..	19.81
Irvona and Bellwood, Pa.....	2	8087	Bellwood, Irvona, Pa	Bell's Gap	25.72
Irwin's Station and Sewickley, Pa.	2	8139	Irwin's Station, Sewickley, Pa.	Youghiogheny.....	9.79
Isabel and Brownsville, Tex ..	7	31018	Isabel, Brownsville, Tex	Rio Grande	23.24
Jackson and Allenville, Mo....	7	28048	Jackson, Allenville, Mo.....	St. L., I. M. and So	16.90
Jacksonville and Saint Augustine, Fla.	4	16016	Jacksonville, Saint Augustine, Fla.	Jack., St. Aug. and Halifax River R. R.	36.80
Jamaica and Brooklyn, N. Y. . .	2	6124	Brooklyn, Jamaica, N. Y. . . .	Long Island	9.18
Jamestown and Burr Oak, Kans.	7	33032	Jamestown, Burr Oak, Kans. . .	Cent. Broch. U. P	33.90
Jamesville and Washington, N. C.	3	13013	Jamesville, Washington, N. C.	Norfolk Southern.....	22.57
Janesville and Afton, Wis.	6	25052	Afton, Janesville, Wis	Chicago and North Western..	6.64
Janesville and Beloit, Wis.	6	25036	Janesville, Beloit, Wis	Chicago, Milwaukee and St. Paul.	15.76
Jefferson Junction and Susquehanna, Pa.	2	8064	Carbondale, Susquehanna, Pa.	N. Y., L. E. and West'n	53.50
Jeffersonville and Claysville Junction, Ohio.	5	21057	Jeffersonville, Claysville Junction, Ohio.	Cincinnati, Columbus and Hocking Valley.	28
Jeffersonville and New Albany, Ind. ³	5	22007	New Albany, Indianapolis, Ind	Jeffersonville, Madison and Indianapolis.	4.37
Johnson Junction and Hillsborough, Ky.	5	20019	Johnson Junction, Hillsborough, Ky.	Cincinnati and South Eastern	16.00
Johnsonville and Stoneville, Miss.	4	18013	Johnsonville, Stoneville, Miss.	Georgia Pacific Rwy	20.54
Judd and Lehigh, Iowa.....	6	27037	Judd, Lehigh, Iowa	Crooked Creek Rwy and Coal.	9.47
Junction and Mound City, Ill..	6	23028	Junction, Mound City, Ill	Illinois Central	2.94
Junction and Quarryville, Pa.	2	8137	Junction, Quarryville, Pa	Phila., and Reading	23.50
Kaaterskill and Tannersville Junction, N. Y.	2	6131	Tannersville Junction, Kaaterskill, N. Y.	Kaaterskill	8.09
Katahdin Iron Works and Milo Junction (n. o.), Me.	1	9	Milo Junction (n. o.), Katahdin Iron Works, Me.	Bangor and Katahdin Iron Works, R. R.	18.94
Keithsburg, Ill., and Morning Sun, Iowa.	6	23068	Peoria, Ill., Oskaloosa, Iowa . .	Central Iowa	17.20
Kenesaw and Kearney, Nebr..	6	34030	Kenesaw, Kearney, Nebr.....	Burl., and Mo., River in Nebraska.	24.68
Kensett and Searcy, Ark	7	29011	Kensett, Searcy, Ark.....	Searcy and West Point	4.76
Keokuk, Iowa, and Warsaw, Ill.	6	23027	State Line (n. o.), Warsaw, Ill..	Wabash, St. Louis and Pacific.	6.47
Keyport and Freehold, N. J.	2	7043	Keyport, Freehold, N. J.	Freehold and New York.....	14.99

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.
				Pounds.	Ft. In	
17, 115	12	3	July 1, 1884	88		
15, 550	6	16	May 1, 1884	105		
3, 612	6	6	July 1, 1885	331		¹ Balance of route, 7.20 miles, covered by Glyndon and Gettysburgh R. P. O. (See Table A*.)
20, 286	7	3	July 1, 1882	547		Connects at Galt with Sacramento and San Francisco R. P. O.
17, 938	8	16	Mar. 15, 1883	81		Supplied by Eldora and Iowa Falls, Iowa, and by Tama City and Hawarden, Iowa, R. P. O. Connects at Eldora, Iowa, with Mason City and Albia, Iowa, R. P. O., and at Iowa Falls, Iowa, with Dubuque and Stox City, Iowa, and with Cedar Rapids Iowa, and Pipe Stone, Minn., R. P. O's.
12, 401	6	4	July 1, 1884	88		Supplied by Florence, Wis. Connects at Iron River Junction with Florence, Wis., and Crystal Falls, Mich.; pouch service.
16, 101	6	10	July 1, 1885	90		
6, 128	6	4	July 1, 1885	31		
14, 548	6	2	July 1, 1882	17		
10, 579	6	20	Dec. 1, 1884	134		
49, 900	13	8	Aug. 1, 1884	455		Connects at Allenville, Mo., with St. Louis and Columbus R. P. O.
17, 240	18	22	July 1, 1885	234		
21, 321	6	26	July 1, 1882	256		Connects at Jamestown, Kans., with Atchison and Lenora R. P. O.
14, 128	6	16	July 1, 1884	198		Connects at Jamesville by boat between Jamesville and Edenton with Norfolk and Edenton R. P. O.
12, 470	18	10	July 1, 1883	142		Supplied by Chicago, Ill., and Winona, Minn., R. P. O. Connects at Janesville, Wis., with Fort Howard, Wis., and Chicago, Ill., R. P. O., Milton and Mineral Point, Wis., R. P. O., and with Janesville and Beloit, Wis., pouch service.
19, 731	12	4	July 1, 1883	66		Connects at Beloit, Wis., with Racine, Wis., and Rock Island, Ill., R. P. O., and at Janesville, Wis., with Fort Howard, Wis., and Chicago, Ill., R. P. O., and Milton and Mineral Point, Wis., R. P. O., and with Janesville and Afton, Wis.; pouch service.
2, 191	6	2	July 1, 1885	231		² Balance of route (35.64 miles) covered by Nineveh and Carbondale R. P. O. (See Table A*.)
17, 528	6	14	July 1, 1884	72		
10, 942	24	25	July 1, 1884	3, 917		³ Balance of route, 107.72 miles, covered by Indianapolis and Louisville R. P. O. (See Table A*.)
18, 091	45	18	July 1, 1884	111		⁴ Six round trips over whole line, and 12 additional round trips between Johnson Junction and Flemingsburgh per week, 6 miles.
6, 408	3	4	July 1, 1884	29		
5, 928	6	2	July 1, 1883	38		Supplied by Judd, Iowa. Connects at Judd, Iowa, with Dubuque and Sioux City, Iowa, R. P. O.
1, 840	6	2	Aug. 1, 1883	86		Supplied by Centralia and Cairo, Ill., R. P. O.; connects at Mound City, Ill., with Vincennes, Ind., and Cairo, Ill., R. P. O.
29, 422	12	10	July 1, 1885	219		
1, 814	12	12	July 1, 1885	154		Service only three months in the year.
11, 856	6	10	July 1, 1885	56		Greenville and Oldtown R. P. O., exchanges pouches with Brownville and Katahdin Iron Works. Brownville exchanges with Milo and Katahdin Iron Works.
10, 767	6	22	July 1, 1884	373		Supplied by Keithsburg, Ill., and Morning Sun, Iowa, and by Peoria and Keithsburg, Ill., and by Morning Sun and Oskaloosa, Iowa R. P. O's. Connects at Keithsburg, Ill., with Galva, Ill., and Burlington, Iowa R. P. O., and at Morning Sun Iowa, with Albert Lea, Minn., and Burlington, Iowa, R. P. O.
18, 016	7	16	Sept. 15, 1884	302		Supplied by Initial and terminal offices, and by Omaha and McCook, Nebr., R. P. O's. Connects at Kearney, Nebr., with Omaha, Nebr., and Ogden, Utah, R. P. O.
5, 960	12	10	Feb. 15, 1882	187		Connects at Kensett, Ark., with Saint Louis and Texarkana R. P. O.
8, 100	12	6	July 1, 1883	1, 766		Supplied by Keokuk, Iowa, and by Logansport, Ind., and Keokuk, Iowa, R. P. O. Connects at Keokuk, Iowa, with Burlington, Iowa, and Saint Louis, Mo., Keokuk and Centreville, Iowa, and Keokuk, Iowa, and Clayton, Ill., R. P. O's.
46, 919	30	28	July 1, 1885	334		

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.
Kingfield and Strong Station (n. o.) Me.	1	25	Strong Station (n. o.), Kingfield, Me.	Franklin and Megantic R. R.	15.19
Kingston and Rome, Ga	4	15008	Kingston, Rome, Ga	Rome R. R.	20.88
Kingston Depot and Narragansett Pier, R. I.	1	4007	Kingston Depot, Narragansett Pier, R. I.	Narragansett Pier R. R.	9.14
Kings Mountain Station and Yosemite, Tenn.	5	20028	Kings Mountain Station and Yosemite, Tenn.	Cincinnati, Green River and Nashville.	11.42
Kinkora and Jullustown, N. J.	2	7012	Kinkora, Jullustown, N. J.	Penna. B. and K.	9.85
Kinzua Junction and Smethport, Pa.	2	8132	Bradford, Smethport, Pa.	Wabash, St. Louis and Pacific.	15.84
La Harpe, Ill., and Burlington, Iowa.	6	23076	La Harpe, Ill., Burlington, Iowa.	Del. and Hud. Canal Co.	20.11
Lake George and Fort Edward, N. Y.	2	6032	Fort Edward, Lake George, N. Y.	Burlington, Cedar Rapids and Northern.	15.95
Lake Park, Iowa, and Worthington, Minn.	6	27085	Lake Park, Iowa, Worthington, Minn.	Northern Central.	18.79
Lake Roland and Stevenson, Md.	3	10018	Lake Roland, Stevenson, Md.	Georgetown and Lanes R. R.	9
Lanes and Georgetown, S. C.	4	14020	Lanes, Georgetown, S. C.	Phila. and Reading.	30.20
Lansdale and Norristown, Pa.	2	8098	Norristown, Lansdale, Pa.	A., T. and S. Fe.	10.30
Las Vegas and Las Vegas Hot Springs, N. Mex.	7	39007	Las Vegas, Las Vegas Hot Springs, N. Mex.	Ligonier Valley	10.89
Latrobe and Ligonier	2	8118	Latrobe, Ligonier, Pa.	Boston and Lowell R. R.	10.67
Lawrence and Lowell, Mass.	1	3017	Lowell, Lawrence	Eastern R. R.	14.25
Lawrence and Salem, Mass.	1	3005	Salem, Lawrence, Mass.	Cincinnati, Indianapolis, St. Louis and Chicago.	21.29
Lawrenceburg Junction and Lawrenceburgh, Ind.	5	22045	Lawrenceburg Junction, Lawrenceburgh, Ind.	Fall Brook Coal Co.	2.46
Lawrenceville and Harrison Valley, Pa.	2	8139	Lawrenceville, Harrison Valley, Pa.	Laurens R. R.	32.18
Laurens and Newberry, S. C.	4	14012	Laurens, Newberry, S. C.	Toledo and Paw Paw, and South Haven.	31.78
Lawton and Hartford, Mich.	0	24063	Lawton, Hartford, Mich.	Strasburgh	20.21
Leaman Place and Strasburgh, Pa.	2	8026	Strasburgh, Leaman Place, Pa.	Cornwall	5.40
Lebanon and Cornwall, Pa.	2	8140	Lebanon, Cornwall, Pa.	Louisville and Nashville	5.62
Lebanon and Greensburgh, Ky.	5	20024	Lebanon, Greensburgh, Ky.	(4)	
Leeda Junction (n. o.) and South Lewiston, Me.	1	3 (part.)	Farmington, Brunswick, Me.	Maine Central R. R.	16.50
Leesburgh and Fort Mason, Fla.	4	16014 (part.)	Rochelle, Fort Mason, Fla.	Florida Southern R. R.	13.43
Lehi and Silver City, Utah.	8	41011	Lehi, Silver City, Utah.	Salt Lake and Western R. R.	54.20
Leicester Junction (n. o.) Vt., and Ticonderoga, N. Y.	1	2008	Leicester Junction (n. o.) Vt., Addison Junction (n. o.) N. Y.	Central Vermont R. R.	15.62
Lemoore and Goshen (n. o.), Cal.	8	46038	Lemoore, Goshen, Cal.	Southern Pacific R. R.	21.20
Lewisburgh and Sunbury, Pa.	2	8153	Sunbury, Lewisburgh, Pa.	Phila. and Reading	9.84

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.		Remarks.
				Pounds.	Pt. In.	
4,253	6	18	July 1, 1885	65	.....	Farmington and Lewiston R. P. O. exchanges pouches with Kingfield, Salem, and West Freeman; Kingfield exchanges with Salem and Strong; Farmington exchanges with West Freeman and Salem; Strong exchanges with Salem and West Freeman. Route established January 19, 1885.
27,635 22,886	13 24	6 34	July 1, 1884 July 1, 1885	341 298	.....	Providence exchanges pouches with Rocky Brook, Peace Dale, and Narragansett Pier; Providence and New London R. P. O. exchanges with Rocky Brook, Peace Dale, Wakefield, Narragansett Pier, and Gould; Peace Dale exchanges with Wakefield and Narragansett Pier.
7,149	6	8	July 1, 1884	83	.....
12,332 19,831	12 12	12 10	July 1, 1885 July 1, 1885	125 220	.....	¹ Balance of route (10.21 miles) covered by Wellsville and Bradford R. P. O. (See Table A*.)
25,178	12	10	July 1, 1883	65	.....	Supplied by Burlington, Iowa, and by Logansport, Ind., and Keokuk, Iowa, R. P. O. Connects at Burlington, Iowa, with all R. P. O. lines.
29,954	18	50	July 1, 1885	418	.....
11,762	6	4	Jan. 1, 1885	27	.....	Supplied by Worthington, Minn., and by Cedar Rapids, Iowa, and Pipe Stone, Minn., R. P. O. Connects at Worthington, Minn., with Saint Paul, Minn., and Sioux City, Iowa, and Saint Paul, Minn., and Sioux Falls, Dak., R. P. O's.
5,634	6	4	July 1, 1885	33	.....	Supplied by closed pouches from Baltimore, Md.
24,539 9,672 23,850	6 9 21	4 30 6	July 1, 1884 July 1, 1885 May 15, 1884	148 127 160	.....	Connects at Las Vegas, N. Mex., with La Junta, and Albuquerque R. P. O.
13,358 22,761	12 18	6 14	July 1, 1885 July 1, 1885	103 127	.....	Tewksbury exchanges pouches with Lowell, Boston, Portland, and Boston and Lancaster and Boston R. P. O's. Lowell exchanges with Lawrence.
26,655	12	14	July 1, 1885	133	.....	Salem exchanges pouches with Peabody, Danversport, Danvers, Asylum Station, Middleton, Georgetown, Topsfield and Manchester, Lawrence and Boston R. P. O.; Portland and Boston R. P. O. and Lawrence; Peabody exchanges with Boston and Manchester, Lawrence and Boston R. P. O. Three additional round trips Salem to Peabody.
6,671	*26	8	July 1, 1884	376	.....	² Two round trips daily and two daily except Sunday.
40,289	12	14	July 1, 1885	128	.....
19,894 25,302	6 12	10 36	July 1, 1884 July 1, 1884	218 136	.....	¹ At Lawton connects Detroit and Chicago R. P. O.; at Hartford connects Grand Rapids and La Crosse R. P. O.
6,760	12	4	July 1, 1885	56	.....
7,036 318	12 6	8	July 1, 1885 July 1, 1884	76 255	.....	² R. P. O. service established on this line July 12, 1884. It is now the Lebanon and Greensburgh R. P. O. (See Table A*.)
44,772	12	21	July 1, 1885	870	.....	⁴ 31.80 miles. Farmington and Lewiston R. P. O. exchanges pouches with Bath and Lewiston R. P. O.; Sabattus exchanges with Bath and Lewiston R. P. O. and Lewiston; Bath and Lewiston R. P. O. exchanges with West Farmington, Wilton, and Livermore Falls; Bangor and Boston R. P. O. exchanges with Livermore Centre, West Farmington, Sabattus, and Wilton.
8,407	6	10	July 1, 1884	208	.....
33,929 9,778	6 6	6 24	Aug. 10, 1882 July 1, 1885	29 83	.....	Connects with Salt Lake and Desert R. P. O. at Lehi, Utah. Essex Junction and Boston R. P. O. exchanges pouches with Whiting, East Shoreham, North Orwell, Ticonderoga, and Larrabee Point; East Shoreham exchanges with Orwell and Ticonderoga; Orwell exchanges with Ticonderoga; North Orwell exchanges with Ticonderoga; Rutland, Bennington and Troy R. P. O. exchanges with North Orwell and East Shoreham.
15,476 12,320	7 12	8 12	July 1, 1882 July 1, 1885	84 50	.....	Connects at Goshen with San Francisco and Los Angeles 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.
Lewiston and South Auburn, Me.	1	21	Lewiston, South Auburn, Me.	Grand Trunk R. R.	5.85
Lockport and Buffalo, N. Y.	2	6015	Buffalo, Lockport, N. Y.	N. Y. C. and H. R.	22.00
Locust Valley and Mineola, N. Y.	2	6044	Mineola, Locust Valley, N. Y.	Long Island	10.58
Longmont and Denver, Colo.	7	38028	Longmont, Denver, Colo.	D. R. R. C. Land and Coal Co.	36.05
Longview and Easton, Tex.	7	31048	Longview, Easton, Tex.	G., S. and S. L.	12.77
Lorain and Grafton, Ohio ¹	5	21041 (part)	Lorain, Bridgeport, Ohio	Cleveland, Lorain and Wheel.	16.35
Los Angeles and Santa Monica, Cal.	8	46020	Los Angeles, Santa Monica, Cal.	Los Angeles and Independence.	19.50
Los Angeles and San Pedro, Cal.	8	46013	San Pedro, Los Angeles, Cal.	Southern Pacific	26.26
Louisville and Prospect, Ky.	5	20023	Louisville, Prospect (n. o.), Ky.	Louisville and Nashville	11.00
Louisville and Wadley, Ga.	4	15028	Louisville, Wadley, Ga.	Louisville and Wadley	10.63
Luther and Milton Junction, Mich.	9	24059	Luther, Milton Junction, Mich.	Grand Rapids and Indiana	11.50
Luverne, Minn., and Doon, Iowa	6	26030	Luverne, Minn., Doon, Iowa	Chicago, St. Paul, Minn. and Omaha.	28.29
Lyles and Warner, Tenn.	5	19023	Lyles, Warner, Tenn.	Nashville, Chattanooga and St. Louis.	1.50
McGregor and Gatesville, Tex.	7	31025 (part)	Texarkana, Ark., McGregor, Tex.	Tex. and St. L.	26.43
McNeil and Magnolia, Ark.	7	29015	McNeil, Magnolia, Ark.	Tex. and St. L.	7.17
Madison and Elmira, Cal.	8	46015	Elmira, Madison, Cal.	Voca Valley and Clear Lake.	30.70
Madisonville and Providence, Ky.	5	20031	Madisonville, Providence, Ky.	Louisville & Nashville	16.70
Mahopac and Golden's Bridge, N. Y.	2	6023	Goldens Bridge, Mahopac, N. Y.	N. Y. C., and H. R. (Harlem Division).	7.50
Malcolm and Antigo, Wis.	6	25060	Antigo, Malcolm, Wis.	Milwaukee, Lake Shore and Western.	13.47
Malvern Junction and Hot Springs, Ark.	7	29005	Malvern Junction, Hot Springs, Ark.	Hot Springs	25.90
Manchester and Barnegat, N. J.	2	7050	Manchester, Barnegat, N. J.	Phila. and Reading	22.42
Manchester and North Weare, N. H.	1	1003	Manchester, North Weare, N. H.	Concord	19.95
Mankato Junction and Mankato, Minn.	6	26019	Mankato Junction (n. o.), Mankato, Minn.	Winona and Saint Peter	4.35
Manning and Audubon, Iowa.	6	27080	Manning, Audubon, Iowa	Chicago and North Western	17.90
Manor Junction and Eastport Junction, N. Y.	2	6117	Manor Junction, Eastport Junction, N. Y.	Long Island	5.37
Mansfield Junction (n. o.) and Mansfield, La.	4	30001	Mansfield Junction (n. o.), Mansfield, La.	Mansfield Rwy. and Trans. Co.	1.96
Marblehead and Lynn, Mass.	1	3009	Lynn, Marblehead, Mass.	Eastern R. R.	6.97
Marblehead and Salem, Mass.	1	3004	Salem, Marblehead, Mass.	do	3.92
Marietta and Big Run, Ohio ⁴	5	21096	Marietta, Big Run, Ohio	Marietta Mineral	24.64
Marietta, Ohio, and Parkersburgh, W. Va.	5	21049	Marietta, Ohio, Parkersburgh, W. Va.	Cincinnati, Washington and Baltimore.	15.08
Marion and Carbondale, Ill.	6	23045	Carbondale, Marion, Ill.	St. Louis Coal	18.75

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.		Remarks.
				Pounds.	Ft. In.	
7,524	12	6	July 1, 1885	137	.....	Lewiston exchanges pouches with Portland and Island Pond R. P. O., and Portland and Gorham R. P. O. Auburn exchanges with Portland and Island Pond R. P. O., and Portland and Gorham R. P. O.
41,816	18	20	July 1, 1885	981	.....	.....
13,183	12	12	.....	.....	.....	.....
23,567	6	10	Apr. 10, 1883	78	.....	Makes all Denver, Colo., connections, also connects at Longmont, Colo., with Fort Collins and Denver R. P. O.; at Argo, Colo., with Denver and Georgetown R. P. O.; and at Erie, Colo., with Brighton and Boulder R. R.
10,052	7	4	No pay fixed	.....	.....	Connects at Longview, Tex., with Texarkana and El Paso, and Texarkana and Houston R. P. O's.
20,470	12	12	July 1, 1884	820	.....	¹ Balance of route, 142.08 miles, covered by Cleveland and Wheeling R. P. O. (See Table A'.)
14,235	7	4	July 1, 1882	42	.....	Connects with Deming, N. Mex., and Los Angeles, Cal., R. P. O.; San Francisco and Los Angeles, and Los Angeles and Santa Ana R. P. O.
19,123	7	8	July 1, 1883	108	.....	Connects with Deming, N. Mex., and Los Angeles, Cal., R. P. O.; San Francisco and Los Angeles, and Los Angeles and Santa Ana R. P. O.
6,886	6	4	July 1, 1884	41	.....	.....
6,648	6	8	July 1, 1884	135	.....	.....
14,398	12	24	July 1, 1884	77	.....	At Milton Junction, connects Mackinaw City and Grand Rapids R. P. O.
17,709	6	10	July 1, 1883	187	.....	Supplied by Luverne, Minn., and by St. Paul, Minn., and Sioux Falls, Dak., R. P. O.
459	26	2	Feb. 1, 1883	44	.....	² One direction only Dickson and Centreville R. P. O. covers this route on south bound trips.
19,287	7	30	July 1, 1882	550	.....	³ Balance of route 31025 (278 miles) covered by Texarkana and McGregor R. P. O. Connects at McGregor, Tex., with Fort Worth and Galveston, and Texarkana and McGregor R. P. O's.
10,468	14	6	Dec. 1, 1883	114	.....	Connects at McNeill, Ark., with Cairo and Texarkana R. P. O's.
86,436	7	26	July 1, 1882	185	.....	Connects with Ogden, Utah, and San Francisco, Cal., R. P. O., and with Sacramento, Benecia and San Francisco (short run) of the same R. P. O.
10,454	6	12	July 1, 1884	95	.....	.....
9,890	12	8	July 1, 1885	48	.....	.....
8,432	6	2	.....	.....	.....	Supplied by Antigo, Wis. Connects at Antigo, Wis., with Summit Lake and Milwaukee, Wis., R. P. O.
37,814	14	12	July 1, 1882	637	.....	Connects at Malvern Junction, Ark., with Saint Louis and Texarkana R. P. O.
42,105	18	24	July 1, 1885	188	.....	.....
12,488	12	22	July 1, 1885	177	.....	Manchester exchanges pouches with Goffstown, Goffstown Centre, Oil Mill Village, South Weare, North Weare, and New Boston. Saint Albans and Boston R. P. O. exchanges with Goffstown, North Weare, and New Boston.
11,797	26	6	July 1, 1883	330	.....	Connects at Mankato Junction with Winona and Tracy, Minn., R. P. O., and at Mankato, Minn., with La Crosse, Wis., and Mankato, Minn., and with Saint Paul, Minn., and Sioux City, Iowa, R. P. O's.
22,522	12	16	May 10, 1882	72	.....	Supplied by Carroll and Manning, Iowa, and by Cedar Rapids and Council Bluffs, Iowa, R. P. O. Connects at Manning, Iowa, with Carroll and Kirkman, Iowa, pouch service, and with Marion and Council Bluffs, Iowa, R. P. O., and at Audubon, Iowa, with Audubon and Atlantic, Iowa, pouch service.
3,361	6	6	.....	.....	.....	.....
1,239	6	2	.....	.....	.....	.....
7,599	12	6	July 1, 1885	588	.....	Marblehead exchanges pouches with Lynn and Boston via Lynn.
7,861	18	12	July 1, 1885	167	.....	Marblehead exchanges pouches with Salem and Boston via Salem, and Lynn via Salem and Bangor and Boston R. P. O.
6,642	6	14	Feb. 16, 1885	139	.....	⁴ Established February 16, 1885.
37,760	24	34	July 1, 1884	751	.....	.....
28,475	12	10	July 1, 1883	176	.....	Supplied by initial and terminal offices. Connects at Carbondale, Ill., with Centralia and Cairo, Ill., R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract designation, terminal of route.	Corporate title of company.	Miles of route.
Marlton and Haddonfield, N. J.	2	7045	Haddonfield, Marlton, N. J.	Phila., Marlton and Med	7.24
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	6.88
Meadows and Whitefield Junction (n. o.), N. H.	1	1018	Whitefield Junction (n. o.), Meadows, N. H.	Whitefield and Jefferson R. R.	8.53
Meadville and Lineville, Pa.	2	8107	Meadville, Lineville, Pa.	Penn'a.	21.10
Means and Cadiz, Ohio.	5	21083	Means, Cadiz, Ohio.	Pittsburgh, Cincinnati and St. Louis.	8.11
Mears and Villa Grove, Colo.	7	38015	Mears, Villa Grove, Colo.	D. and R. G.	19.08
Mechanicsburgh and Dillsburgh, Pa.	2	8080	Mechanicsburgh, Dillsburgh, Pa.	Cumb. Valley.	8.85
Medford and Boston, Mass.	1	8012	Boston, Medford, Mass.	Boston and Maine R. R.	5.81
Melrose and Vernon Depot, Conn.	1	5008	Vernon Depot, Melrose, Conn.	New York and New England R. R.	12.95
Menominee and Red Cedar Junction, Wis.	6	25058	Red Cedar Junction, Menominee, Wis.	Chicago, Milwaukee and St. Paul.	16.46
Meredith and Harrison Junction, Mich.	9	24044	Meredith, Harrison Junction, Mich.	Flint and Pere Marquette.	29.65
Meridian, Miss., and New Orleans, La.	4	18016	Meridian, Miss., New Orleans, La.	New Orleans and Northeastern R. R.	106.24
Micanopy Junction (n. o.) and Micanopy, Fla.	4	16017	Micanopy Junction (n. o.), Micanopy, Fla.	Florida Southern Rwy.	4.11
Middleboro' and Attleboro', Mass.	1	3048	Attleboro', Middleboro', Mass.	Old Colony R. R.	21.08
Middleboro' and Fall River, Mass.	1	8089 (part)	South Braintree Junction (n. o.), Mass., Newport, R. I.	.....do.	19.29
Middleton, Tenn., and Ripley, Miss.	4	18008	Middleton Station, Tenn., Ripley, Miss.	Ship Island, Ripley and Kentucky R. R.	25.12
Middletown and Berlin Depot (n. o.), Conn.	1	5008	Middletown, Berlin Depot (n. o.), Conn.	New York, New Haven and Hartford R. R.	11.15
Milford and Bellingham, Mass.	1	3059	Milford, Bellingham, Mass.	Milford, Woonsocket.	4.10
Millbury and Grafton Depot (n. o.), Mass.	1	3026	Grafton Depot (n. o.), Millbury, Mass.	Boston and Albany.	4.46
Milroy and Lewistown Junction, Pa.	2	8049	Lewistown Junction, Milroy, Pa.	Penn'a.	12.94
Milwaukee and Schleisingerville, Wis.	6	25017	Milwaukee, Aahland, Wis.	Wisconsin Central.	52.50
Milwaukee Junction and Detroit Junction, Mich.	9	24062	Milwaukee Junction, Detroit Junction, Mich.	Grand Trunk.	4.61
Mineola and Hempstead, N. Y.	2	8111	Mineola, Hempstead, N. Y.	Long Island.	2.50
Mineral Point and Potosi, Mo.	7	28049	Mineral Point, Potosi, Mo.	St. L., L. M. and So.	4.44
Minneapolis and Mendota, Minn.	6	28044	Mendota, Minneapolis, Minn.	Chicago, Milwaukee and St. Paul.	10.06
Mojave and Needles, Cal.	8	46042	Mojave, Needles, Cal.	Atlantic and Pacific R. R.	240.46
Monmouth Junction and Rocky Hill, N. J.	2	7011	Rocky Hill, Monmouth Junction, N. J.	Penn'a.	6.76
Monroe and Barclay, Pa.	2	8069 (part)	Towanda, Barclay, Pa.	Barclay.	112.19
Monson and Monson Junction (n. o.), Me.	1	23	Monson Junction (n. o.), Monson, Me.	Monson R. R.	6.16

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.		Remarks.
				Pounds.	Ft. In.	
9,064	13	4	July 1, 1885	45	.....
17,152	12	8	July 1, 1885	221	.....
18,605	26	6	July 1, 1883	313	.....	Connects at Maysville, Ill., with Bluffs, Ill., and Hannibal, Mo. R. P. O.
5,334	6	12	July 1, 1885	74	.....	Lancaster and Boston R. P. O. exchanges pouches with Hasen's Mills, Meadows, Jefferson Highlands, and Jefferson; Whitefield exchanges with Hasen's Mills and Jefferson.
13,208	6	8	July 1, 1885	221	.....
10,154	12	10	July 1, 1884	294	.....
11,944	6	6	July 1, 1883	166	.....	Trains run from Salida, Colo., at which point they connect Denver and Ogden and Leadville and Salida R. P. O's.
11,080	12	10	July 1, 1885	263	.....
13,296	24	14	July 1, 1885	200	.....	Boston exchanges pouches with Glenwood and Medford.
8,106	16	14	July 1, 1885	109	.....	Ellington exchanges with Springfield and Hartford R. P. O. and Rockville; Rockville exchanges with Springfield and Hartford R. P. O., and Boston and Hopewell Junction R. P. O.; Vernon exchanges with Hartford.
10,804	6	10	July 1, 1884	62	.....	¹ With additional round trip from Rockville to Vernon. Supplied by Menominee, Wis., and by Eau Claire, Wis., and Wabasha, Minn., R. P. O. Connects at Menominee, Wis., with Saint Paul, Minn., and Elroy, Wis., R. P. O.
37,122	12	24	May 1, 1884	85	.....	At Harrison Junction connects Ludington and Toledo and Manistee and East Saginaw R. P. O's.
266,100	13	46	July 1, 1884	630	.....
2,572	6	2	Mar. 11, 1884	48	.....
27,518	12	23	July 1, 1885	40	.....	Taunton exchanges pouches with Middleboro', East Taunton, Boston and Wellfleet R. P. O.; Boston, Providence, Barrowsville, Attleboro', and Boston and Providence R. P. O.
24,151	12	16	July 11, 1885	1,962	.....	Middleboro' exchanges pouches with Fall River. Freetown exchanges with Taunton; Boston and Wellfleet R. P. O. exchanges with Fall River, Lakeville, and Freetown.
15,725	6	8	July 1, 1884	221	.....
27,919	24	16	July 1, 1885	246	.....	East Berlin exchanges pouches with Boston, Springfield, and New York, and Boston and New York short-run R. P. O's; Berlin and Little Rock exchanges pouches with Boston, Springfield, and New York, and Boston and New York short-run R. P. O's; Middleton exchanges pouches with Boston and New York R. P. O., short run.
15,899	36	14	July 1, 1885	95	.....	Milford exchanges pouches with Providence, Franklin, Boston, and Boston and Hopewell Junction R. P. O.
5,583	12	6	July 1, 1885	57	.....	Milbury exchanges pouches with Boston, and Boston and Albany R. P. O.
16,200	12	12	July 1, 1885	116	.....
44,070	13	16	Apr. 1, 1884	1,607	.....	Supplied by Milwaukee, Wis. Connects at Schleihsingerville, Wis., with Menasha and Schleihsingerville, Wis., R. P. O., and at Milwaukee, Wis., with all lines centering at that city.
3,886	6	12	July 1, 1884	58	.....	At Milwaukee Junction connects Detroit and Grand Haven and Port Huron and Detroit R. P. O's. At Detroit Junction connects Detroit and Chicago R. P. O.
4,695	18	12			.....
5,559	12	6	July 1, 1883	67	.....	Connects at Mineral Point, Mo., with Saint Louis and Columbus and Saint Louis and Texarkana R. P. O's.
12,595	12	6	July 1, 1883	324	.....	Supplied by Minneapolis, Minn. Connects at Mendota, Minn., with Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O., and at Minneapolis, Minn., with lines centering there.
175,586	7	24	Oct. 15, 1883	237	.....	Connects at Mojave with San Francisco and Los Angeles, Cal., R. P. O., and at Needles with Albuquerque N. Mex., and Needles, Cal., R. P. O.
8,463	12	12	July 1, 1885	116	.....
8,247	6	10	July 1, 1885	76	.....	¹ Balance of route, 4 miles, covered by Towanda and Bernice R. P. O. (See Table A.)
5,125	12	4	July 1, 1885	63	.....	Monson exchanges pouches with Greenville and Oldtown R. P. O. No service performed between August 30 and January 1, 1885.

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.
Montclair and Newark, N. J.	2	7027	Newark, Montclair, N. J.	Del. Lack and West'n (Newark and Bloomfield Br'ch).	6.50
Montgomery and Ada, Ala.	4	17027	Montgomery, Ada, Ala.	Montgomery Southern R. R.	21.00
Monticello and Drifton, Fla.	4	16002	Monticello, Drifton, Fla.	Fla. Ewy. and Nav. Co.	4.00
Monticello and Port Jervis, N. Y.	2	6078	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
Montpellier and Barre, Vt.	1	2017	Montpellier, Barre, Vt.	Central Vermont R. R.	7.00
Mooers and Chazy, N. Y.	2	6026	Albany, Mooers, N. Y.	Del. and Hud. Canal Co.	11.79
Morgan Junction and Cumberland, Ohio. ^a	5	(part) 21048	Morgan Junction, Cumberland, Ohio.	Cincinnati, Wheeling and New York.	17.70
Morris and Brown's Valley, Minn.	6	26034	Morris, Brown's Valley, Minn.	St. Paul, Minneapolis and Manitoba.	47.29
Morris Run and Blossburgh, Pa.	2	8136	Blossburgh, Morris Run, Pa.	Tioga, Elm and State Line.	4.09
Mount Gilead and Edison, Ohio.	5	21072	Edison, Mount Gilead, Ohio.	Mt. Gilead Short Line	2.40
Mount Healthy, Cincinnati, Hamilton and Dayton Junction, Ohio.	5	21059	Cincinnati, Hamilton and Dayton Junction, Mount Healthy, Ohio.	Cincinnati and Northwestern	7.08
Mount Jewett and Kane, Pa.	2	8112	Mount Jewett, Kane, Pa.	Pitta. and Wash. (No. Div.)	13.00
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.	5.07
Narents Station and Metropolitan, Mich.	6	24058	Narents Station, Metropolitan, Mich.	Chicago and Northwestern	35.01
Necedah and Necedah Junction, Wis.	6	25062	Necedah Junction, Necedah, Wis.	Princeton and Western	16.24
Necedah and New Lisbon, Wis.	6	25022	New Lisbon, Necedah, Wis.	Chicago, Milwaukee and St. Paul.	12.76
Neelysville and Doniphan, Mo.	7	28035	Neelysville, Doniphan, Mo.	St. L., L. M. and So.	20.09
Neillsville and Merrillon, Wis.	6	25087	Merrillon, Neillsville, Wis.	Chicago, St. Paul, Minn. and Omaha.	15.51
Nephi and Meroni, Utah.	8	41010	Nephi, Meroni, Utah.	Sau Pete Valley R. R.	27.24
Nevada City and Colfax, Cal.	8	46019	Colfax, Nevada City, Cal.	Nevada Co. Narrow Gauge R. R.	23.00
Newark and Columbus, Ohio. ^a	5	21001	Bellaire, Columbus, Ohio.	Baltimore and Ohio	83.00
Newark and Delaware City, Del.	2	(part) 9507	Newark, Delaware City, Del.	Phila., Wilm. and Balto.	12.75
New Bedford and Fall River, Mass.	1	3054	New Bedford, Fall River, Mass.	Fall River R. R.	15.00
Newburgh and Greycourt, N. Y.	2	6004	Newburgh, Greycourt, N. Y.	N. Y., L. E. and W.	19.00
Newburgh and State Centre, Iowa.	6	27068	Newburgh, State Centre, Iowa.	Central Iowa	26.98
Newburgh Junction and Vall's Gate Junction, N. Y.	2	6074	Vall's Gate Junction, Newburgh Junction, N. Y.	N. Y., L. E. and W.	12.00
New Brunswick and East Millstone, N. J.	2	7010	East Millstone, New Brunswick, N. J.	Penn'a.	8.41
New Castle and New Castle Junction, Pa. ^a	5	8125	Allegheny, New Castle, Pa.	Pittsburgh and Western	3.70
Do.	5	(part) 8156	New Castle Junction, New Castle, Pa.	Pittsburgh and Lake Erie	3.05
Do.	2	8156	do	Pitta. and L. E.	3.05
Newfield and Atlantic City, N. J.	2	7019	Newfield, Atlantic City, N. J.	West Jersey	34.71

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>	<i>Ft. In.</i>	
8,250	12	28	July 1, 1885	358	.....
13,146	6	4	Mar. 15, 1883	43	.....
2,504	6	2	July 1, 1884	765	.....
15,462	6	18	July 1, 1885	206	.....
13,734	12	4	July 1, 1885	121	.....
13,140	18	28	July 1, 1885	215	.....	Barre exchanges pouches with Montpelier and Saint Albans and Boston R. P. O.
7,380	6	6	July 1, 1885	4,939	.....	¹ Balance of route (177 miles) covered by Rouse's Point and Albany R. P. O. (See Table A*.)
22,216	12	16	July 1, 1884	95	.....	² Formerly Lore City to Cumberland; curtailed to begin at Morgan Junction June 1, 1885; decrease distance 1.07 miles.
27,603	6	22	July 1, 1883	175	.....	Supplied by initial and terminal offices. Connects at Morris, Minn., with Little Falls and Morris, Minn., and Fargo, Dak., Breckenridge and Saint Paul, Minn., R. P. O.'s; connects at Graceville, Minn., with Fargo, Dak., and Ortonville, Minn., R. P. O.
5,120	12	4	July 1, 1885	62	.....
3,004	12	10	July 1, 1884	202	.....
8,864	12	6	July 1, 1884	93	.....
8,138	6	4	.....	.....	.....	³ 82.20 miles; balance of route covered by Kane and Callery R. P. O. (Table A*.)
6,541	6	24	July 1, 1885	54	.....
18,817	6	16	July 1, 1885	113	.....
6,348	12	8	July 1, 1883	144	.....	Supplied by Mount Zion, Iowa, and by Des Moines and Kookuk, Iowa, R. P. O.
21,916	6	6	July 1, 1884	41	.....	Supplied by Ishpeming, Mich., and Fort Howard, Wis., R. P. O.
10,106	6	4	.....	.....	.....	Supplied by Saint Paul, Minn., and Elroy, Wis., R. P. O. Connects at Necedah, Wis., with Necedah and New Lisbon, Wis., pouch service.
15,975	12	8	July 1, 1883	115	.....	Supplied by New Lisbon, Wis., and by Chicago, Ills., and Minneapolis, Minn., R. P. O. Connects at Necedah, Wis., with Necedah and Necedah Junction, Wis., pouch service.
12,576	6	18	July 2, 1883	131	.....	Connects at Neelysville, Mo., with Saint Louis and Texarkana R. P. O.
19,418	12	8	July 1, 1883	193	.....	Supplied by Merrillon, Wis., and by Saint Paul, Minn., and Elroy, Wis., R. P. O. Connects at Merrillon, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O.
17,490	6	4	July 2, 1883	131	.....	Connects at Nephi with Salt Lake and Desert R. P. O.
33,711	14	16	July 1, 1882	638	.....	Connects with Ogden, Utah, and San Francisco Cal., R. P. O. Pouches exchanged with Sacramento, Cal.
72,270	21	18	July 1, 1884	946	.....	⁴ Balance of route (105.47 miles) covered by Grafton and Chicago R. P. O. (See Table A*.)
15,962	12	20	July 1, 1885	89	.....
28,170	18	6	July 1, 1885	66	.....	New Bedford exchanges pouches with Fall River.
47,576	24	30	July 1, 1885	718	.....
16,880	6	18	July 1, 1883	91	.....	Supplied by Grinnell and State Centre, Iowa. Connects at Newburgh, with Iowa, Mason City and Albia, Iowa, R. P. O., and at State Centre, Iowa, with Cedar Rapids and Council Bluffs, Iowa, R. P. O. Connects at Capron, Iowa, with Marion and Council Bluffs, Iowa, R. P. O.
31,550	24	27	July 1, 1885	237	.....
10,520	12	12	July 1, 1885	75	.....
6,949	18	6	July 1, 1885	659	.....	⁵ Balance of route (58.10 miles) covered by Pittsburgh and Akron R. P. O. (See Table A*.)
5,728	18	6	.....	.....	.....
7,637	24	10	July 1, 1885	370	.....
21,728	6	10	July 1, 1885	72	.....

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract designation, terminal of route.	Corporate title of company.	Miles of route.
New Galllee, Pa., and Rogers, Ohio. ¹	5	21093	New Galllee, Pa., Rogers, Ohio.	New York, Pittsburgh and Chicago.	14.11
New Madrid and Paw Paw Junction (n. o.), Mo.	7	28052	New Madrid, Paw Paw Junction (n. o.), Mo.	Tex. and St. L.	6.14
Newport News and Fortrea Monroe, Va.	3	11021	Newport News, Fortrea Monroe, Va.	Cheapeake and Ohio	9.00
New Rockford and Jamestown, Dak.	6	35016	Jamestown, New Rockford, Dak.	Jamestown and Northern.....	59.97
New Rochelle and Harlem River, N. Y.	2	6109	New Rochelle, Harlem River, N. Y.	N. Y., N. H. and H.	11.87
New Salisbury and Corydon, Ind	5	22035	New Salisbury, Corydon, Ind..	Louisville, New Albany and Corydon.	8.29
New Sharon and Newton, Iowa.	6	27091	New Sharon, Newton, Iowa	Central Iowa.....	33.66
Newton and Monroe, Iowa.....	6	27036	Newton, Monroe, Iowa.....	Chicago, Rock Island and Pacific.	17.91
Newton Junction, N. H., and Merrimac, Mass.	1	3015	Newton Junction, N. H., Merrimac, Mass.	Boston and Maine R. E.	4.85
Newtown and Newtown Junction, Pa.	2	8117	Newtown Junction, Newtown, Pa.	Philadelphia, Newtown and New York.	27.10
Niles and Alliance, Ohio	5	21086	Alliance, Niles, Ohio.....	Alliance, Niles and Ashtabula.	27.83
Niles Junction (n. o.) and San José, Cal.	8	40029	Niles Junction, San José, Cal..	Central Pacific R. R.	18.27
Niles, Mich., and South Bend, Ind.	9	24012	Niles, Mich., South Bend, Ind.	Michigan Central.....	12.43
Norfolk and Virginia Beach, Va.	3	11035	Norfolk, Virginia Beach, Va...	Norfolk and Va. Beach and Imp. Co.	18.80
Norristown and Philadelphia, Pa.	5	8005	Philadelphia, Norristown, Pa..	Phila. and Reading	16.47
North Abington and Hanover, Mass.	1	3076	North Abington, Hanover, Mass.	Hanover Branch R. E.....	8.23
North Clarendon and Cherry Grove, Pa.	2	8148	North Clarendon, Cherry Grove, Pa.	Warren and Farnsworth Valley.	10.47
North Bennington and Bennington, Vt.	1	2015 (part)	Rutland, Bennington, Vt	Bennington and Rutland R. R.	4.78
North Brookfield and East Brookfield, Mass.	1	3031	North Brookfield, East Brookfield, Mass.	Boston and Albany R. E.....	4.27
North Hudson and River Falls, Wis.	6	25083	North Hudson, River Falls, Wis.	Chicago, St. Paul, Minn., and Omaha.	11.29
North Woodstock and Plymouth, N. H.	1	1022	Plymouth, North Woodstock, N. H.	Boston, Concord and Montreal R. R.	21.66
Nunda Junction and Olean, N. Y.	2	6059	Olean, Nunda Junction, N. Y.	Lack. and Pitts	70.14
Nutt (n. o.) and Lake Valley, N. Mex.	7	39008	Nutt (n. o.), Lake Valley, N. Mex.	A. T. & S. F.	13.73
Ocean City and Berlin, Md.....	2	10009	Salisbury, Ocean City, Md	Wicomico and Pocomoke	57.06
O'Fallen Depot and Belleville, Ill.	6	23031	Belleville, O'Fallen Depot, Ill..	Louisville and Nashville.....	7.34
Ogdensburg and De Kalb Junction, N. Y.	2	6036 (part)	Rome, Ogdensburg, N. Y.	Rome, Wat. and Ogdens.....	419.57
Olean, N. Y., and Bradford, Pa.	2	8121	Bradford, Pa., Olean, N. Y.....	Buff., N. Y., and Phila.....	23.90

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.		Remarks.
				Pounds.	Fl. In.	
6,389	6	10	July 1, 1884	73	.....	¹ Route was formerly New Galilee and East Carmel; curtailed to end at Rogers, Aug. 24, 1884; decrease distance 1.24 miles.
8,964	14	4	July 1, 1883	86	.....	Connects at Paw Paw Junction, Mo., with Cairo and Texarkana R. P. O.
11,268	12	22	July 1, 1885	546	.....	Connects at Newport News with Norfolk, Newport News and Richmond R. P. O., and at Fortress Monroe with Cape Charles and Norfolk, and Baltimore and Norfolk R. P. O's.
18,617	3	22	July 1, 1884	190	.....	Supplied by initial and terminal offices and by Saint Paul, Minn., and Bismarck, Dak., R. P. O.
14,861	12	10	July 1, 1885	2,407	.....	² Half round trip on Sundays.
5,252	6	10	Dec. 20, 1883	105	.....
21,071	6	28	July 2, 1883	120	.....	Supplied by initial and terminal offices and by Mason City and Albia, Iowa, R. P. O. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with Newton and Monroe, Iowa, pouch service.
22,423	12	14	July 1, 1883	95	.....	Supplied by initial and terminal offices. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with New Sharon and Newton, Iowa, pouch service. Connects at Monroe, Iowa, with Des Moines and Keokuk, Iowa, R. P. O.
6,072	12	10	July 1, 1885	126	.....	Merrimac exchanges pouches with Boston and Portland and Boston R. P. O. Newton exchanges pouches with Boston and Portland and Boston R. P. O.
33,929	12	16	July 1, 1885	332	.....
17,484	6	22	July 1, 1884	111	.....
26,820	14	32	July 1, 1882	270	.....	Connects at Niles Junction with Sacramento and San Francisco R. P. O., and also supplied by exchanges from Oakland and San Francisco, Cal.
15,562	12	36	July 1, 1884	93	.....	At Niles connects Benton Harbor and Anderson, Detroit and Chicago, and Detroit, Three Rivers and Chicago R. P. O's. At South Bend connects Fort Gratiot and Chicago, New York and Chicago, and South Bend and Terre Haute R. P. O's.
11,768	6	6	July 1, 1885	57	.....	Supplied by closed pouches from Norfolk, Va.
30,930	18	24	July 1, 1885	534	.....
5,168	12	18	July 1, 1885	129	.....	Boston exchanges pouches with Rockland, West Hanover, South Hanover, and Hanover; additional round trip to Rockland. Service commenced January 1, 1885.
13,108	12	8	July 1, 1885	74	.....
5,984	12	26	July 1, 1885	3,892	.....	Bennington exchanges pouches with Troy, N. Y., North Bennington, Rutland, Boston, and Troy, Rutland, Bennington, and Troy, Essex Junction and Boston, and Saint Albans and Hoosick Junction R. P. O's.
13,678	30	14	July 1, 1885	199	.....	North Brookfield exchanges with East Brookfield, Boston and Albany R. P. O. east and west, and Boston and Albany R. P. O. short run east and west.
14,135	12	6	July 1, 1883	183	.....	Supplied by Hudson, Wis. Connects at Hudson, Wis., with Ashland, Wis., and Saint Paul, Minn., and with Saint Paul, Minn., and Elroy, Wis., R. P. O's.
13,183	6	28	July 1, 1885	117	.....	Lancaster and Boston R. P. O. exchanges pouches with Blair, Campton, West Campton, Campton Village, Thornton, West Thornton, Woodstock, and North Woodstock. West Thornton exchanges with Plymouth.
87,815	12	26	July 1, 1885	130	.....
10,023	7	6	June 10, 1884	167	.....	Connects at Nutt, N. Mex., with Rincon and Doming R. P. O.
4,419	6	2	July 1, 1885	133	.....	³ Balance of route, 23.62 miles, covered by Berlin and Salisbury R. P. O. (See Table A*.)
4,505	6	4	Aug. 1, 1883	41	.....	Connects at O'Fallen Depot, Ill., with Cincinnati, Ohio and Saint Louis, Mo., R. P. O., and at Belleville, Ill., with Evansville, Ind., and Saint Louis, Mo., and with Saint Louis, Mo., and El Dorado, Ill., R. P. O's.
36,752	18	12	July 1, 1885	2,258	.....	⁴ Balance of route, 122.42 miles, covered by Norwood and Rome R. P. O's. (See Table A*.)
29,922	12	22	July 1, 1885	136	.....

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.
Oliver Springs and Hunnicutt, Tenn.	5	19022	Hunnicutt, Oliver Springs, Tenn.	Walden's Ridge	18.06
Olympia and Tenino, Wash.	8	43003	Olympia, Tenino, Wash	Olympia and Chehalis Val. R. R.	16.05
Onalaska and La Crosse, Wis.	6	25, 013	Onalaska, La Crosse, Wis	Chicago and Northwestern	8.11
Orange C. H., and Gordonsville, Va.	3	11, 025	Orange C. H., Gordonsville, Va.	Virginia Midland	9.79
Oronogo and Joplin, Mo	7	28, 054 (part)	Oronogo, Mo., Galena, Kans	St. L. and S. F.	111.00
Oroville and Marysville, Cal.	8	46, 009	Marysville, Oroville, Cal	Northern Cal. R. R.	27.50
Osceola Mills and Ramey, Pa.	2	8, 099	Osceola Mills, Ramey, Pa	Penna	8.88
Ossawatimie and Ottawa, Kans	7	33, 033	Ossawatimie, Ottawa, Kans	Mo. Pac.	21.40
Oxford and Peter's Creek, Pa.	2	8094	Oxford, Peter's Creek, Pa	Peach Bottom	20
Palisade and Eureka, Nev	8	45002	Palisade, Eureka, Nev	Eureka and Palisade R. R.	90.85
Palouse Junction (n. o.) and Colfax, Wash.	8	43006	Palouse Junction, Colfax, Wash	Columbia and Palouse R. R.	89.18
Paris and Lexington, Ky.	5	29002 (part)	Covington, Lexington, Ky	Kentucky Central	19.98
Park River and Larimore, Dak	6	35006 (part)	Everest, Park River, Dak	Saint Paul, Minneapolis and Manitoba.	206.47
Pasco Junction (n. o.) and North Yakima, Wash.	8	43011	Pasco Junction, North Yakima, Wash.	Northern Pacific R. R.	90.16
Paterson and Newark, N. J.	2	7030	Newark, Paterson, N. J.	N. Y. L. E. and W.	13.24
Pelican Rapids and Fergus Falls, Minn.	6	26043	Fergus Falls, Pelican Rapids, Minn.	St. Paul, Minneapolis and Manitoba.	22.76
Pemberton Junction and Whiting, N. J.	2	7063	Whiting, Pemberton Junction, N. J.	Penna. (Amboy division)	18.49
Pennsborough and Ritchie C. H., W. Va.	3	12004	Pennsborough, Ritchie C. H., W. Va.	Pennsboro and Ritchie Co.	9
Pensacola and Millview, Fla.	4	16005	Pensacola, Millview, Fla	Pensacola and Perdido R. R.	10.25
Perry and Silver Springs, N. Y.	2	6070	Silver Springs, Perry, N. Y.	Silver Lake	6.83
Petaluma and Lakeville, Cal.	8	46004	Petaluma, Lakeville, Cal	San Fran. and No. Pacific R. R.	7.02
Peters and Oakdale, Cal	8	40035	Peters, Oakdale, Cal	Stockton and Copperopolis R. R.	19.13
Petersburgh and City Point, Va.	3	11010	Petersburgh, City Point, Va.	Norfolk and Western	10.46
Philadelphia and Chestnut Hill R. R. Station, Pa.	2	8160	Philadelphia, Chestnut Hill R. R. Station, Pa.	Phila., Germantown and C. H.	11.86
Phoenixville and Uwchland, Pa.	2	8066	Phoenixville, Uwchland, Pa.	Phila. and Reading	11.83
Phoenixville and Westchester, Pa.	2	8048	Westchester, Phoenixville, Pa.	Penna	18.42
Pike and Crivitz, Wis	6	25016 (part)	Milwaukee, Pike, Wis	Wisconsin and Michigan	210.90
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
Pinckneyville and Murphysborough, Ill.	6	23085	Murphysborough, Pinckneyville, Ill.	St. Louis Coal	23.21

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.		Remarks.
				Pounds.	Ft. In.	
11,305	6	4	July 1, 1884	39	.....
10,047	6	6	July 1, 1882	254	.....	Connects with Tacoma, Wash., and Portland, Oreg., R. P. O. at Olympia.
21,994	26	12	July 1, 1883	300	.....	Connects at Onalaska, Wis., with Chicago, Ill., and Winona, Minn., R. P. O. and at La Crosse, Wis., with Chicago, Ill., and Minneapolis, Minn.; La Crosse, Wis., and Dubuque, Iowa; La Crosse, Wis., and Mankato, Minn., and La Crosse, Wis., and Woonsocket, Dak., R. P. O's.
7,146	6	12	July 1, 1885	80	.....	Connects at Orange, C. H., with Fredericksburgh and Orange C. H., and Washington and Charlotte R. P. O's, and at Gordonsville with Richmond and Clifton Forge R. P. O.
14,916	13	8	July 1, 1883	190	.....	¹ Balance of route 28054 (10 miles) covered by Girard and Galena R. P. O. Connects at Oronogo, Mo., with Saint Louis and Halstead R. P. O.; at Webb City, Mo., with Kansas City and Joplin R. P. O.; at Joplin, Mo., with Girard and Galena, Kansas City and Joplin, and Fort Scott and Joplin R. P. O's.
20,075	7	14	July 1, 1882	213	.....	Connects at Marysville with Tehama and Sacramento R. P. O.
11,117	12	10	July 1, 1885	152	.....
15,622	7	18	July 1, 1882	228	.....	Connects at Ossawatimie, Kans., with Holden and Le Roy R. P. O.; at Ottawa, Kans., with Kansas City and Attica and Lawrence and Burlington R. P. O's.
12,520	6	24	July 1, 1885	93	.....
28,345	3	6	July 1, 1882	500	.....	Connects with Ogden, Utah, and San Francisco, Cal., R. P. O. at Palsade.
27,824	3	5	Feb. 11, 1884	145	.....	Connects with Heron, Mont., and Wallula, Wash., R. P. O.
26,793	18	19	July 1, 1884	2,460	.....	² Covered by R. P. O. service from July 19 to Oct. 17, 1884. Balance of route (80 miles) covered by Cincinnati and Livingston and Maysville, Paris, and Cincinnati R. P. O's. (See Table A*.)
22,830	6	18	Apr. 15, 1885	378	.....	² Balance of route covered by Larimore, Dak., and Breckenridge, Minn., R. P. O. (See Table A*.) Supplied by initial and terminal offices. Connects at Larimore, Dak., with Crookston, Minn., and Devil's Lake, Dak., and with Larimore, Dak., and Breckenridge, Minn., R. P. O's.
56,440	6	5	Not weighed.		.....	Established April 2, 1885; commenced May 1, 1885. Connects with Heron, Mont., and Wallula, Wash., R. P. O.
16,576	12	25	July 1, 1885	120	.....
14,248	6	10	Sept. 1, 1882	101	.....	Supplied by initial and terminal offices. Connects at Fergus Falls, Minn., with Boundary Line and St. Paul, Minn., and Wadena and Fergus Falls, Minn., R. P. O's, and with Fergus Falls, Minn., and Milnor, Dak., pouch service.
23,148	12	20	July 1, 1885	87	.....
11,268	12	2	July 1, 1885	97	.....	Connects at Pennesborough with Grafton and Parkersburgh and Grafton and Cincinnati R. P. O's.
6,416	6	2	July 1, 1884	34	.....
12,826	18	12	July 1, 1885	196	.....
4,394	6	2	May 4, 1884	30	.....	Connects with Cloverdale and San Francisco R. P. O. at Petaluma.
11,975	6	4	July 1, 1882	110	.....	Pouches, with Stockton, Cal., post-office exchanged on this line.
6,647	6	4	July 1, 1885	34	.....	Connects at Petersburgh with Norfolk and Lynchburgh and Richmond and Wilmington R. P. O's, and at City Point with Norfolk and Richmond R. P. O.
16,062	13	40	July 1, 1885	548	.....	⁴ Including sacks.
7,465	6	18	July 1, 1885	112	.....
17,296	9	22	July 1, 1885	175	.....
12,457	6	6	Mar. 18, 1885	1,066	.....	⁵ Balance of route covered by Green Bay and Milwaukee, Wis., and Menominee, Mich., and Green Bay, Wis., R. P. O's. Supplied by Crivitz, Wis. Connects at Crivitz, Wis., with Menominee, Mich., and Green Bay, Wis., R. P. O.
8,876	6	10	July 1, 1885	110	.....
14,529	6	18	Mar. 8, 1883	60	.....	Supplied by initial and terminal offices. Connects at Pinckneyville, Ill., with Saint Louis, Mo., and El Dorado, Ill., and with Tamaroa and Chester, Ill., R. P. O's. Connects at Murphysborough, Ill., with Carbondale and Grand Tower, Ill., pouch service, and with Saint Louis, Mo., and Cairo, Ill., R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads

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.
Pipe Stone, Minn., and Watertown, Dak.	6	27003 (part)	Cedar Rapids, Iowa, Watertown, Dak.	Burlington, Cedar Rapids and Northern.	185.45
Pittsburgh and Castle Shannon, Pa.	2	8095	Pittsburgh, Castle Shannon, Pa.	Pitts. and Castle Shannon . . .	6.02
Plainview and Chatfield, Minn.	6	26018	Chatfield, Plainview, Minn. . .	Winona and St. Peter	28.78
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
Pleasant Hill, Mo., and Olathe, Kans.	7	28016	Pleasant Hill, Mo., Olathe, Kans.	K. C., Ft. S. and G.	24.95
Pleasanton and Blue Mound, Kans.	7	33045	Pleasanton, Blue Mound, Kans.	St. L. and Emporia	19.24
Pleasantville and Somers Point, N. J.	2	7020	Pleasantville, Somers Point, N. J.	West Jersey	7.31
Poland and Herkimer, N. Y. . .	2	6119	Herkimer, Poland, N. Y.	Herk., Newport and Poland . .	17
Pomeroy and Landenburgh, Pa.	2	8131	Landenburgh, Pomeroy, Pa. . .	Penna	18.64
Poncho Springs and Monarch, Colo.	7	88609	Poncho Springs, Monarch, Colo.	D. and R. G.	15.92
Port Huron and Almont, Mich. . .	9	24000	Port Huron, Almont, Mich. . . .	Pt. Huron and Northwestern .	54.53
Portland and Nazareth, Pa. . . .	2	8128	Portland, Nazareth, Pa.	Bangor and Portland	25.61
Port Monmouth and Red Bank, N. J.	2	7049	Eatontown, Port Monmouth, N. J.	Phila. and Reading (N. J., So. Div.)	26.58
Prairie du Sac and Mazo Manie, Wis.	6	25039 (part)	Mazo Manie, Prairie du Sac, Wis.	Chicago, Milwaukee and St. Paul.	10.45
Pratt's Junction and Loring, Mass.	1	3047	Loring, Pratt's Junction, Mass.	Old Colony R. R.	4.83
Providence and Bristol, R. I. . . .	1	4004	Providence, Bristol, R. I.	Providence, Warren and Bristol R. R.	14.89
Princeton and Princeton Junction, N. J.	2	70053	Princeton Junction, Princeton, N. J.	Penna	3.87
Rahway and Perth Amboy, N. J.	2	7038	Rahway, Perth Amboy, N. J. . .	Penna	7.94
Red Cliff and Malta, Colo.	7	38018	Red Cliff, Malta, Colo.	D. and R. G.	27
Redfield and Thurston, Ohio. . . .	5	21069	Thurston, Redfield, Ohio.	Columbus and Eastern.	33.76
Richland Centre and Lone Rock, Wis.	6	25029	Lone Rock, Richland Centre, Wis.	Chicago, Milwaukee and St. Paul.	16.39
Ridgefield and Branchville, Conn.	1	5023	Branchville, Ridgefield, Conn. .	Danbury and Norwalk R. R. . .	4.50
Ripon and Berlin, Wis.	6	25003 (part)	Milwaukee, Berlin, Wis.	Chicago, Milwaukee and St. Paul.	412.06
Roaring Spring and Ore Hill, Pa.	2	8163	Roaring Spring, Ore Hill, Pa. . .	Penna	3.36
Roberts and Guide, Tex.	7	31042	Roberts, Guide, Tex.	H. and T. C.	52.07
Rochelle and Gainesville, Fla. . .	4	16012 (part)	Palatka, Gainesville, Fla.	Fla. Southern Rwy.	9.70

and 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.
				Pounds.	Ft. In.	
53,493	6	22	Jan. 1, 1885	567	.....	¹ Balance of route covered by Cedar Rapids, Iowa, and Pipe Stone, Minn., R. P. O. (See Table A ² .) Supplied by initial and terminal offices. Connects at Pipe Stone, Minn., with La Crosse, Wis., and Woonsocket, Dak., and Cedar Rapids, Iowa, and Pipe Stone, Minn., R. P. O's, and with Horon Lake and Pipe Stone, Minn., pouch service. Connects at Watertown, Dak., with Minneapolis, Minn., and Watertown, Dak., and Tracy, Minn., and Redfield, Dak., R. P. O's, and with Watertown and Brookings, Dak., pouch service. Connects at Elkton, Dak., with Tracy, Minn., and Pierre, Dak., R. P. O.
3,708	6	10	July 1, 1885	63	.....
53,955	18	40	July 1, 1883	153	.....	Supplied by Eyota, Minn., and by Winopa and Tracy, Minn., R. P. O.
14,723	6	12	July 1, 1885	179	.....
43,406	12	16	July 1, 1885	125	.....
21,879	6	30	July 1, 1883	107	.....	Connects at Pleasant Hill, Mo., with Kansas City and Joplin and Saint Louis and Atchison R. P. O's; at Olathe, Kans., with Kansas City and Memphis and Kansas City and Attica R. P. O's. Connects at Pleasanton, Kans., with Kansas City and Memphis R. P. O.
14,045	7	6	.....	Not weigh'd	.....
4,576	6	10	July 1, 1885	49	.....
21,284	12	12	July 1, 1885	219	.....
11,668	6	6	July 1, 1885	49	.....
9,966	6	14	July 1, 1885	79	.....	Trains run from Salida, Colo., and there connect Leadville and Salida and Denver and Ogden R. P. O's.
43,220	12	18	July 1, 1884	235	.....	At Port Huron connects East Saginaw and Port Huron, Fort Gratiot and Chicago, Port Austin and Port Huron, and Port Huron and Detroit R. P. O's.
32,064	12	30	July 1, 1885	211	.....
4,119	6	4	July 1, 1885	425	.....	² Balance of route (3.22 miles) covered by Red Bank and Bridgeton R. P. O. (See Table A ² .)
13,083	12	16	July 1, 1883	163	.....	Supplied by Mazo Manie, Wis., and by Milwaukee and Prairie du Chien, Wis., R. P. O.
9,070	18	16	July 1, 1885	356	.....	Portland and Worcester R. P. O. exchanges pouches with Fitchburgh, Sterling and Leominster; Nashua and Worcester R. P. O. exchanges with Fitchburg, Sterling and Leominster; Fitchburgh exchanges with Worcester and Boston and New York R. P. O.
27,024	18	42	July 1, 1885	629	.....	Providence exchanges pouches with Barrington Centre, Warren, Fall River, Nayatt Point, Drownville, Bristol, and Newport; Bristol exchanges with Warren; Fall River exchanges with Providence and New London and Boston, Springfield and York R. P. O's.
12,657	26	20	July 1, 1885	410	.....
13,784	18	12	July 1, 1885	458	.....
19,710	7	12	Jan. 16, 1882	106	.....	Connects at Malta, Colo., with Leadville and Salida R. P. O.
20,694	6	18	Feb. 9, 1885	97	.....	³ Formerly Thurston to Buckeye Cottage; extended February 9, 1885, to Redfield; increase distance, 1.27 miles.
20,520	12	24	July 1, 1883	283	.....	Supplied by initial and terminal offices, and by Milwaukee and Prairie du Chien, Wis., R. P. O.
8,626	18	6	July 1, 1885	113	.....	Ridgefield exchanges pouches with Danbury and South Norwalk R. P. O.
16,376	12	14	July 1, 1883	1,425	.....	⁴ Balance of route covered by Oshkosh and Milwaukee, Wis., R. P. O. (See Table A ² .) Supplied by Ripon, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O. Connects at Ripon, Wis., with Sheboygan and Princeton, Wis., R. P. O., and at Rush Lake, Wis., with Winneconne and Rush Lake, Wis., pouch service.
2,103	6	2	July 1, 1885	46	.....
32,596	6	24	Feb. 2, 1885	87	.....	Connects at Terrell, Tex., with Texarkana and El Paso R. P. O.; at Kautman, Tex., with Dallas and Kent R. P. O.; at Guide, Tex., with Denison and Houston R. P. O., and Guide and Waxahachie R. R.
12,144	12	6	July 1, 1884	333	.....

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.
Rockford and Rochelle, Ill.	6	23057	Rochelle, Rockford, Ill.	Chicago and Iowa	27.76
Rock Island and Cabel, Ill.	6	23059	Rock Island, Cabel, Ill.	Rock Island and Mercer Co. ...	27.28
Rockport and Salem, Mass.	1	3003	Salem, Rockport, Mass.	Eastern R. R.	19.00
Rockport Junction and Rockport, Ind.	5	22034	Rockport Junction (n. o.), Rockport, Ind.	Louisville, Evansville and St. Louis.	14.20
Rocky Mount and Tarborough, N. C.	3	13015	Rocky Mount, Tarborough, N. C.	Wilmington and Weldon	17.80
Rome and Clinton, N. Y.	2	6051	Clinton, Rome, N. Y.	Del., Lack. and West'n	12.19
Roswell and Chamblee, Ga.	4	15085	Roswell Junction (n. o.), Roswell, Ga.	Roswell R. R.	10.87
Russellville and Adairville, Ky. ¹	5	20014 (part.)	Owensborough, Adairville, Ky	Owensborough and Nashville.	12.28
Sabula and Clinton, Iowa	6	27012 (part.)	Clinton, Iowa, La Crosse, Wis.	Chicago, Milwaukee, and St. Paul.	216.27
Saint Agnes Station and Catonsville, Md.	3	10026	Saint Agnes Station, Catonsville, Md.	Baltimore and Potomac	2.93
Saint Augustine and Tocoal, Fla.	4	18004	West Tocoal, Saint Augustine, Fla.	St. John's R. R.	18.50
Saint Clair and Lenox, Mich.	9	24037	Saint Clair, Lenox, Mich.	Michigan Central.	16
Saint Clairville and Shields, Ohio.	5	21056	Saint Clairville, Shields, Ohio.	St. Clairsville	7.26
Saint Hilaire and Crookston, Minn.	6	28050	Crookston, Saint Hilaire, Minn.	St. Paul, Minneapolis and Manitoba.	28.73
Saint Ignace and Marquette, Mich. ²	9	24051	Saint Ignace, Marquette, Mich.	Detroit, Mackinac and Marquette.	151.37
Saint Louis and Florissant, Mo.	7	28031	Saint Louis, Florissant, Mo.	W. E. N. G.	16.81
Saint Louis and Owasso, Mich. ⁷	9	24065	Saint Louis, Owasso, Mich.	Toledo, Ann Arbor and North Michigan.	40.88
Saint Mary's and Minster, Ohio.	5	21082	Saint Mary's, Minster, Ohio.	Lake Erie and Western	10.06
Saint Peter's and Springfield Station, Pa.	2	8162	Springfield Station, Saint Peter's, Pa.	Wilm. and Northern	7
Salisbury and Glasgow, Mo.	7	28025	Salisbury, Glasgow, Mo.	W., St. L. and Pac.	15.61
Salt Lake and Stockton, Utah	8	41005	Salt Lake, Stockton, Utah.	Utah and Nevada R. R.	40.50
San Anselmo and San Quentin, Cal.	8	46025	San Anselmo, San Quentin, Cal.	North Pacific Coast R. R.	6.25
Sand Beach and Palm Station, Mich. ⁴	9	24061	Sand Beach, Palm Station, Mich.	Pt. Huron and Northwestern.	18.63
Sandersville and Tennile, Ga.	4	15027	Sandersville, Tennile, Ga.	Sandersville and Tennile R. R.	3.50
Sandy and Bingham Canyon, Utah.	8	41004	Sandy, Bingham Canyon, Utah.	Denver and Rio Grande Rwy.	17.42
Sanford and Fort Reed, Fla.	4	16010	Sanford, Fort Reed, Fla.	Sanford and Indian River R. R.	2.88
San Luis Obispo and Los Alamos, Cal.	8	46040	San Luis Obispo, Los Alamos, Cal.	Pacific Coast Rwy.	54.20
San Luis Obispo and Port Harford, Cal.	8	46041	San Luis Obispo, Port Harford, Cal.	Pacific Coast Rwy.	11.80
Santa Cruz and Pajaro, Cal.	8	46021	Santa Cruz, Pajaro, Cal.	Santa Cruz R. R.	22.20

part 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.
84,755	12	16	July 1, 1883	Pounds. 204	..... Ft. In.	Supplied by initial and terminal offices, and by Forreston and Aurora, Ill., R. P. O. Connects at Rockford, Ill., with Chicago, Ill., and Dubuque, Iowa, and with Kenosha, Wis., and Rockford, Ill., R. P. O's. Connects at Rochelle, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
17,077	6	14	July 1, 1883	149	.....	Supplied by initial and terminal offices. Connects with all lines centering at Rock Island, Ill.
24,651	12	58	July 1, 1885	667	.....	Boston exchanges pouches with Rockport, Gloucester, Magnolia, Manchester, and Beverly Farms; Salem exchanges with Rockport, Gloucester, Magnolia, Manchester, and Beverly Farms; Gloucester exchanges with Rockport, Bangor, and Boston R. P. O., Magnolia, Manchester and Boston, Springfield and New York R. P. O.; Manchester exchanges with Bangor and Boston R. P. O. Two additional round trips from Gloucester to Salem.
30,424	18	22	July 1, 1884	282	.....
11,142	6	18	July 1, 1884	432	.....	Connects at Rocky Mount with Richmond and Wilmington R. P. O.
16,513	12	26	July 1, 1885	139	.....
6,804	6	6	July 1, 1884	70	.....
8,313	6	2	July 1, 1884	472	.....	¹ Balance of route 76.99 miles, covered by Owensborough and Russellville R. P. O. (See Table A*.)
30,555	18	12	July 1, 1883	2,442	.....	² Balance of route covered by La Crosse, Wis., and Dubuque, Iowa, and Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O's. (See Table A*.) Supplied by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, and Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O's. Connects at Clinton, Iowa, with Chicago, Ill., and Cedar Rapids, Iowa, Clinton and Elmira, Iowa, and Clinton and Anamosa, Iowa, R. P. O's.
4,920	12	12	.....	.....	.....	Connects at Saint Agnes Station with Baltimore and Washington R. P. O.
23,162	12	6	Dec. 17, 1884	33	.....
20,032	12	12	July 1, 1884	274	.....	At Lenox connects at Huron and Detroit R. P. O.
13,634	18	18	July 1, 1884	180	.....
8,992	3	4	Sept. 15, 1883	29	.....	Supplied by Crookston, Minn. Connects at Crookston, Minn., with Boundary Line and Saint Paul, Minn., and Crookston, Minn., and Devil's Lake, Dak., R. P. O's.
94,758	6	24	July 1, 1884	157	.....	³ At Saint Ignace connects Mackinaw City and Detroit and Mackinaw City and Grand Rapids R. P. O's. At Marquette connects Marquette and Houghton R. P. O.
10,210	6	8	July 1, 1883	66	.....	Makes all Saint Louis, Mo., connections.
1,797	12	24	Nov. 10, 1884	402	.....	⁴ Established November 10, 1884. R. P. O. service established November 21, 1884. (See Table A*.)
6,297	6	10	July 1, 1884	67	.....
8,764	12	6	July 1, 1885	46	.....
21,167	13	10	July 1, 1883	35	.....	Connects at Salisbury, Mo., with Saint Louis, Moberly and Kansas City R. P. O., and at Glasgow, Mo., with Saint Louis, Louisiana, and Kansas City R. P. O.
25,353	6	10	July 1, 1882	88	.....	Supplied by Salt Lake City post-office.
9,125	14	14	June 2, 1884	115	.....	Connects with Duncan's Mills and San Francisco R. P. O. at San Anselmo. Pouches also exchanged with San Francisco, Cal.
23,576	12	12	July 1, 1884	163	.....	⁵ At Palm Station connects Port Austin and Port Huron R. P. O.
4,382	12	10	July 1, 1884	167	.....
10,904	6	4	July 1, 1882	56	.....	Supplied by Salt Lake, Utah, post-office.
2,429	6	2	July 1, 1884	77	.....
23,991	6	8	Jan. 15, 1883	235	.....	Connects with San Luis Obispo and Port Harford R. R.
7,386	6	4	Feb. 15, 1883	22	.....	Connects with San Luis Obispo and Los Alamos R. R.
16,206	7	10	.....	.....	.....	Connects at Pajaro with the San Francisco and Soledad R. P. O., and at Santa Cruz with San Francisco and Santa Cruz 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.
Santa Fé and Lamy, N. Mex.	7	39001	Santa Fé, Lamy, N. Mex.	A., T. and S. Fé	18.70
Sardinia Junction and Springville, N. Y.	2	6104	Springville, Sardinia Junction, N. Y.	Springville and Sardinia	11.59
Saxonville and Natick, Mass.	1	3032	Natick Saxonville, Mass.	Boston and Albany R. R.	387
Saybrook Junction (n. c.) and Saybrook Point, Conn.	1	5015	Hartford, Saybrook Point, Conn.	Hartford and Connecticut Valley R. R.	183
Schenectady and Quaker Street, N. Y.	2	6030	Quaker Street, Schenectady, N. Y.	Del. and Hud. Canal Co.	15.47
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 and Saratoga Springs, N. Y.	2	6077	Saratoga Springs, Schuylerville, N. Y.	Bos., H. T. and W.	13.55
Schuylerville Junction and Mechanicsville, N. Y.	2	6121	Mechanicsville, Schuylerville Junction, N. Y.	Bost., H. T. and W.	12.98
Scranton and Wilkesbarre, Pa.	2	8079	Wilkesbarre, Scranton, Pa.	Cent. R. R. of N. J.	19.85
Sea Isle Junction and Sea Isle City, N. J.	2	7060	Sea Isle Junction, Sea Isle City, N. J.	West Jersey	4.97
Seattle and Newcastle, Wash.	8	43002	Seattle, Newcastle, Wash.	Columbia and Puget Sound R. R.	20.28
Seligman, Mo., and Eureka Springs, Ark.	7	29013	Seligman, Eureka Springs, Ark.	Eureka Springs.	19.26
Selma and Martins, Ala.	4	17022	Selma, Martins, Ala.	Selma & New Orleans	21
Shaw and Mineville, W. Va.	3	12007	Piedmont, Mineville, W. Va.	W. Va., Central and Pittsburgh.	2
Sheffield and Sheffield Junction, Pa.	1	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
Shumway and Altamont, Ill.	6	23066 (part)	Chicago, Altamont, Ill.	Wabash, St. Louis and Pacific.	710.53
Sidney and Urbana, Ill.	6	23,029 (part)	Sidney, Havana, Ill.	Wabash, St. Louis, and Pacific	712.00
Silver City and Deming, N. M.	7	39,006	Silver City, Deming, N. Mex.	S. C., D. and Pac.	47.70
Sioux Falls and Salem, Dak.	6	28,020 (part)	Worthington, Minn., Salem, Minn.	Chicago, St. Paul, Minn., and Omaha.	439.65
Skaneateles Junction and Skaneateles, N. Y.	2	6,060	Skaneateles Junction, Skaneateles, N. Y.	Skaneateles.	5.16
Sleepy Eye and Redwood Falls, Minn.	6	26,018	Sleepy Eye, Redwood Falls, Minn.	Chicago and North Western.	26.63
Sligo and Lawsonham, Pa.	2	8,093	Lawsonham, Sligo, Pa.	Allegheny Val.	10.39
Smithfield and Goldsborough, N. C.	3	13,005	Smithfield, Goldsborough, N. C.	Atlantic and North Carolina.	22.00
Snow Shoe and Milesburgh, Pa.	2	8083 (part)	Belleville, Snow Shoe, Pa.	Penn'a	719.55
Socorro and Magdalena, N. Mex.	7	39010	Socorro, Magdalena, N. Mex.	A., T. and S. F.	27.65
Somerset Junction and Indianola, Iowa.	6	27015 (part)	Des Moines, Indianola, Iowa	Chicago, Rock Island and Pacific.	66.73
Somerville and Flemington, N. J.	2	7002	Somerville, Flemington, N. J.	Cent. R. R. of N. J.	16.96

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.
				<i>Pounds.</i>	<i>Ft. In.</i>	
40,953	21	12	July 1, 1882	746		Connects at Lamy, N. Mex., with La Junta and Albuquerque R. P. O.
14,510	12	8				Discontinued, June 30, 1885.
4,845	12	4	July 1, 1885	63		Saxonville exchanges with Natick.
3,436	18	12	July 1, 1885	2,079		Saybrook Point exchanges pouches with Hartford and Saybrook and New London and New Haven R. P. O.
19,368	12	10	July 1, 1885	113		
3,443	6	2	July 1, 1885	210		
5,483	12	6	July 1, 1885	389		
16,964	12	8	July 1, 1885	112		
8,125	6	8	July 1, 1885	126		
24,852	12	20	July 1, 1885	160		
6,222	12	10	July 1, 1885	43		
12,695	6	4	July 1, 1882	43		Connects at Seattle with the Sehome and Seattle R. P. O. (steamboat line).
28,120	14	14	Feb. 15, 1883	387		Connects at Seligman, Mo., with Pierce City and Fort Smith R. P. O.
13,146	6	6	July 1, 1884	42		Connects at Shaw with Piedmont and Thomas R. P. O.
1,878	6	2	July 1, 1885	124		¹ Balance of route (11 miles) covered by Piedmont and Thomas R. P. O. (See Table A*.)
7,662	6	4	July 1, 1885	70		
8,638	12	8	July 1, 1885	205		
6,592	6	4	July 1, 1883	834		² Balance of route covered by Chicago, Decatur, Ill., and Saint Louis, Mo., and Bement and Effingham, Ill., R. P. O's (See Table A*.)
						Connects at Altamont, Ill., with Pittsburgh, Pa., and Saint Louis, Mo., and Beardstown and Shawneetown, Ill., R. P. O's, and at Shmway, Ill., with Bement and Effingham, Ill., R. P. O.
7,512	6	8	July 1, 1883	475		³ Balance of route covered by Urbana and Havana, Ill., R. P. O. (See Table A*.)
						Connects at Urbana, Ill., with Indianapolis, Ind., and Peoria, Ill., and Urbana and Havana, Ill., R. P. O's. Connects at Sidaey, Ill., with La Fayette, Ind., and Quincy, Ill., R. P. O.
20,860	6	18	July 2, 1883	811		Connects at Deming, N. Mex., with Deming and Los Angeles R. P. O., Rincon and Deming R. P. O., and El Paso and Deming R. R.
24,821	6	10	July 1, 1883	294		⁴ Balance of route covered by St. Paul, Minn., and Sioux Falls, Dak., R. P. O. (See Table A*.)
						Supplied by initial and terminal offices. Connects at Sioux Falls, Dak., with St. Paul, Minn., and Sioux Falls, Dak., and with Sioux Falls, Dak., and Sioux City, Iowa, R. P. O's, and with Egan and Sioux Falls, Dak., pouch service. Connects at Salem, Dak., with Ironquois, Dak., and Hawarden, Iowa, R. P. O.
12,921	24	18	July 1, 1885	268		
33,341	12	12	July 1, 1883	167		Supplied by Sleepy Eye, Minn., and Winona and Tracy, Minn., R. P. O. Connects at Redwood Falls, Minn., with Minneapolis, Minn., and Watertown, Dak., R. P. O.
6,504	6	4	July 1, 1885	42		
13,772	6	6	July 1, 1884	509		Connects at Goldsborough with Goldsborough and Morehead City, and Goldsborough and Greensborough, and Richmond and Wilmington R. P. O's.
12,238	6	2	July 1, 1885	82		⁵ Balance of route (2.70 miles) covered by Lock Haven and Tyrone R. P. O. (See Table A*.)
20,185	7	8	Mar. 20, 1885	72		Connects at Socorro, N. Mex., with Albuquerque and El Paso R. P. O.
16,852	24	16	July 1, 1883	551		⁶ Balance of route covered by Des Moines and Winterset, Iowa, R. P. O. (See Table A*.)
						Connects at Somerset Junction with Des Moines and Winterset, Iowa, R. P. O., and at Indianola, Iowa, with Indianola and Chariton, Iowa, R. P. O.
30,160	18	24	July 1, 1885	212		

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.
Somerville and Moscow, Tenn. South Abington and Bridgewater, Mass.	5	19019	Moscow, Somerville, Tenn.	Memphis and Charleston	13.49
	1	3040	South Abington, Bridgewater, Mass.	Old Colony R. R.	8.13
South Acton Depot (n. o.) and Hudson, Mass.	1	3023	South Acton Depot (n. o.), Hudson, Mass.	Fitchburgh R. R.	9.18
South Braintree and Fall River, Mass.	1	3044	South Braintree, Fall River, Mass.	Old Colony R. R.	34.43
South Braintree and Plymouth, Mass.	1	3046	South Braintree, Plymouth, Mass.	Old Colony R. R.	26.62
Southbridge, Mass., and East Thompson, Conn.	1	3052	East Thompson, Conn., Southbridge, Mass.	New York and New England R. R.	18.06
South Framingham and Milford, Mass.	1	3028	South Framingham, Milford, Mass.	Boston and Albany R. R.	12.31
Sparkill and Tallman, N. Y. Spoffard and Eagle Pass, Tex. Spring City and Balta, Tenn.	2	6002	Tallman, Piermont, N. Y.	N. Y., L. E., and W.	14.15
	7	31043	Spoffard, Eagle Pass, Tex.	G., H., and S. A.	33.47
	5	19021	Spring City, Balta, Tenn.	Tennessee and Sequatchie Valley.	8.19
Springfield and Xenia	5	21027	Xenia, Springfield, Ohio	Pittsburgh Cincinnati and St. Louis.	19.99
Springfield Junct'n and Mines, Pa.	2	8157	Springfield Junction, Mines, Pa.	Penna.	8.10
Spring Mills and Boalsburgh, Pa.	2	8067	Lewisburgh, Boalsburgh, Pa. .	Penna. (L. and T. Div.)	*14.19
Stamford and Hobart, N. Y.	2	6073	Rondout, Hobart, N. Y.	Ulster and Delaware	*3.71
Stanwood and Tipton, Iowa.	6	(part)	Stanwood, Tipton, Iowa	Chicago and Northwestern	8.97
		27013			
Stapleton and Tottenville, N. Y. State Line and Van Deusen, Mass.	2	6068	Stapleton, Tottenville, N. Y. ...	Staten Island	13.00
	1	3071	Van Deusen, State Line, Mass.	Housatonic R. R.	11.02
Stewart Junction and Babylon, N. Y.	2	6112	Stewart Junct'n, Babylon, N. Y.	Long Island	20.50
Stewartsville and New Harmony, Ind.	5	22041	Stewartsville, New Harmony, Ind.	Peoria, Decatur and Evansville.	7.34
Stillwater and Hastings, Minn.	6	26045	Hastings, Stillwater, Minn. ...	Chicago, Milwaukee and Saint Paul.	26.12
Stillwater and Minneapolis, Minn.	6	26008	Minneapolis, Stillwater, Minn.	St. Paul and Duluth	28.01
Stillwater and Stillwater Junction, Minn.	6	26027	Stillwater Junction (n. o.), Stillwater, Minn.	Chicago, St. Paul, Minn. and Omaha.	3.90
Stokesdale Junction and Antrim, Pa.	2	8065 (part.)	Stokesdale Junction, Antrim, Pa.	Fall Brook Coal Co.	*16.96

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.
				Pounds.	Ft. In.	
8,445	6	10	July 1, 1884	79		
10,178	12	6	July 1, 1885	48		East Bridgewater exchanges pouches with Boston and Boston and Wellfleet R. P. O. Four pouches via South Abington. Two pouches via Bridgewater.
17,240	18	22	July 1, 1885	225		Boston exchanges pouches with Maynard, Rock Bottom, and Hudson. Boston and Troy R. P. O. exchanges with Rock Bottom, Maynard, and Hudson. Essex Junction and Boston R. P. O. exchanges with Rock Bottom and Maynard. Maynard exchanges with Boston and Greenville R. P. O.
86,212	24	78	July 1, 1885	847		Boston exchanges with Randolph, North Stoughton, North Easton, South Easton, Easton, North Raynham, Taunton, North Dighton, Dighton, Somerset, and Fall River. Fall River exchanges with Steep Brook, Somerset, Dighton, North Dighton, and Boston and Wellfleet R. P. O., and Middleborough.
49,992	18	70	July 1, 1885	629		Boston exchanges pouches with South Weymouth, Rockland, Hanover, West Hanover, South Hanover, South Abington, South Abington Station, Abington, Hanson, South Hanson, Halifax, Silver Lake, Kingston, and Plymouth. East Bridgewater exchanges with Boston and Boston and Wellfleet R. P. O.
22,611	12	38	July 1, 1885	267		Southbridge exchanges pouches with Webster, Boston, and Hopewell Junction R. P. O. Boston exchanges with Southbridge, West Dudley, Quinebaug, Webster, and Globe Village. Boston and Hopewell Junction R. P. O. exchange with Webster, Globe Village, and West Dudley. Quinebaug exchanges with Webster.
23,181	18	48	July 1, 1885	478		South Framingham exchanges pouches with Milford, East Holliston, Holliston, Metcalf, and Braggville. Holliston exchanges with Boston and Boston and Albany R. P. O. Milford exchanges with Boston, Boston, Springfield, and New York R. P. O., Lowell and Taunton, Boston, Clinton and Fitchburgh, and Boston and Albany R. P. O., Holliston and Worcester.
17,716	12	26	July 1, 1885	114		
24,433	7	6	Feb. 12, 1883	102		
6,250	6	6	July 1, 1884	44		Connects at Spoffard, Tex., with Houston and Del Rio R. P. O. Formerly Spring City and Jewett, curtailed to end at Balta, March 17, 1885. Decrease distance, 3.97 miles.
25,027	12	17	July 1, 1884	238		
5,070	6	4	July 1, 1885	37		
8,883	6	6	July 1, 1885	268		² Balance of route (42.45 miles) covered by Montandon and Spring Mills R. P. O. (See Table A*.)
4,644	6	4	July 1, 1885	1,202		³ Balance of route (73.64 miles) covered by Rondout and Stamford R. P. O. (See Table A*.)
11,230	12	16	July 1, 1883	165		Connects at Stanwood, Iowa, with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O., and at Tipton, Iowa, with Clinton and Elmira, Iowa, R. P. O.
24,414	18	18	July 1, 1885	264		
6,898	6	10	July 1, 1885	192		State Line exchanges with Pittsfield and Bridgeport R. P. O. West Stockbridge exchanges with Pittsfield and Bridgeport R. P. O. and Boston and Albany R. P. O.
12,823	6	14				
9,190	12	8	July 1, 1884	29		
38,135	14	24	Jan. 1, 1883	219		Supplied by initial and terminal offices. Connects at Stillwater, Minn., with Stillwater and Minneapolis, Minn., and Stillwater and Stillwater Junction, Minn., pouch service. Connects at Hastings, Minn., with Chicago, Ill., and Minneapolis, Minn., and Hastings and Cologne, Minn., R. P. O's.
35,068	12	12	July 1, 1883	120		Connects at Stillwater, Minn., with Stillwater and Hastings, Minn., and Stillwater and Stillwater Junction, Minn., pouch service, at White Bear Lake, Minn., with Duluth and St. Paul, Minn., R. P. O., and with lines centering at Minneapolis, Minn.
15,460	38	16	July 1, 1883	349		Connects at Stillwater, Minn., with Stillwater and Minneapolis, Minn., and Stillwater and Hastings, Minn., pouch service. Connects at Stillwater Junction with Saint Paul, Minn., and Elroy, Wis., R. P. O.
21,234	12	14	July 1, 1885	1,428		⁴ Balance of route (35.44 miles) covered by Geneva and Wilhamspport R. P. O. (See Table A*.)

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Stuart and Anaconda, Mont.	8	36003	Stuart, Anaconda, Mont.	Montana Rwy	8.69
Suffield and Windsor Locks, Conn.	1	5025	Windsor Locks, Suffield, Conn	New York, New Haven and Hartford R. R.	4.70
Suffolk and Whaleyville, Va.	3	11037	Suffolk, Whaleyville, Va	Suffolk Lumber Co	13.17
Suisun and Napa Junction (n. o.), Cal.	8	46006	Suisun City, Rapa Junction, Cal.	California Pacific R. R.	13.01
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
Suspension Bridge and Buffalo, N. Y.	2	6603	Buffalo, Suspension Bridge, N. Y.	N. Y., L. E. and W.	25.72
Sutherland, Va., and Milton, N. C.	3	11019	Sutherland, Va., Milton, N. C.	Richmond and Danville	7.00
Suwanee and Lawrenceville, Ga.	4	15032	Suwanee, Lawrenceville, Ga.	Lawrenceville Branch R. R.	10.43
Swedesborough and Riddleton Junction, N. J.	2	7057	Swedesborough, Riddleton Junction, N. J.	West Jersey	11.47
Switz City and Merom, Ind.	5	22050	Switz City, Merom Station, Ind	Indiana and Illinois Southern	31.47
Sylvania and Rocky Ford, Ga.	4	15046	Sylvania, Rocky Ford, Ga.	Sylvania R. R.	14.99
Talbotton and Paschal, Ga.	4	15033	Talbotton, Bostick, Ga.	Talbotton R. R.	7.20
Talladega and Renfroe, Ala.	4	17030	Talladega, Renfroe, Ala.	Talladega and Coosa Valley R. R.	8.16
Tallahassee and St. Mark's, Fla	4	16013	Tallahassee, St. Mark's, Fla.	Fla. Railway and Nav. Co.	21.89
Tarborough and Williamston, N. C.	3	13020	Tarborough, Williamston, N. C.	Albemarle and Raleigh	30.88
Taunton and New Bedford, Mass.	1	3051 (part)	New Bedford, Fitchburg, Mass.	Old Colony R. R.	20.91
Taylor's Falls and Wyoming, Minn.	6	26033	Wyoming, Taylor's Falls, Minn	Saint Paul and Duluth	20.77
Terre Bonne and Houma, La.	4	30004	Terre Bonne, Houma, La.	Morgan's La. and Texas R. R.	15.35
Terre Bonne and Thibodeaux, La.	4	30009	Terre Bonne, Thibodeaux, La.	do	6.86
Theresa Junction and Clayton, N. Y.	2	6115	Theresa Junction, Clayton, N. Y.	Utica and Black River	16.23
Thomaston and Whitestone Junction, N. Y.	2	6120	Whitestone Junction, Thomaston, N. Y.	Long Island	6.96
Toledo and Findlay, Ohio	5	21091	Toledo, Findlay, Ohio	Toledo, Columbus and Southern.	
Topton and Kutztown, Pa.	2	8062	Topton, Kutztown, Pa.	Phila. and Reading	4.84
Tower and Two Harbors, Minn.	6	26054	Two Harbors, Tower, Minn.	Duluth and Iron Range	69.00
Traverse City and Walton, Mich.	9	24034	Traverse City, Walton, Mich.	Grand Rapids and Indiana	26.27
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. and Reading	4.28
Troy and Albany, N. Y.	2	6106	Albany, Troy, N. Y.	N. Y. C. and H. R.	7.37
Troy and Albany Junction, N. Y.	2	6020	Albany Junction, Troy, N. Y.	Del. and Hud. Canal Co.	5.81
Troy and Schenectady, N. Y.	2	6012	Troy, Schenectady, N. Y.	N. Y. C. and H. R.	22.30
Tupelo and Brinkley, Ark.	7	29006	Tupelo, Brinkley, Ark.	Batesville and Brinkley	41.73
Turner and Aurora, Ill.	6	23071	Aurora, Turner, Ill.	Chicago, Burlington and Quincy.	12.56
Turner's Falls and Greenfield, Mass.	1	3053	Greenfield, Turner's Falls, Mass.	Pittsburg R. R.	4.37
Turnerville and Colchester, Conn.		5020	Turnerville, Colchester, Conn.	Boston and New York Air Line Division New York New Haven and Hartford R. R.	4.60
Two Rivers and Manitowock, Wis.		25018 (part)	Milwaukee, Two Rivers, Wis.	Milwaukee, Lake Shore and Western.	77.33

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.		Remarks.
				Pounds.	Ft. In.	
6,343	7	4	Dec. 1, 1884	150	.....	Established November 15, 1884; commenced service December 1, 1884; connects at Stuart with Garrison and Ogden R. P. O.
11,768	24	10	July 1, 1885	156	.....	Suffield exchanges pouches with Windsor Locks, Hartford, and Boston, Springfield and New York R. P. O.
8,244	6	2	.....	.....	.....	Connects at Suffolk with Norfolk and Raleigh and Norfolk and Lynchburgh R. P. O's.
8,144	6	.....	July 1, 1882	313	.....	Connects at Suisun with Ogden, U. and San Francisco, Cal., R. P. O., and at Napa Junction with the Calistoga and Vallejo, Cal., R. P. O.
18,428	12	24	July 1, 1885	199	.....	Including closed Canada mail.
9,590	12	16	July 1, 1885	79	.....
64,403	24	43	July 1, 1885	1,522	.....
8,764	12	4	July 1, 1885	109	.....	Connects at Sutherland with Richmond and Danville R. P. O.
6,529	6	8	July 1, 1884	79	.....	Formerly in sixth division, line from Switz City to Merom Ind.; transferred to fifth division, July 17, 1884, as a R. P. O. Clerk taken off run September 25, 1884, since which date service has been performed by closed pouches.
14,360	12	6	July 1, 1885	286	.....
17,497	6	22	Not weighed.		.....
9,383	6	6			.....
5,256	7	4	July 1, 1884	95	.....	Connects by steamer at Williamston with Norfolk and Edenton R. P. O., and at Tarborough by W. and W. R. R. with Richmond and Wilmington R. P. O.
5,108	6	2	Jan. 1, 1885	15	.....
13,703	8	2	July 1, 1884	15	.....	Taunton exchanges pouches with New Bedford, Myricksville, and Freetown; New Bedford exchanges with East Freetown, Providence, Boston, Lowell and Taunton, Boston, Providence, and New York, Boston and Wellfleet, and Boston and Providence R. P. O's.
19,330	6	52	July 1, 1884	145	.....
39,268	18	32	.....	.....	.....	Supplied by initial and terminal offices; connects at Wyoming, Minn., with Duluth and Saint Paul, Minn., R. P. O.
13,002	6	22	July 1, 1883	256	.....	R. P. O. service established on this route November 6, 1884; it is now the Toledo and Findlay R. P. O. (See Table A ^c .) 44.72 miles.
9,609	6	4	.....	.....	.....
3,981	6	2	.....	.....	.....	Supplied by Two Harbors, Minn.
20,319	12	14	July 1, 1885	218	.....
8,713	12	32	.....	.....	.....	At Walton connects Mackinaw City and Grand Rapids R. P. O.
9,838	.....	.....	July 1, 1884	161	.....
12,119	24	8	July 1, 1885	138	.....	Supplied by Two Harbors, Minn.
43,194	6	2	Not weighed	.....	.....
32,890	12	20	July 1, 1884	520	.....
7,562	12	4	July 1, 1885	343	.....	³ 3 round trips on Sundays. ⁴ Including sacks.
2,679	6	2	July 1, 1885	84	.....
57,670	75	420	July 1, 1885	6,600	.....	⁵ Including sacks.
21,822	36	132	July 1, 1885	1,161	.....
48,202	21	46	July 1, 1885	747	.....	Connects at Brinkley, Ark., with Cairo and Texarkana and Memphis and Little Rock R. P. O's.
26,123	6	20	Nov. 10, 1884	179	.....
7,862	6	10	July 1, 1883	143	.....	Supplied by initial and terminal offices; connects at Aurora with Chicago and Streator, Ill., R. P. O., and at Turner, Ill., with Chicago, Ill., and Dubuque, Iowa, R. P. O.
8,207	18	18	July 1, 1885	231	.....	Greenfield exchanges pouches with Turner's Falls and Montague City, Turner's Falls exchanges with White River Junction and Springfield, Newport and Springfield, and Boston and Troy R. P. O's.
8,639	18	10	July 1, 1885	128	.....	Colchester exchanges pouches with Turnerville, New Haven, and Willimantic and New Haven R. P. O.
9,177	12	8	July 1, 1885	13395	.....	⁷ Balance of route covered by Summit Lake and Milwaukee, Wis., R. P. O. (See Table A ^c). Connects at Manitowock, Wis. with Summit Lake and Milwaukee, Wis., R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.	Miles of route.
Tyler and Alto, Tex.	7	81044	Tyler, Alto, Tex.	Kans. and Gulf S. L.	57.85
Union City and Titusville, Pa.	2	8068	Union City, Titusville, Pa.	Buff. N. Y. and Phila.	14.10
Uniontown and Rhinelander, Wis.	6	25045	Uniontown, Rhinelander, Wis.	Milwaukee, Lake Shore and Western.	14.76
University Station and Chapel Hill, N. C.	3	13018	University Station, Chapel Hill, N. C.	Richmond and Danville.	11.70
Valley Stream and Far Rockaway, N. Y.	2	6100	Valley Stream, Far Rockaway, N. Y.	Long Island.	5.34
Varna and Lacon, Ill.	6	23074	Varna, Lacon, Ill.	Chicago and Alton.	10.60
Vesper and Dexterville Junction, Wis.	6	25056	Dexterville Junction, Vesper, Wis.	Wisconsin, Pittsville and Superior.	20.29
Vinita and Tulsa, Ind. Ter.	7	32002	Vinita, Tulsa, Ind. Ter.	St. L. and S. F.	63.54
Visalia and Goshen, Cal.	8	46018	Visalia, Goshen, Cal.	Visalia R. R.	7.33
Volcano Junction and Volcano, W. Va.	3	12003	Volcano Junction, Volcano, W. Va.	Laurel Fork and Sand Hill.	7.02
Wahneta and Bartow, Fla.	4	16021	Wahneta, Bartow, Fla.	South Florida R. R.	17.53
Wakefield and Peabody, Mass.	1	8010	Wakefield, Peabody, Mass.	Eastern R. R.	8.02
Warren, R. I., and Fall River, Mass.	1	4005	Warren, R. I., Fall River, Mass.	Providence, Warren and Bristol R. R.	9.95
Warrenton and Warrenton Junction, Va.	3	11024	Owl Run, Warrenton, Va.	Virginia Midland.	9.17
Wartrace and Shelbyville, Tenn.	5	19020	Wartrace, Shelbyville, Tenn.	Nashville, Chattanooga and St. Louis.	8.36
Warwick and Yuma, Kans.	7	33027	Warwick, Yuma, Kans.	Cent. Boh. U. P.	30.86
Washington and Barnett, Ga.	4	15006	Washington, Barnett, Ga.	Georgia R. R.	18.58
Washington and Greenleaf, Kans.	7	33021 (part)	Waterville, Washington, Kans.	Cent. Boh. U. P.	7.00
Washington and Wayneburg, Pa.	2	8114	Washington, Wayneburg, Pa.	Waynes. and Wash.	28.97
Waterloo and Hudson, Iowa.	6	27069	Hudson, Waterloo, Iowa.	Wisconsin, Iowa and Nebraska	9.19
Watersmeet, Mich., and Summit Lake, Wis.	6	25050 (part)	Eland, Wis., Watersmeet, Mich.	Milwaukee, Lake Shore and Western.	268.45
Watertown and Brookings, Dak.	6	35014	Brookings, Watertown, Dak.	Chicago and North Western.	48.24
Watertown and Sackett's Harbor, N. Y.	2	6039	Watertown, Sackett's Harbor, N. Y.	Utica and Black River.	12.51
Watertown and Waterbury, Conn.	1	5006	Waterbury, Watertown, Conn.	Naugatuck R. R.	6.41
Waukon Junction and Waukon, Iowa.	6	27040	Waukon Junction, Waukon, Iowa.	Chicago, Milwaukee and St. Paul.	23.00
Wawa and Chester, Pa.	2	8008 (part)	Chester, Pa., Port Deposit, Md.	Phila., Wilm. and Balto.	27.17
Webb City and Joplin, Mo.	7	33008 (part)	Kansas City, Joplin, Mo.	K. C., Ft. S. and G.	4630
Wellfleet and Provincetown, Mass.	1	3041 (part)	Middleborough, Provincetown, Mass.	Old Colony R. R.	14.36

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.		Remarks.
				Pounds.	Pt. In.	
36, 214	6	18	Oct. 15, 1883	90		Connects at Tyler, Tex., with Denison City and Troup and Texarkana and McGregor R. P. O.; at Jacksonville, Tex., with Texarkana and Houston R. P. O.
17, 652	12	14	July 1, 1885	54		Connects at Uniontown, Wis., with Watersmeet, Mich., and Summit Lake, Wis., pouch service.
10, 240	6	2	Feb. 5, 1884	24		
7, 324	6	2	July 1, 1884	125		Connects at University Station with Goldsborough and Greensborough R. P. O.
6, 685	12	10				
13, 271	12	8	July 1, 1883	66		Connects at Varna, Ill., with Dwight and Washington, Ill., R. P. O.
12, 701	6	14	Mar. 15, 1884	65		Supplied by Dexterville, Wis., and by Merrill and Tomah, Wis., R. P. O. Connects at Dexterville, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O.
46, 384	7	14	Mar. 12, 1883	107		Connects at Vinita, Ind. Ter., with Hannibal and Denison, and Pierce City and Vinita R. P. O's.
9, 177	12	6	July 1, 1882	243		Connects at Goshen with the San Francisco and Los Angeles R. P. O.
8, 789	12	4	July 1, 1885	48		Connects at Volcano Junction with Grafton and Cincinnati and Grafton and Parkersburgh R. P. O's.
10, 974	6	6	Feb. 16, 1885	171		Pouches exchanged with Boston and Newburyport and Boston R. P. O.
10, 041	12	5	July 1, 1885	60		
18, 686	18	10	July 1, 1885	290		Fall River exchanges pouches with Warren, Providence, Providence and New London, and Boston, Springfield, and New York R. P. O's.
12, 434	13	14	July 1, 1885	233		Connects at Warrenton Junction with Washington and Charlotte R. P. O.
15, 700	18	12	July 1, 1884	258		
88, 637	12	20	July 1, 1882	134		Connects at Yuma with Atchison and Lenora R. P. O.
13, 563	7	6	July 1, 1884	175		
4, 882	6	6	July 1, 1882	1, 621		
36, 270	12	15	July 1, 1885	508		¹ Balance of route 33021 (13.62 miles) covered by Atchison and Lenora R. P. O. (See Table A ² .) Connects at Greenleaf, Kans., with Atchison and Lenora R. P. O.
5, 753	6	4	Oct. 15, 1884	71		Connects at Hudson, Iowa, with Cedar Falls and Des Moines, Iowa, R. P. O., and at Waterloo, Iowa, with Dubuque and Sioux City, Iowa; Albert Lea, Minn., and Burlington, Iowa, and Mona and Waterloo, Iowa, R. P. O's.
42, 850	6	10	Apr. 16, 1884	271		² Balance of route covered by Summit Lake and Milwaukee, Wis., R. P. O. (See Table A ² .) Supplied by Summit Lake, Wis. Connects at Uniontown, Wis., with Uniontown and Rhinelander, Wis., pouch service, and at Summit Lake, Wis., with Summit Lake and Milwaukee, Wis., R. P. O.
30, 198	6	22	Dec. 10, 1883	109		Supplied by initial and terminal offices. Connects at Watertown, Dak., with Tracy, Minn., and Redfield, Dak., and Minneapolis, Minn., and Watertown, Dak., R. P. O's, and with Pipe Stone, Minn., and Watertown, Dak., pouch service; connects at Brookings, Dak., with Tracy, Minn., and Pierre, Dak., R. P. O.
15, 662	12	6	July 1, 1885	157		
8, 025	12	12	July 1, 1885	235		Waterbury exchanges pouches with Watertown, Oakville, and West Winsted. Bridgeport R. P. O. exchanges with Watertown and Oakville.
14, 398	6	8	July 1, 1883	166		Connects at Waukon Junction, Iowa, with La Crosse, Wis., and Dubuque, Iowa, R. P. O.
8, 977	12	12	July 1, 1885	945		³ Balance of route (52.17 miles) covered by Philadelphia and Port Deposit R. P. O. (See Table A ² .)
4, 599	7	4	Apr. 19, 1883	1, 539		⁴ Balance of route 33008 (175.49 miles) covered by Kansas City and Memphis and Fort Scott and Joplin R. P. O's. (See Table A ² .) Connects at Webb City, Mo., with Kansas City and Joplin R. P. O.; at Joplin, Mo., with Kansas City and Joplin, Fort Scott and Joplin, and Girard and Galena P. P. O's.
17, 978	12	14	July 1, 1885	2, 627		Boston and Wellfleet R. P. O. exchanges pouches with Truro, North Truro, South Truro, and Provincetown; Wellfleet exchanges with Provincetown.

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.
Wellington and Cisma Park, Ill.	6	23080	Wellington, Cisma Park, Ill.	Chicago and Eastern Illinois.	12.69
Wellington and Hunnewell, Kans.	7	23005 (part)	Cherryvale, Hunnewell, Kans.	Southern Kans.	17.59
West Brownsville and Uniontown, Pa.	2	8146	West Brownsville, Uniontown, Pa.	Penn'a.	18.54
Weston and Buckhannon, W. Va.	3	12011	Weston, Buckhannon, W. Va.	Grafton and Greenbrier	16.29
West Wareham and Fairhaven, Mass.	1	3050	Fairhaven, West Wareham, Mass.	Old Colony R. R.	15.59
Wetumpka and Elmore	4	17024	Wetumpka, Elmore, Ala.	South and North Ala. R. R.	6.92
Wheeling Junction and Wheeling, W. Va.	5	12005	Wheeling Junction (n. o.), Wheeling, W. Va.	Pittsburgh, Cincinnati and St. Louis.	24
White Haven and Upper Lehigh, Pa.	2	8097	White Haven, Upper Lehigh, Pa.	Cent. R. R. of N. J.	9.85
White River Junction and Woodstock, Vt.	1	2013	White River Junction, Woodstock, Vt.	Woodstock R. R.	14.44
Whiteborough and Gainesville, Tex.	7	31022 (part)	Denison City, Gainesville, Tex.	Mo. Pac.	15.59
Whitestone and Long Island City, N. Y.	2	6094	Long Island City, Whitestone, N. Y.	Long Island.	12
Wildwood and Panasoffkee	4	16019	Wildwood, Panasoffkee, Fla.	Fla. Rwy. and Nav. Co.	8.46
Williamsburgh and Hollidayburgh, Pa.	2	8084	Hollidayburgh, Williamsburgh, Pa.	Penn'a.	14.39
Wilkes Barre and Wanamie, Pa.	2	8101	Wilkes Barre, Wanamie, Pa.	Cent. 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 St. Paul.	17.03
Wilton Junction and Muscatine, Iowa.	6	27090	Milton Junction, Muscatine, Iowa.	Chicago, Rock Island and Pacific.	12.73
Winfield and Washington, Iowa.	6	27035 (part)	Burlington, Washington, Iowa.	Burlington and Northwestern.	18.64
Winifrede Junction and Winifrede, W. Va.	3	12008	Peerless, Winifrede, W. Va.	Winifrede	4.54
Winneconne and Rush Lake, Wis.	6	25007	Rush Lake, Winneconne, Wis.	Chicago, Milwaukee and Saint Paul.	14.42
Woburn and Winchester, Mass.	1	3018	Winchester, Woburn, Mass.	Boston and Lowell R. R.	2.23
Wolfborough and Wolfborough Junction, N. H.	1	1015	Wolfborough Junction, Wolfborough, N. H.	Eastern R. R.	12.11
Woodbury and Penn's Grove, N. J.	2	7039	Woodbury, Penn's Grove, N. J.	Delaware River	20.48
Woodbury and Swedesborough, N. J.	2	7022	Woodbury, Swedesborough, N. J.	West Jersey	11.28
Woodman and Lancaster Junction, Wis.	6	25025 (part)	Galena, Ill., Woodman, Wis.	Chicago and North Western.	18.53
Woodville and Bayou Sara	4	30007	Woodville and Bayou Sara, La.	West Feliciana R. R.	26.21
Wrightsville and Tennille, Ga.	4	15015	Tennille and Wrightsville, Ga.	Wrightsville and Tennille	16.50

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.	Remarks.
				Pounds.	Ft. In.	
2,069	6	16	Apr. 15, 1882	81		Supplied by Wellington, Ill., and by Chicago, Ill., and Terre Haute, Ind., R. P. O.
12,841	7	12	July 1, 1882	930		Connects at Wellington, Kans., with Kansas City and Attica and Newton and Caldwell R. P. O's.
23,212	12	16	July 1, 1885	76		*Balance of route 33,005 (113.60) covered by Kansas City and Attica R. P. O. (See Table A*).
20,395	12	12	July 1, 1885	231		Connects at Weston with Clarksburgh and Weston R. P. O.
29,278	18	32	July 1, 1885	315		New Bedford exchanges pouches with Rochester, Marion, Mattapoisett, and West Warehous; Boston and Wellfleet R. P. O. exchanges with Marion, Mattapoisett, Fairhaven, and New Bedford.
10,103	14	6	July 1, 1884	139		
60,096	24	52	July 1, 1885	752		Formerly shown by third division as Steubenville and Wheeling, 26.13 miles; curtailed June 12, 1885, to begin at Wheeling Junction, curtailment to date from July 1, 1881.
12,332	12	8	July 1, 1885	65		
18,078	12	18	July 1, 1885	231		White River Junction exchanges pouches with Woodstock, Quechee, and Taftsville; Woodstock exchanges with Taftsville and Quechee; Taftsville exchanges with Quechee.
22,761	14	14	Mar. 1, 1885	2,549		Connects at Whitesborough, Tex., with Denison City and San Antonio and Texarkana and Whitesborough R. P. O's.
15,024	12	29				*Balance of route 31022 (24.92 miles) covered by Denison City and San Antonio R. P. O.
10,592	12	4				
18,016	12	12	July 1, 1885	237		
7,230	6	8	July 1, 1885	69		
28,342	12	12	July 1, 1885	226		
10,661	6	2	July 1, 1882	109		Supplied by Millbank, Dak. Connects at Millbank, Dak., with Minneapolis, Minn., and Millbank, Dak., and with Millbank and Mitchell, Dak., R. P. O's.
15,938	12	8	Apr. 16, 1883	367		Connects at Wilton Junction, Iowa, with Chicago, Ill., and West Liberty, Iowa, R. P. O.; connects at Muscatine, Iowa, with Davenport, Iowa, and Cameron, Mo., and Muscatine and Montezuma, Iowa, R. P. O's
11,668	6	14	July 1, 1883	197		Supplied by Washington, Iowa, and Burlington, and Oskaloosa, Iowa, R. P. O. Connects at Winfield, Iowa, with Morning Sun and Oskaloosa, Iowa, R. P. O., and at Washington, Iowa, with Davenport, Iowa, and Cameron, Mo., and Washington and Knoxville, Iowa, R. P. O's.
6,628	14	4	July 1, 1885	36		*Balance of route covered by Burlington and Oskaloosa, Iowa, R. P. O. (See Table Aa).
9,027	6	12	July 1, 1883	135		Connects at Winifrede Junction with Clifton Forge and Huntington R. P. O.
4,187	18	11	July 1, 1885	281		Supplied by Ripon, Wis., and by Osbkosh and Milwaukee, Wis., R. P. O. Connects at Rush Lake, Wis., with Ripon and Berlin, Wis., pouch service.
15,161	12	8	July 1, 1885	141		Woburn exchanges with Winchester, Boston, and Boston, Nashua and Keene R. P. O.
32,051	15	20	July 1, 1885	183		Wolfborough exchanges pouches with East Wolfborough, North Conway, and Portsmouth, and Bangor and Boston R. P. O's East Wolfborough, exchanges with North Conway and Portsmouth R. P. O.
14,122	12	10	July 1, 1885	286		
11,600	12	14	July 1, 1883	556		*Balance of route covered by Milwaukee and Lancaster, Wis., and Montfort, Wis., and Galena, Ill., R. P. O's. (See Table A*.)
14,407	6	4	July 25, 1882	59		Supplied by Woodman, Wis., and by Milwaukee and Lancaster, Wis., R. P. O. Connects at Woodman, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O.
10,329	6	8				

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.
Yankton and Scotland, Dak....	6	85001	Sioux City, Iowa, Scotland, Dak.	Chicago, Milwaukee and St. Paul.	28.27
Yarmouth Junction (n. o.) and Hyannis, Mass.	1	8048	Yarmouth Junction (n. o.), Hyannis, Mass.	Old Colony R. R.....	3.86
Youngwood Station and United, Pa.	2	8151	Youngwood Station, United, Pa.	Penn'a.....	2.84
Zumbrota and Rochester, Minn.	6	28017	Rochester, Zumbrota, Minn...	Winona and St. Peter.....	24.12

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.
17,697	6	6	Apr. 15, 1885	<i>Pounds.</i> 491	<i>Ft. In.</i>		Supplied by initial and terminal offices. Connects at Yankton, Dak., with Sioux City, Iowa, and Yankton, Dak., R. P. O., and at Scotland, Dak., with the Marion and Running Water, Dak., R. P. O. Balance of route covered by Sioux City, Iowa, and Yankton, Dak., R. P. O. (See Table A*.)
4,206	12	4	July 1, 1885	80	.....		Hyannis exchanges pouches with Boston and Wellfleet R. P. O.
5,533	6	8	July 1, 1885	55	.....	
49,053	18	22	July 1, 1883	142	.....		Supplied by initial and terminal offices. Connects at Rochester, Minn., with Winona and Tracy, Minn., R. P. O., and at Zumbrota, Minn., with Wabasha and Zumbrota, Minn., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

RECAPITULATION.

Division.	Number of routes.	Miles of route.	Annual miles of service.	Number of pouches exchanged daily.
First.....	84	951.04	1,334,097	1,683
Second.....	192	2,560.07	3,209,762	2,889
Third.....	35	480.70	381,999	348
Fourth.....	62	1,138.06	956,485	356
Fifth.....	64	811.24	892,788	775
Sixth.....	134	3,075.57	2,612,375	1,787
Seventh.....	80	2,415.22	1,941,819	1,084
Eighth.....	45	1,524.74	1,123,287	376
Ninth.....	22	542.00	525,748	449
Total.....	718	13,528.64	12,978,360	9,747
Totals as per Annual Report for fiscal year ended June 30, 1884.....	698	15,019.44	13,558,936	6,942
Increase.....	20	*1,490.80	*580,578	2,805

* Decrease.

COMPARATIVE STATEMENT.

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TABLE D⁴.—Comparative statement of the railway mail service, 1830 to 1885.

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	23						
1831	95						
1832	239						
1833	380						
1834	633	78					
1835	1,098						
1836	1,273						
1837	1,497		*1,878,296				
1838	1,913	974	*1,793,024	\$397,444	\$0 17.14		
1839	2,302		*2,413,090	*410,488	17.01		
1840	2,818		*3,396,053	*530,602	15.32		
1841	3,535		*3,889,055	*595,353	15.30		
1842	4,026	3,091	*3,046,450	*585,843	14.84		
1843	4,185		*4,424,262	432,508	9.77		\$22,987 00
1844	4,377	3,714	*5,692,402	739,687	12.83		28,965 00
1845	4,653		*5,747,355	531,732	9.25		29,744 00
1846	4,930	4,092	*6,484,592	*843,430	13.06	43	37,513 00
1847	5,396	4,402	*7,781,828	*670,570	11.18		42,406 00
1848	5,996	4,785	4,170,403	597,475	14.32	180	546,153 00
1849	7,365	5,497	4,327,400	584,192	13.49		54,063 00
1850	9,021	6,886	4,861,177	635,740	13.07		61,512 00
1851	10,982	8,255	6,524,593	818,227	12.54		107,042 00
1852	12,908	10,146	8,364,503	985,019	11.77		145,897 00
1853	15,360	12,413	11,082,768	1,275,520	11.50		196,036 00
1854	16,720	14,440	12,980,705	1,601,329	12.33		176,722 00
1855	18,374	18,333	15,433,389	1,758,610	11.39		197,090 00
1856	22,016	20,323	19,202,469	2,073,089	10.79		254,498 00
1857	24,593	22,530	21,809,200	2,310,360	10.59		287,187 00
1858	26,968	24,431	24,267,944	2,559,847	10.54		339,388 00
1859	28,789	26,010	25,763,452	2,828,301	10.97		392,739 00
1860	30,635	27,129	27,268,384	3,243,974	11.90		429,175 00
1861	31,296	27,190	27,633,749	3,349,662	12.11		405,819 00
1862	33,170	22,018	23,116,823	2,543,709	11.00		314,179 00
1863	33,908	22,152	22,777,210	2,408,115	10.96		295,823 00
1864	35,065	22,616	22,871,558	2,538,517	11.09		324,524 00
1865	36,891	23,401	23,301,942	2,567,044	11.01		352,701 00
1866	39,250	23,092	24,087,568	2,707,421	11.23		384,071 00
1867	42,229	31,015	30,609,467	3,391,592	11.08		542,401 00
1868	42,220	36,018	33,437,000	3,812,609	11.75		729,680 00
1869	46,844	39,537	34,886,178	4,177,126	11.97		839,975 00
1870	52,914	43,727	41,399,284	4,723,680	11.41	1,129	973,560 00
1871	60,283	49,834	47,551,070	5,128,901	10.78	1,129	1,109,140 00
1872	66,171	57,911	65,557,948	5,724,079	10.30	1,382	1,441,020 00
1873	70,278	63,437	62,491,749	6,592,771	10.40	1,647	1,769,546 00
1874	72,383	67,734	68,621,445	7,257,196	11.05	1,895	1,958,876 00
1875	74,096	70,683	72,460,545	8,589,063	11.85	2,175	2,186,330 00
1876	76,808	72,348	75,154,010	9,216,538	12.26	2,242	2,410,490 00
1877	79,089	74,346	77,741,172	9,543,134	12.27	2,415	2,504,140 00
1878	81,776	77,129	85,538,710	8,953,930	10.60	2,590	2,484,846 00
1879	86,497	79,991	92,129,365	9,566,595	10.38	2,808	2,579,013 00
1880	93,671	85,320	93,092,062	9,792,580	10.51	2,909	2,624,890 00
1881	104,813	91,569	96,497,463	10,948,980	11.93	2,946	2,850,980 00
1882	113,329	106,563	103,521,229	11,903,117	11.55	3,177	3,108,801 00
1883	120,552	110,208	113,995,318	13,127,715	11.51	3,570	3,489,779 00
1884	125,130	117,160	129,198,641	13,887,800	10.75	3,853	3,688,032 00
1885	(†)	121,032	142,541,392	15,012,693	10.53	3,903	3,972,071 00
1885	(‡)	121,032	151,912,140	16,027,983	10.95	4,387	4,246,269 51

* 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 the service is taken from the reports of the Second Assistant-Postmaster-General.

TABLE E.—Statement of mail distributed en route on the cars by railway postal clerks during the fiscal year ended June 30, 1885.

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	6, 777, 661	271, 106, 440	845, 429	126, 814, 850	397, 920, 790	1, 226, 761	69, 826
Second	9, 316, 417	391, 116, 450	1, 403, 968	219, 598, 200	610, 714, 650	2, 271, 545	111, 625
Third	3, 967, 805	158, 712, 200	670, 000	100, 500, 000	259, 212, 200	1, 187, 281	51, 451
Fourth	5, 294, 296	211, 771, 840	1, 006, 890	151, 033, 500	362, 805, 340	1, 541, 657	52, 375
Fifth	12, 975, 141	519, 005, 640	2, 387, 913	358, 186, 950	877, 192, 590	1, 986, 972	141, 041
Sixth	15, 230, 779	609, 231, 160	2, 563, 346	384, 501, 900	993, 733, 060	3, 408, 958	93, 093
Seventh	12, 410, 880	496, 435, 200	1, 845, 656	276, 848, 850	773, 284, 050	2, 425, 334	54, 571
Eighth	2, 635, 368	105, 414, 720	380, 599	57, 0+9, 850	162, 504, 570	894, 099	18, 589
Ninth	7, 840, 175	313, 607, 000	1, 313, 901	197, 085, 150	510, 692, 150	948, 427	129, 772
Total	76, 448, 522	3, 076, 400, 650	12, 477, 725	1, 871, 658, 750	4, 948, 059, 400	15, 890, 934	723, 243
Totals as per report for year 1884		2, 795, 447, 000		1, 724, 214, 900	4, 519, 661, 900	16, 323, 906	711, 520
Increase		280, 953, 650		147, 443, 850	428, 397, 500	*432, 972	11, 723

* Decrease.

Whole number of pieces of mail handled during fiscal year ended June 30, 1885	4, 948, 059, 400
Whole number of pieces of mail handled during fiscal year ended June 30, 1884	4, 519, 661, 900
Increase	428, 397, 500

Percentage of increase, 1885 over 1884, 9.48—.
 Percentage of increase, 1884 over 1883, 13.52.

Packages, pouches, and cases of registered matter handled in 1885	16, 814, 177
Packages, pouches, and cases of registered matter handled in 1884	17, 035, 426
Decrease	421, 249

Percentage of decrease, 1885 from 1884, 2.47+.
 Percentage of increase, 1884 over 1883, 4.93.

TABLE F.—Statement of errors made by the railway postal clerks during the fiscal year ended June 30, 1885.

Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.				Misdirected.			Errors checked.
			Letter packages.	Pouches.	Sacks.	Registered packages.	Letter packages.	Pouches.	Sacks.	
First	10, 166	16, 901	539	544	137	33	39	27	15	32, 576
Second	30, 054	54, 633	793	595	171	115	92	75	17	77, 991
Third	18, 257	44, 776	308	112	65	35	28	16	32	92, 764
Fourth	35, 900	75, 850	1, 228	226	163	176	155	19	45	206, 150
Fifth	79, 969	188, 735	1, 244	120	113	124	328	65	123	377, 248
Sixth	84, 173	193, 303	1, 745	712	290	82	724	84	194	361, 256
Seventh	66, 181	141, 391	1, 337	633	586	158	97	14	44	344, 835
Eighth	10, 004	16, 729	170	20	19	31	58	5	5	91, 956
Ninth	62, 042	155, 386	952	1, 058	182	29	139	43	75	157, 764
Total	396, 746	887, 704	8, 316	4, 020	1, 722	783	1, 660	348	550	1, 742, 540
Totals as per report for 1884	516, 487	1, 167, 223	11, 362	4, 021	1, 819	790	1, 861	433	759	1, 910, 686
Decrease	119, 741	279, 519	3, 046	1	97	7	201	85	209	168, 146

RECAPITULATION—ERRORS IN DISTRIBUTION IN POST-OFFICES. 579

RECAPITULATION.

Number of letters and pieces of other mail distributed during the fiscal year 1885.....	4,948,050,400
Number of errors made in the distribution of the same.....	887,704
Number of letters and pieces of other mail matter distributed to each error, 1885.....	5,574-
Number of letters and pieces of other mail matter distributed to each error, 1884.....	3,872
Percentage of correct distribution, 1885.....	99.98+
Percentage of correct distribution, 1884.....	99.97+

TABLE G^s.—Statement of errors in the distribution and forwarding of mails by post-offices, during the fiscal year ended June 30, 1885.

Post-offices.	Class.	Division.	No. of incorrect slips re-turned.	No. of errors on incor-rect slips.	Mis-sent.				Misdirected.		Errors checked—			
					No. of letter pack-ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack-ages.	No. of pouch.	No. of sacks.	Against railway postal clerks.	Against post-of-fices.
Adrian, Mich.....	2	1	94	160	7				1			15	3	
Akron, Ohio.....	5	5	401	643	9			1	4					
Albany, N. Y.....	1	1	776	1,786	18			1	13	2		28	37	
Albion, Mich.....	9	9	32	50	1									
Albuquerque, N. Mex.....	3	3	9	18						1		8		
Alexandria, Va.....	3	3	80	100	1			2						
Allegheny, Pa.....	3	3	285	544	3				1			3	3	
Alliance, Ohio.....	5	5	28	45	1			1		2	1			
Allentown, Pa.....	3	3	38	160	1							685	27	
Alpena, Mich.....	9	9	7	8					1			65	28	
Alton, Ill.....	6	6	38	80	1									
Altoona, Pa.....	3	3	19	20	1							3	1	
Amesbury, Mass.....	1	1	17	19								5	9	
Amherst, Mass.....	1	1	29	98	3							164	229	
Amsterdam, N. Y.....	3	3	46	68								7	6	
Annapolis, Md.....	3	3	56	117	1				1					
Ann Arbor, Mich.....	9	9	94	139					1			29	2	
Anconia, Conn.....	1	1	7	14								1		
Appleton, Wis.....	6	6	29	53		2			1	1				
Asbury Park, N. J.....	3	3	102	154	3							90	47	
Ashtabula, Ohio.....	5	5												
Atchison, Kans.....	7	7	272	3,262	10	2			4			1,085	76	
Athens, Ga.....	4	4												
Atlanta, Ga.....	1	4	3,611	6,521	67	1	1	4	1	21	6	22	190	16
Atlantic, Iowa.....	2	2	1	1										
Atlantic City, N. J.....	2	2	7	9									15	9
Anburn, Me.....	1	1	10	21									16	42
Auburn, N. Y.....	2	2	279	431	1								445	107
Augusta, Ga.....	4	4	223	376	13		1		1				49	2
Augusta, Me.....	1	1	626	1,379					9		12	120	72	
Aurora, Ill.....	2	6	128	208	2				1	1				
Austin, Tex.....	1	7	552	1,089	4				2		1	947	1	
Baltimore, Md.....	1	3	3,974	7,089	31	4	5		18		26			
Bangor, Me.....	2	2	49	74									4	
Batavia, N. Y.....	2	2	76	137						1			21	5
Bath, Me.....	2	1	10	19									79	100
Bath, N. Y.....	2	2	39	80									134	53
Baton Rouge, La.....	2	2												
Battle Creek, Mich.....	2	9	48	112		2			1					
Bay City, Mich.....	2	9	53	128	5	4			1				69	6
Beatrice, Nebr.....	2	2	42	100	5				1					
Beaver Falls, Pa.....	2	2	31	69										
Bellaire, Ohio.....	2	5	6	6					1	1				
Bellefontaine, Ohio.....	2	5												
Bellefonte, Pa.....	2	2												
Belleville, Ill.....	2	6	00	89	5				1					
Beloit, Wis.....	2	6	20	31										
Bethlehem, Pa.....	2	2	12	17	1								30	4
Beverly, Mass.....	2	1	148	263					1				89	145
Biddford, Me.....	2	1	10	17									3	11
Big Rapids, Mich.....	2	9	11	22						1				
Binghamton, N. Y.....	1	2	82	126					2					
Birmingham, Ala.....	2	4	201	276		4			1				275	49
Birmingham, Conn.....	2	1	3	10					1					
Bismarck, Dak.....	2	6	35	37										
Bloomington, Ill.....	2	6	504	1,136	19				4	6	4			
Boston, Mass.....	1	1	9,803	17,585	117	5	3	15	45	4	16	984	4,154	
Boulder, Colo.....	2	7												
Bozeman, Mont.....	2	8												
Bradford, Pa.....	2	2	131	182	3					1			82	255

TABLE G^s.—Statement of errors in the distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips re- turned.	No. of errors on incor- rect slips.	Misent.				Misdirected.			Errors checked—		
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Brainerd, Minn.	2	6	3	7										
Brattleborough, Vt.	1	1	21	206	4								131	150
Bridgeport, Conn.	1	1	97	170	3								11	6
Bridgeport, N. J.	2	2	6	8										
Brockport, N. Y.	2	2												
Brockton, Mass.	1	1	79	115	2								52	64
Brooklyn, N. Y.	2	2	495	753	11		4		4	2	6		8	19
Bryan, Ohio	3	3	32	58			4						125	
Bucyrus, Ohio	5	5												
Buffalo, N. Y.	1	2	987	3,070	14				12	5	8		172	178
Burlington, Iowa	1	1	169	282	11	1								
Burlington, Vt.	1	1	22	101										1
Butte City, Mont.	3	3	273	345							2		17	12
Benton Harbor, Mich.	3	3	5	13						1	1			
Batesville, Ark.	2	2	364	935	7								937	
Cairo, Ill.	7	7	35	60					3					
Camden, N. J.	2	2	8	13										
Canandaigua, N. Y.	2	2	27	32									52	26
Canton, Ohio	5	5	136	211					1					
Cadillac, Mich.	9	9	4	4						1				
Carlisle, Pa.	2	2	37	78									8	
Carthage, Mo.	2	2	19	23				1					38	5
Catskill, N. Y.	2	2	8	12									17	37
Cedar Rapids, Iowa	1	2	251	395	13		1	12		1	1			
Chambersburgh, Pa.	2	2	14	61	3								6	21
Champaign, Ill.	1	4	17	44						1				
Charleston, S. C.	3	3	385	916	13		4		11				45	7
Charlestown, W. Va.	3	3	4	5							1			
Charlotte, Mich.	3	3	9	154					2				61	6
Charlotte, N. C.	2	2	74	128	3	2					1			
Charlottesville, Va.	3	3	145	296										
Chattanooga, Tenn.	1	5	198	562	9	1	13		3	4	3			
Cheboygan, Mich.	3	3	23	67	2				1				2	4
Chester, Pa.	2	2	9	10	1								7	2
Cheyenne City, Wyo.	1	2	133	138	3				3					
Chicago, Ill.	1	6	20,995	30,852	61				144					
Chillicothe, Ohio	2	2	5	27		1	2							
Chippewa Falls, Wis.	2	2	13	22						1				
Cincinnati, Ohio	1	5	3,942	6,078	90	2	8		82	5	9			
Clarksburgh, W. Va.	3	3	29	45	1									
Cleveland, Ohio	1	5	3,205	4,734	66		1		22		3			
Clinton, Iowa	2	2	35	75										
Clinton, Mass.	2	2	1	22										
Cohoes, N. Y.	2	2	17	24									7	29
Coldwater, Mich.	2	2	9	105	247	10							892	
Colorado Springs, Colo.	2	2	7	166	249	3			1				93	34
Columbia, S. C.	2	2	4	70	146	3	1	2			1		151	22
Columbus, Ga.	2	2	4	248	405	1			1		1		565	184
Columbus, Ohio	1	5	1,317	1,971	15				2	14	2	1		
Concord, N. H.	2	2	1	25	46						1		4	19
Corning, N. Y.	2	2	2	22	42								1	1
Corry, Pa.	2	2	11	21					1				21	1
Cortland, N. Y.	2	2	52	82									36	
Council Bluffs, Iowa	2	2	6	825	3,109	24	2	2	15	5	7			
Covington, Ky.	2	2	5	43	78						1			
Crawfordsville, Ind.	2	2	5	107	155	2			2					
Creston, Iowa	2	2	6	16	44									
Cumberland, Md.	3	3	3	8										
Clarksville, Tenn.	3	3	5	1										
Dallas, Tex.	1	7	906	1,785	11	1	5	3	2		1	1	1,126	518
Danbury, Conn.	2	2	1	5										
Danville, Ill.	2	2	6	96	143	1				6				
Danville, Pa.	2	2	3	23	39									
Danville, Va.	3	3	3	68	98	3				2			3	1
Davenport, Iowa	1	6	228	438					1		1			
Dayton, Ohio	1	5	328	533	3				7	1	1			
Decatur, Ill.	2	2	6	68	130	7			3					
Defiance, Ohio	2	2	5	30	71	1			1					

TABLE Gs.—Statement of errors in the distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips re-turned.	No. of errors on incor-rect slips.	Missent.				Misdirected.			Errors checked—		
					No. of letter pack-ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack-ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Delaware, Ohio	2	5	38	75										
Denison City, Tex.	2	7	36	64						1			25	8
Denver, Colo.	1	7	1 400	2,407	64	25	13	22			1		1,702	484
Dus Moines, Iowa	1	6	973	2,559	48	6	2			15	4	4		
Detroit, Mich.	1	9	2 791	4,122	25	2				10			425	215
Dixon, Ill.	2	6	7	36		1				1				
Dover, N. H.	1	1	2	79										
Dubuque, Iowa	1	6	160	283	1					1	1			
Duluth, Minn.	2	6	91	131	1									
Drunkirk, N. Y.	2	2	13	35									2	
East Liverpool, Ohio	2	5	2	14						1				
East Saginaw, Mich.	2	9	88	187						1	1		35	104
Easton, Pa.	2	2	34	80			1							
Eau Claire, Wis.	2	6	66	113		1								
Elgin, Ill.	1	6	314	591		1				3		4		
Elizabeth, N. J.	2	2	110	197						2			27	35
Elkhart, Ind.	2	5	28	43		1				1		2		
Elmira, N. Y.	1	2	170	433	5			3				2		
El Paso, Tex.	2	7	60	104			2						110	4
Elyria, Ohio	2	5	72	132										
Emporia, Kans.	2	7	28	76									94	38
Englewood, Ill.	2	6	25	29										
Eric, Pa.	1	2	189	294	12					1			254	50
Evanson, Ill.	2	6	16	26						1				
Evansville, Ind.	2	5	90	131							2			
Fairmont, W. Va.	2	3	34	65	2									
Fall River, Mass.	2	1	41	51									12	35
Fargo, Dak.	2	6	36	53	1					1		1		
Faribault, Minn.	2	6	15	45										
Fergus Falls, Minn.	2	6	34	39	3		1	1						
Fitchburgh, Mass.	2	1	12	58									2	63
Flint, Mich.	2	9	42	72									106	
Fond du Lac, Wis.	2	6	20	22							1			
Fort Dodge, Wis.	2	6	63	147	1						1			
Fort Plain, N. Y.	2	2												
Fort Scott, Kans.	2	7	55	53	3			1			1		58	8
Fort Smith, Ark.	2	7	75	97	1	1							183	17
Fort Wayne, Ind.	2	5	61	197	5									
Fort Worth, Tex.	2	7	319	514	16	1	1	3		1	2		76	15
Fortress Monroe, Va.	2	3	34	53	1									
Franklin, Pa.	2	2	29	31										
Frankfort, Ky.	2	5	185	305	2					2				
Frederick, Md.	2	3	30	73										
Fredericksburgh, Va.	2	3	3	3										
Fredonia, N. Y.	2	2	92	330									199	4
Freeport, Ill.	2	6	56	81		2		3						
Fremont, Nebr.	2	6	6	10										
Fremont, Ohio.	2	5	31	54	1					2	1			
Findlay, Ohio.	2	5	6	15		1								
Fort Gratiot, Mich.	2	9	1	1										
Galesburgh, Ill.	2	6	210	573	5	1	1			1				
Galveston, Tex.	1	7	299	479	2	1	1				1		781	486
Geneva, N. Y.	2	2	192	369						2			67	16
Glens Falls, N. Y.	2	2	11	16									1	
Gloucester, Mass.	2	1	53	173	1								400	695
Gloverville, N. Y.	2	2	25	35									77	
Goldsbrough, N. C.	2	3	19	36	1	1								
Grafton, W. Va.	2	3	1	1										
Grand Forks, Dak.	2	6	26	37						1	1			
Grand Haven, Mich.	2	9	11	25							2		5	4
Grand Rapids, Mich.	2	9	191	428	2	1	1			3	1	1	10	31
Green Bay, Wis.	2	6	22	24		3				2				
Greenfield, Mass.	1	1	15	428								1	9	10
Greensborough, N. C.	2	3	21	28	1									
Greenville, Mich.	2	9	3	3										
Greenville, S. C.	2	4	26	41	1								92	7
Hagerstown, Md.	2	3	49	171	1					4				
Hamilton, Ohio	2	5	75	134	1					1		1		

TABLE Gs.—Statement of errors in distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect alips re-turned.	No. of errors on incor-rect alips.	Missent.				Misdirected.			Errors checked—		
					No. of letter pack-ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack-ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of-fices.
Hampton, Va.	3	3	43	73										
Hannibal, Mo.	1	7	102	188	6	1						86	02	
Harrisburg, Pa.	1	2	224	282	18				3	4	1	54	107	
Harrisonburgh, Va.	3	3	18	25	4									
Hartford, Conn.	1	1	498	1,203	3				3		2	47	06	
Hastings, Nebr.	1	6	21	47										
Haverhill, Mass.	1	1	39	109								7	59	
Helena, Mont.	1	8	210	258								110	23	
Hillsdale, Mich.	1	9	38	54								1		
Hoboken, N. J.	1	2	1						1			68	154	
Holyoke, Mass.	1	1	21	75					1	1	1	14	70	
Hornellsville, N. Y.	1	2	14	16										
Hot Springs, Ark.	1	7	481	708	10	4			1	1	1	3,493	213	
Honston, Tex.	1	7	126	198	4				2		1	182	24	
Hudson, Mich.	3	3	10	33										
Hudson, N. Y.	1	2	11	13								2		
Huntingdon, Pa.	1	2	20	64								1		
Huntington, W. Va.	3	3	14	27					1					
Huron, Dak.	1	2	6	23	49									
Indianapolis, Ind.	1	5	1,025	2,003	115	5	1	1	16	6	6			
Ionia, Mich.	1	9	10	15					2					
Iowa City, Iowa	1	6	202	355	1				4					
Ironton, Ohio.	1	5	5	14										
Ithaca, N. Y.	1	2	32	52								2		
Jackson, Mich.	1	9	185	297	2				2			13		
Jackson, Miss.	1	4	33	70	1				1				1	
Jacksonville, Fla.	1	4	177	418	2				2			19	2	
Jacksonville, Ill.	1	6	65	118	2		4		1	1				
Jamestown, Dak.	1	0	21	34										
Jamestown, N. Y.	1	2	70	134					1			20	63	
Janesville, Wis.	1	6	15	16	1				1					
Jefferson City, Mo.	1	7	32	49	9							136	88	
Jersey City, N. J.	1	2	285	555	11				2	3	4	306	81	
Johnstown, Pa.	1	2	11	11		1								
Joliet, Ill.	1	6	120	228	2	1			1			26	61	
Johnstown, N. Y.	1	2	55	75								195	67	
Kalamazoo, Mich.	1	9	169	313		2				6			1	
Kankakee, Ill.	1	6	3	3					1					
Kansas City, Mo.	1	7	1,025	3,298	134	22	19	2	7	7	5	753	188	
Keene, N. H.	1	1	8	9		8				1	1	1	09	
Keokuk, Iowa	1	6	74	191					5		1			
Kingston, N. Y.	1	2	5	8										
Knoxville, Tenn.	1	5	245	553	1				1					
Kearney, Nebr.	1	6	17	21										
La Crosse, Wis.	1	6	15	16							1			
La Fayette, Ind.	1	5	33	65	3	1			1					
Lancaster, Ohio	1	5	5	33					1					
Lancaster, Pa.	1	2	64	127	2									
Lansing, Mich.	1	9	182	399					3	1		7	5	
Lapeer, Mich.	1	9	4	5										
La Porte, Ind.	1	5	15	26										
Las Vegas, N. Mex.	1	7	5	7										
Lawrence, Kans.	1	7	490	1,031	2	1	1		2			278	27	
Lawrence, Mass.	1	1	35	46	3							394	13	
Leadville, Colo.	1	7	645	1,043	31	3	1		2			1,451	41	
Leavenworth, Kans.	1	7	460	682	4	5	4					1,669	641	
Lebanon, Pa.	1	2	5	6								160	20	
Le Mars, Iowa	1	6	36	70										
Lewiston, Me.	1	1	66	119	3				3			15	310	
Lexington, Ky.	1	5	295	642	2	2			4		3			
Lincoln, Nebr.	1	6	68	200	5			2	4	1				
Little Falls, N. Y.	1	2	59	83								57	55	
Little Rock, Ark.	1	7	480	1,649	29	9	13		2			535	131	
Lock Haven, Pa.	1	2	29	40								223	36	
Lockport, N. Y.	1	2	123	261	1						1	4	13	
Logansport, Ind.	1	5	50	156	6				4	1	2			
Los Angeles, Cal.	1	8	422	682	4	2			1			33		
Louisville, Ky.	1	5	2,722	4,823	30	6	5	1	31	2	12			

TABLE G8.—Statement of errors in the distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips re- turned.	No. of errors on incor- rect slips.	Miscent.				Misdirected.			Errors checked—		
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Lowell, Mass.	1	1	218	405	4					2		1	46	28
Ludington, Mich.	3	9	3	3									1	
Lynchburgh, Va.	2	3	230	487	6	1								
Lynn, Mass.	1	1	66	130									123	136
Lexington, Va.	3	3	162	172	1									
Laredo, Tex.	2	2	7	3									161	36
Macon, Ga.	2	2	4	323	402	20	1	1	3		4	2	2	6
Madison, Ind.	2	2	5	118	193					3				
Madison, Wis.	2	2	6	65	93	2	1							
Malden, Mass.	2	2	1	57	187					1			112	153
Manchester, N. H.	2	2	1	62	91					2		1	21	83
Manistee, Mich.	2	2	9	89	89								164	16
Mansfield, Ohio.	2	2	5	116	219	1			1	4		2		
Marietta, Ohio.	2	2	5	31	55									
Marlborough, Mass.	2	2	1	10	29								79	108
Marquette, Mich.	2	2	6	1	1									
Marshall, Mich.	2	2	9	356	817	11				1	1		768	185
Marshall, Tex.	2	2	7	34	58					2			169	24
Marshalltown, Iowa.	2	2	6	122	267	1				3	1			
Massillon, Ohio.	2	2	5	1	9			1						
Mattoon, Ill.	2	2	6	58	119	3								
Maysville, Ky.	2	2	5	33	74					1				
McKeesport, Pa.	2	2	2	3	3									
Meadville, Pa.	2	2	2	21	156								2	4
Memphis, Tenn.	1	1	5	596	979	21	1		2	2	2	1		
Meriden, Conn.	2	2	1	53	84	1				2			23	4
Meridian, Miss.	2	2	4	66	157				3				4	58
Middletown, Conn.	2	2	1	10	44	1				1	1	1	1	
Middletown, N. Y.	2	2	2	13	12	1				1				8
Milwaukee, Wis.	2	2	6	1,260	2,043	14				17		8		
Minneapolis, Minn.	1	1	6	558	981	3				7	1	3		
Mobile, Ala.	1	1	4	272	455	11	1			2		1	8	
Moline, Ill.	2	2	6	47	147							1		
Monmouth, Ill.	2	2	6	2	2									
Monroe, Mich.	3	3	9	30	53					2			135	46
Montgomery, Ala.	2	2	4	231	339	10	1		13	3	2	2	97	1
Montpelier, Vt.	2	2	1	10	18						4		87	64
Morristown, N. J.	2	2	2	17	21	1							49	68
Mount Pleasant, Iowa.	2	2	6	16	30	1								
Mount Vernon, Ohio.	2	2	5	29	40					1				
Muscatine, Iowa.	2	2	6	130	338					6				
Muskegon, Mich.	2	2	9	13	24								68	57
Mount Vernon, N. Y.	2	2	2	9	17								2	9
Middletown, Ohio.	2	2	5	46	92					2				
Napa City, Cal.	2	2	8	11	17								55	
Nashville, Tenn.	1	1	5	3,926	6,554	62	1	3	1	42	4	6		
Nashua, N. H.	2	2	1	20	20					1				
Natchez, Miss.	2	2	4	19	37								7	
Nebraska City, Nebr.	2	2	6	6	17									
New Albany, Ind.	2	2	5	59	107	3						1		
Newark, N. J.	1	1	2	934	1,600	24	2		3	15	3	2	277	190
Newark, N. Y.	2	2	2	70	143									
Newark, Ohio.	2	2	5	77	133							1		
New Bedford, Mass.	2	2	1	339	1,081	3				21			443	584
New Berne, N. C.	3	3	3	23	49									
New Britain, Conn.	2	2	1	50	73						2	1	53	2
New Brunswick, N. J.	2	2	2	69	176	2				3	4		24	26
Newburgh, N. Y.	2	2	2	6	24								79	239
Newburyport, Mass.	2	2	1	7	14	1				1			13	9
Newcastle, Pa.	2	2	2	27	70	6							6	1
New Haven, Conn.	1	1	1	267	544	12					4		10	205
New London, Conn.	2	2	1	19	212									
New Orleans, La.	1	1	4	3,131	6,808	63	3	20		24		14	402	14
Newport, Ky.	2	2	5	166	256	7				4				
Newport, R. I.	2	2	1	120	249	6				2	1		107	127
Newton, Mass.	2	2	1	37	84					1			41	50
New York, N. Y.	1	2	2	39,562	105,238	151	1	5	2	232	1	76	22,857	52
Niles, Mich.	3	3	9	8	13									

TABLE G⁸.—Statement of errors in the distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect ships re-turned.	No. of errors on incor-rect ships.	Missent.				Misdirected.			Errors checked—		
					No. of letter pack-ages.	No. of pounds.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack-ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of-fices.
Norfolk, Va	1	3	178	331	1					3				
Norristown, Pa	1	2	9	16										
North Adams, Mass	1	1	55	122									19	103
Northampton, Mass	1	1	15	19	1	1								2
Norwalk, Conn	1	1	4	10									33	11
Norwalk, Ohio	5	5	29	36										
Norwich, Conn	1	1	14	32									1	9
Norwich, N. Y.	3	3	32	48										
Oakland, Cal.	1	1	407	583	5					5	2	340		86
Oberlin, Ohio	5	5								1				
Ogden, Utah	8	8	88	125						1			49	
Ogdensburg, N. Y.	3	3	27	33			1						1	
Oil City, Pa	2	2	17	32	1									
Olean, N. Y.	6	6	79	97	1					3	1		46	12
Omaha, Nebr	1	1	770	1,406	21		2			9		5		
Oneida, N. Y.	2	2	86	109						1			29	89
Oneonta, N. Y.	2	2	67	105						1			149	188
Orange, N. J.	3	3	13	26	6								219	651
Oshkosh, Wis	6	6	37	74	1	2				1				
Oskaloosa, Iowa	2	2	75	150						1				
Oswego, N. Y.	6	6	172	231	6					2			113	15
Ottawa, Ill.	6	6	56	72						1				
Ottawa, Kans.	7	7	64	159	6	1							169	19
Ottumwa, Iowa	6	6	99	173						2				
Owego, N. Y.	6	6	11	64									17	2
Owensboro, Ky	5	5	6	16	1									
Paducah, Ky	5	5	16	31										
Painesville, Ohio	5	5	88	161	1					1				
Palestine, Tex.	7	7	3	3									239	16
Parkersburgh, W. Va.	3	3	67	139							1			
Parsons, Kans	7	7	50	57		1				1			100	14
Passaic, N. J.	2	2	2	2									1	77
Paterson, N. J.	2	2	22	79						1			94	272
Pawtucket, R. I.	1	1	14	26						1	1		9	23
Peekskill, N. Y.	2	2	1	2										
Pensacola, Fla.	2	2	302	461	17					1			60	17
Peoria, Ill.	1	1	46	483	931	8				6	1			
Perrin, Ind.	5	5	8	10	1									
Petersburgh, Va.	3	3	19	34										
Petosky, Mich.	3	3	9	5										
Philadelphia, Pa.	1	1	6,075	18,973	70	1	2			35	6	50	814	53
Piqua, Ohio	2	2	35	35		1								
Pittsburgh, Pa.	1	1	1,654	3,185	33		1			8		4	1,813	405
Pittsfield, Mass.	2	2	267	545	2			2		19	1		134	65
Pitston, Pa.	2	2	17	34	1								1	10
Plainfield, N. J.	2	2	16	51	1								18	10
Plattsburgh, N. Y.	2	2	23	40						1				
Plymouth, Mass.	1	1	81	166									95	93
Pontiac, Mich.	9	9	39	54									100	25
Port Huron, Mich.	9	9	78	182		3	1			1			38	11
Port Jervis, N. Y.	2	2	6	6										
Portland, Me.	1	1	468	817			1							
Portland, Oreg.	1	8	957	1,754	6					3		3	229	913
Portsmouth, N. H.	2	2	9	10										3
Portsmouth, Ohio.	5	5	18	21	3			1		2				
Portsmouth, Va.	3	3	11	15										
Pottsville, Pa.	2	2	9	22										
Poughkeepsie, N. Y.	1	1	229	302	1								366	144
Princeton, Ill.	2	2	9	11						5				
Princeton, N. J.	2	2	5	9	1					2			32	9
Providence, R. I.	1	1	423	680	8					2			6	59
Pueblo, Colo.	1	1	470	984	27	2	4			3			926	190
Quincy, Ill.	1	7	152	260	2	4				3				
Racine, Wis.	2	2	143	261	3					3				
Rahway, N. J.	2	2	2	2										26
Raleigh, N. C.	3	3	50	168										
Reading, Pa.	2	2	43	69										
Red Oak, Iowa	6	6	4	10						1			4	

TABLE G8.—Statement of errors in the distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips re- turned.	No. of errors on incor- rect slips.	Missent.			Misdirected.			Errors checked—		
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Red Wing, Minn.	2	2	6	52	73								
Richmond, Ind.	1	5	5	120	172				2				
Richmond, Va.	1	3	3	627	1,437	6	6		4	4	3		
Rochester, Minn.	1	2	6	27	34								
Rochester, N. Y.	1	2	2	2,151	7,111	11	1		18		6	2	11
Rockford, Ill.	2	2	6	320	795	3			7		2		
Rock Island, Ill.	2	2	6	85	147	7			4				
Rockland, Me.	2	2	1	66	109							42	259
Rome, Ga.	2	2	4	281	373							186	8
Rome, N. Y.	2	2	2	40	172	1			1	1			
Rondout, N. Y.	2	2	2	35	62							12	3
Rutland, Vt.	2	2	1	78	144			1	1			22	29
Sacramento, Cal.	1	8	8	324	431	3	2		9	1	1	393	65
Saginaw, Mich.	2	2	9	25	32							23	
Saint Albans, Vt.	2	2	1	2	2								1
Saint Johnsbury, Vt.	2	2	1	16	2								
Saint Joseph, Mo.	1	7	7	465	847	9	10	2	4			191	55
Saint Louis, Mo.	1	7	5	5,485	8,566	18				31	7	1,718	1,253
Saint Paul, Minn.	1	6	6	920	1,798	5	1			13	4		
Salem, Mass.	2	1	1	206	317			1		2	3	63	627
Salem, Ohio	2	5	7	7	14	1							
Salem, Ore.	2	2	8	152	224						1	175	20
Salina, Kans.	2	2	7	20	20							56	21
Salisbury, N. C.	3	3	3	15	21								
Salt Lake City, Utah	1	8	8	263	379	9						60	33
San Antonio, Tex.	2	7	7	160	263	1	4	3	3	1		27	4
Sandusky, Ohio	2	5	5	94	128	1		1		2			
Saratoga Springs, N. Y.	2	2	2	83	111								18
San Francisco, Cal.	1	8	8	4,075	6,045	166	2	6	4		51	2	7
San José, Cal.	2	2	8	11	17							147	83
Santa Fé, N. Mex.	2	2	7	33	85	1						15	
Schenectady, N. Y.	2	2	2	72	95				1			270	1
Scranton, Pa.	2	2	2	43	84	9						12	7
Seattle, Wash.	2	2	8	61	100	3				1		54	
Sedalia, Mo.	2	2	7	65	131	7	1					55	6
Selma, Ala.	2	2	4	61	79	5						550	128
Seneca Falls, N. Y.	2	2	2	34	111							12	22
Sheboygan, Wis.	2	2	6	9	13								
Sherman, Tex.	2	2	7	81	138					1			
Shreveport, La.	2	2	4	148	501	1				1		167	69
Sing Sing, N. Y.	2	2	2	24	50					2		2	1
Sionx City, Iowa	2	2	6	136	324	3	1			1	1		
Sioux Falls, Dak.	2	2	6	17	162					4			
South Bend, Ind.	2	2	5	77	196	1				2	1		
South Norwalk, Conn.	2	2	1	5	29								
South Pueblo, Colo.	2	2	7	335	582	4	1			2		176	
Springfield, Ill.	2	2	6	281	894	15	7	3		4	1		
Springfield, Mass.	1	1	1	115	197	2	2			1	1	206	398
Springfield, Mo.	2	2	7	300	621	11	3			1		722	270
Springfield, Ohio	1	1	5	101	166			4					
Stamford, Conn.	2	2	1	8	28								51
Statesville, N. C.	2	2	3	21	36								
Stanton, Va.	2	2	8	194	362	2	1						
Sterling, Ill.	2	2	6	5	15								
Stillwater, Minn.	2	2	6	100	173	1							
Stockton, Cal.	2	2	8	17	119							15	7
Streator, Ill.	2	2	6	9	13					1			
Suffolk, Va.	3	3	3	15	22								
Syracuse, N. Y.	1	1	2	413	761	1		1					
Taunton, Mass.	2	2	1	48	86		1					31	7
Terre Haute, Ind.	2	2	5	44	77	1			1				
Tiffin, Ohio	2	2	5	12	17	1							
Titusville, Pa.	2	2	2	163	162				1			543	309
Toledo, Ohio	1	1	5	455	715	14			3		2		
Topeka, Kans.	2	2	7	1,164	2,425	30		7				2,628	1,226
Towanda, Pa.	2	2	3	21	29								113
Traverse City, Mich.	3	3	9	18	26		1					143	17
Trenton, N. J.	1	1	2	163	281							14	2

TABLE G^s.—Statement of errors in the distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.				Misdirected.		Errors checked—		
					No. of letter packages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter packages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Troy, N. Y.	1	2	437	652	3	1			6	1	286	44	
Tucson, Ariz.	2	2	8	12									
Troy, Ohio	2	5	10	31					1				
Texarkana, Ark.	2	7	16	39	10	1					51	13	
University of Virginia	3	3	2	3									
Urbana, Ohio	2	5	11	37									
Utica, N. Y.	1	2	107	210							263	187	
Valparaiso, Ind.	2	5	75	129					1				
Vicksburg, Miss.	2	4	175	241	2	1	1		1		21		
Vincennes, Ind.	2	5	88	152					1				
Virginia City, Nev.	2	8	50	64							12		
Waco, Tex.	2	7	9	9							138	42	
Wakefield, Mass.	2	1	71	139							123	127	
Walla Walla, Wash.	2	6	62	104							39	11	
Warren, Ohio	2	5	11	45	1				1	1			
Warren, Pa.	2	2	18	40							8	7	
Washington, D. C.	1	3	4,493	6,872	55		1		33	6	3	16,286	
Washington, N. J.	1	2	27	33					2		3	9	
Washington, Pa.	2	2									325	15	
Waterbury, Conn.	2	1	18	22		1							
Waterloo, Iowa	2	6	41	72									
Watertown, N. Y.	2	2	110	201	1						1		
Watertown, Wis.	2	6	7	8					1				
Waterville, Me.	2	1	6	6							2	7	
Waukesha, Wis.	2	6	55	108	3								
Waynesborough, Va.	4	3	8	31									
Wellington, Kans.	2	7	33	51							211	50	
Wellsborough, W. Va.	3	3	13	38									
West Bay City, Mich.	3	9	4	5									
West Chester, Pa.	2	2	16	57							53	7	
Westfield, Mass.	2	1	39	56	1						117	50	
West Gardiner, Me.	2	1	5	5	1						6	3	
West Grove, Pa.	2	2	1	4									
Westerly, R. I.	3	1	1	1									
Weston, W. Va.	3	3	3	4									
Wheeling, W. Va.	1	3	142	319	10				4				
White Sul. Sp'gs., W. Va.	4	3	3	6									
Wichita, Kans.	2	7	54	175							154	42	
Wilkes Barre, Pa.	2	2	12	33									
Williamsport, Pa.	2	2	55	93							18	10	
Willimantic, Conn.	2	1				1							
Wilmington, Del.	1	2	206	452	4				3	2	85	103	
Wilmington, N. C.	2	3	37	41									
Winchester, Kans.	2	7	54	175							154	142	
Winchester, Va.	2	3	22	48									
Winfield, Kans.	2	7	40	77					1		165	109	
Winona, Minn.	2	6	48	129	1								
Woodbury, N. J.	2	2	3	3					1		65	62	
Woonsocket, R. I.	2	1	4	7									
Wooster, Ohio	2	5				1				1	5		
Worcester, Mass.	1	1	233	327	3						171	200	
Wyandotte, Kans.	2	7	224	384			1		4		176	2	
Xenia, Ohio	2	5	7	23									
Yonkers, N. Y.	2	2	16	18									
York, Pa.	2	2	91	149					2				
Youngstown, Ohio	2	5	82	129					2				
Ypsilanti, Mich.	2	9	17	24									
Zanesville, Ohio													
All other offices	1		3,082	5,915	53	14	8		44	21	7	3,920	3,983
Do.	2		3,984	8,359	89	13	1	13	48	32		7,036	6,834
Do.	3		963	2,433	7	4	4	3	2		1		
Do.	4		1,829	3,305	60	1	1	3					
Do.	5		1,687	3,423	60	11	1	22	34	15	5		
Do.	6		5,018	12,136	236	35	2	88	77	72	9		
Do.	7		3,469	6,994	232	159	10	156	14	9		2,308	708
Do.	8		5,335	10,014	92	85	4	73	9	22		251	78
Do.	9		1,148	2,372	7	27	1	9	5	4	2	2,339	344

TABLE G^s.—Table of errors in the distributing and forwarding of mails by post-offices during the fiscal year ended June 30, 1885.

RECAPITULATION.

Division.	Incorrect slips.	Errors on incorrect slips	Missent.				Misdirected.			Errors checked.	
			Letter packages.	Pouches.	Sacks.	Registered packages.	Letter packages.	Pouches.	Sacks.	Against railway postal clerks.	Against post-offices.
First	18,376	35,592	240	34	4	29	178	42	55	8,536	15,121
Second	63,224	162,008	534	20	14	23	441	73	159	39,293	11,602
Third	11,942	21,508	141	20	10	8	85	13	85	16,280	*
Fourth	12,708	14,088	307	20	32	29	96	12	42	3,037	687
Fifth	23,321	39,496	543	36	20	56	322	50	65	*	*
Sixth	37,779	67,871	556	74	13	110	396	108	59	*	*
Seventh	22,034	42,878	716	263	88	213	90	22	18	27,200	6,296
Eighth	19,981	21,273	288	41	10	78	79	25	11	1,765	418
Ninth	5,987	10,715	72	40	3	9	40	19	3	5,647	1,120
Total ..	215,352	415,429	3,397	554	194	555	1,727	369	447		
Totals as per report for fiscal year 1884	309,772	757,134	5,473	1,007	758	590	2,195	438	556		
Decrease ...	94,420	341,705	2,076	453	564	35	468	69	109		

* Not reported.

TABLE H^b.—Statement of case estimations of permanent railway postal clerks for the fiscal year ended June 30, 1885.

Division.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.	Highest individual per cent. correct.	Lowest individual per cent. correct.
First	607	322,942	318,492	4,446	4	98.62	100	01.54
Second	889	1,493,376	779,906	125,767	587,703	52.22	100	06.54
Third	169	133,748	127,446	4,105	2,197	95.28	100	42.31
Fourth	486	304,624	294,696	8,720	1,208	96.73	100	43.63
Fifth	650	669,728	606,519	44,420	18,789	90.56	100	02.00
Sixth	861	1,183,495	1,107,816	31,437	44,242	93.60	100	04.20
Seventh	819	655,298	615,213	37,647	2,438	93.88	100	06.15
Eighth	539	207,941	197,824	6,016	4,101	95.13	100	23.58
Ninth	469	717,504	629,979	38,873	48,652	87.80	100	15.83
Total	5,489	5,688,656	4,677,891	301,431	709,334	82.23	100	01.54

TABLE I.—Statement of case examinations of railway postal clerks during probation for the fiscal year ended June 30, 1885.

Division.	Probationary appointments.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.	Probationers who received permanent appointment.	Average per cent. correct during probation made by those permanently appointed.	Dropped during probation including those permitted to resign.	Percentage of probationary appointees who failed to pass final examinations.	Average per cent. cards correct of those dropped.	Highest individual per cent. correct.	Lowest individual per cent. correct.	Per cent. correct required for permanent appointment.
First.....	61	87	44,132	41,101	2,762	249	93.12	27	95.05	34	55.73	59.68	100	31.05	90.00
Second.....	181	668	482,079	197,094	29,803	55,102	40.88	24	39.73	75	41.43	39.88	100	02.15	90.00
Third.....	116	105	59,563	45,253	7,756	6,554	75.87	27	86.32	31	26.72	68.13	100	06.12	90.00
Fourth.....	170	212	72,953	64,173	5,793	2,987	87.86	32	81.91	77	45.29	71.16	100	75.41	90.00
Fifth.....	289	701	601,409	426,857	98,432	76,120	70.87	79	84.18	142	54.83	56.12	100	0.07	90.00
Sixth.....	322	510	457,140	380,119	62,051	34,970	78.77	96	86.53	112	34.90	67.08	100	4.46	90.00
Seventh.....	246	548	367,037	285,415	36,554	45,068	77.76	74	86.20	87	35.37	63.43	100	6.76	90.00
Eighth.....	57	108	77,970	73,034	2,295	2,641	93.66	19	96.66	11	33.66	91.83	100	16.49	90.00
Ninth.....	198	387	290,346	178,034	75,059	37,253	61.31	20	79.39	46	23.23	53.02	100	2.61	90.00
Total.....	1,940	3,316	2,452,629	1,671,080	320,605	260,944	68.13	407	.....	615	37.05	.....	100	0.07	.....

TABLE K².—Statement, by divisions, of average daily miles run.

FIRST DIVISION.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.	
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>			
Alton Bay and Dover.....	28.42	113.68	1	113.68	12	This clerk runs in connection with Skowhegan and Portland clerks.	
Athol and Springfield.....	48.34	96.68	1	96.68	6		
Augusta and Portland.....	63.39	206.00	1	110.92	6		
Bangor and Bar Harbor.....	51.00	102.00	1	102.00	6	Four short stops between Boston and Portland = 108.80 miles.	
Bangor and Boston.....	245.90	983.60	8	122.95	13		
Bangor and Boston (short run) ..	57.78	115.56	2	77.04	6	Two short stops; daily average, 99.44 miles.	
Bangor and Bucksport.....	19.24	76.96	1	76.96	12		
Bath and Lewiston.....	28.47	113.88	1	113.88	12		
Belfast and Burnham.....	33.95	135.80	1	135.80	12		
Boston and Albany.....	203.25	813.00	8	101.62	12		
Boston and Albany (short run) ..	99.44	198.88	2	99.44	6		
Boston, Clinton and Fitchburg ..	59.48	118.96	1	118.96	6		
Boston and Greenville.....	60.33	120.66	1	120.66	6		
Boston and Hopewell Junction ..	215.23	430.46	4	107.61	6		The second clerks on this line run a daily average of 102.28 miles. One short stop between Williamantic and Boston; daily average, 143 miles.
Boston and Hopewell Junction (short run).	118.30	236.60	2	118.30	6		
Boston, Nashua and Keene.....	95.22	192.44	2	96.22	6	Two short stops; daily average, 95.76 miles. One short stop; daily average, 92.06 miles.	
Boston and Providence.....	45.06	180.24	2	90.12	12		
Boston, Providence, and New York.	233.07	466.14	4	116.53	7		
Boston, Springfield and New York.	235.17	1,411.02	12	117.58	20		
Boston and New York (short run)	135.73	271.46	4	105.48	6		
Boston and Troy.....	191.04	764.16	8	95.52	12		
Boston and Wellfleet.....	106.56	426.24	4	106.56	12		
Brattleborough and Palmer.....	56.33	112.66	1	112.66	6		
Cambridge Junction and Burlington.	34.47	68.94	1	68.94	6		
Canton and Mechanic Falls.....	27.79	54.58	1	55.58	6		
Concord and Claremont.....	55.05	110.10	1	110.10	6		
Danbury and South Norwalk.....	23.61	94.44	1	94.44	12		
Essex Junction and Boston.....	241.86	483.72	4	120.93	6		
Farmington and Lewiston.....	47.12	167.38	2	83.69	6		
Greenville and Oldtown.....	78.18	156.36	1	156.36	6	These clerks run from Lewiston to Portland and return, with Skowhegan and Portland clerks.	
Hartford and Rhinecliff.....	109.99	436.36	3	145.45	12		
Hartford and Saybrook.....	45.36	173.22	2	87.36	12		
Keene and South Vernon.....	24.35	97.40	1	97.40	12		
Lancaster and Boston.....	212.03	417.26	4	104.31	6		
Litchfield and Bethel.....	39.03	78.06	1	78.06	6		
Lowell and Ayer.....	16.98	67.92	1	67.92	12		
Lowell and Taunton.....	62.01	248.04	2	124.02	12		
Manchester, Lawrence and Boston.	53.85	160.74	2	80.37	(1)		16 round trips between Boston and Lawrence. 12 round trips between Manchester and Lawrence.
Manchester and Peterborough ..	63.37	126.74	1	126.74	6		
Nashua and Worcester.....	46.76	93.52	1	93.52	6		
New Hartford and Farmington ..	14.30	57.20	1	57.20	12		
New Haven and New York.....	77.05	154.10	1	115.56	6		
New London and New Haven.....	51.81	207.24	2	103.62	12		
Newburyport and Boston.....	40.63	162.52	2	81.26	12		
Newport and Springfield.....	229.60	459.20	4	114.80	6		

TABLE K².—Statement, by divisions, of average daily miles run—Continued.

FIRST DIVISION—Continued.

Railway post-office lines.	Length of routes	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
North Adams and Pittsfield	21.43	85.72	1	85.72	12	
North Anson and Lewiston	67.85	135.70	1	135.70	6	
North Conway and Portsmouth	82.09	164.18	2	82.09	6	
Palmer and New London	65.30	130.60	1	130.60	6	
Peterborough and Worcester	53.80	107.60	1	107.60	6	
Pittsfield and Bridgeport	110.49	441.96	4	110.49	12	
Pittsfield and Lowell	61.19	122.38	1	122.38	6	
Plymouth and Concord	51.40	102.80	1	102.80	6	
Portland and Boston	116.70	466.80	5	116.70	12	Daily average; 3 clerks in charge.
Portland and Fryburgh	50.37	100.74	1	100.74	6	Daily average; 8 clerks in charge.
Portland and Gorham	92.16	184.32	2	184.32	6	
Portland and Island Pond	149.78	299.56	3	99.84	6	One short stop; daily average, 94.50 miles.
Portland and Rochester	52.74	105.48	1	105.48	3	One short stop; daily average, 95.50 miles.
Portland and Swanton	232.90	465.80	4	116.45	6	
Portland and Worcester	147.34	294.68	3	98.22	6	
Portsmouth and Concord	59.25	118.50	1	118.50	6	
Portsmouth and Manchester	41.52	83.04	1	83.04	6	
Providence and New London	65.24	260.96	2	130.48	12	
Providence and Pascoag	23.75	95.00	1	95.00	12	
Providence and Willimantic	50.04	118.08	1	118.08	6	
Richford and Concord	190.17	380.34	4	95.08	6	
Richford and Saint Albans	28.91	57.82	1	57.82	6	
Rockland and Portland	88.42	294.40	3	78.37	6	Short run, Rockland and Brunswick.
Rutland, Bennington and Troy	85.19	170.38	2	85.19	6	
Saint Albans and Boston	265.40	1,061.60	8	132.70	12	
Saint Albans and Hoosac Junction	159.36	318.72	3	106.24	6	
Skowhegan and Portland	103.60	206.00	2	110.92	6	These clerks perform the service of Augusta and Portland R. P. O.
So. Londonderry and Brattleborough	36.47	72.94	1	72.94	6	
Springfield and Hartford	32.29	129.16	1	129.16	12	
Vanceborough and Bangor	114.44	457.76	4	114.44	12	
Wells River and Montpelier	38.64	77.28	1	77.28	6	
West Winsted and Bridgeport	62.22	248.88	2	93.33	12	
White River Junction and Springfield	124.39	248.78	2	124.39	6	
Williamsburgh and New Haven	85.59	342.36	3	114.12	12	
Willimantic and New Haven	54.69	109.38	1	109.38	6	
Winchendon and Palmer	49.94	99.88	1	99.88	6	
Winchendon and Worcester	38.05	76.10	1	76.10	6	
Worcester and Norwich	59.72	119.44	1	119.44	6	
Worcester and Providence	44.14	176.56	2	88.28	12	
Total	7,291.37	20,294.80	191	106.25	601½	

SECOND DIVISION.

Addison and Pike Mills	46.81	93.62	1	93.62	6	
Albany and Binghamton	143.21	286.42	3	95.46	6	
Albany and New York	145.35	581.40	4	145.35	12	} Sundays not included.
Albany and Rochester	252.00	504.00	4	126.00	6	
Albany, Kingston and New York	146.23	584.92	4	146.23	12	
Allentown and Harrisburg	91.66	366.64	3	122.21	12	
Allentown and Pawling	43.82	87.64	1	87.64	6	
Attica and Cuba	59.37	118.74	1	118.74	6	
Auburn and Treeville	39.41	78.82	1	78.82	6	
Auburn and Harrisburg	59.94	119.68	1	119.68	6	
Babylon and New York	37.40	74.80	1	24.93	6	Short run of Sag Harbor and New York R. P. O. Clerks alternate bet. the long and short run.

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Batavia and Buffalo	47.99	94.78	1	94.78	6	
Belvidere and Philadelphia	102.54	205.08	1	205.08	6	
Bennington and Chatham	57.79	115.58	1	115.58	6	
Berlin and Salisbury	23.86	47.72	1	47.72	6	
Bethlehem and Philadelphia	56.52	287.50	3	114.80	15	
Binghamton and New York	209.20	418.40	3	139.47	6	
Boston Corners and Poughkeepsie	38.06	76.12	1	76.12	6	
Bond Brook and Philadelphia	59.96	119.92	1	119.92	6	Established Oct. 27, 1884.
Branch Junction and Pittsburgh	70.86	141.72	1	141.72	6	
Branchville and Waterloo	{ 12.68 22.02 }	69.40	1	69.40	9.45	{ Including short run, Newton to Waterloo (12.68 miles) and, re- turn.
Brewsters and New York	62.19	124.38	1	124.38	6	
Buffalo and Emporium	121.55	243.10	2	121.55	6	Larabee and Clermont, clerk runs to Olean as helper.
Buffalo and Jamestown	68.79	137.58	1	137.58	6	Alternates with Dun- kirk and Titusville R. P. O.
Buffalo and Pittsburgh	273.10	546.20	4	136.55	6	2 helpers between Pitts- burgh and Oil City, week on and week off.
Buffalo and West	49.56	99.12	1	99.12	6	
Butler and Freeport	21.46	85.84	1	85.84	12	
Canandaigua and Batavia	50.17	100.34	1	100.34	6	
Canandaigua and Elmira	69.17	138.34	1	99.53	6	Alternates with Elmira and Williamsport R. P. O.
Canastota and Elmira	118.76	237.52	2	118.76	6	
Carbondale and Scranton	17.46	104.76	1	104.76	18	
Carlisle and Gettysburg	32.34	64.68	1	64.68	6	Established Aug. 7, 1884.
Cayuga and Ithaca	39.11	78.22	1	78.22	6	
Chambersburgh and Richmond Furnace	31.35	62.70	1	62.70	6	Clerk runs from Mer- cersburgh Junction to Mercersburgh and return (2.63 miles).
Chatham and New York	136.44	521.76	5	104.35	12	
Clayton and Chestertown	32.71	65.42	1	65.42	6	
Clayton and Easton	44.52	89.04	1	89.04	6	
Columbia and Perryville	43.65	87.76	1	87.76	6	
Corwensville and Tyrone	47.45	94.90	1	94.90	6	
Danville and Buffalo	95.98	191.96	1	127.40	6	Clerk alternates with Rochester and Corn- ing R. P. O.
Driftwood and Red Bank Fur- nace	109.98	219.96	2	109.98	6	
Dunkirk and Titusville	91.41	182.82	2	100.80	6	Clerk alternates with Buffalo and ames- town R. P. O.
Easton and Hazleton	{ 45.53 69.18 }	367.78	4	91.94	{ 6 12 }	{ Short run, Easton to Mauch Chunk.
Elmira and Blossburgh	52.41	104.82	1	104.82	6	Clerk performs double daily service between Tioga Junction and Lawrenceville. 3.2 miles = 12.80.
Elmira and Wilkes Barre	124.13	248.26	1	248.26	6	Short run, New York and Elmira R. P. O.
Elmira and Williamsport	79.13	158.26	2	99.53	6	Clerk alternates with Canandaigua and El- mira R. P. O.
Erie and Pittsburgh	148.00	296.00	3	98.66	6	
Geneva and Williamsport	172.20	344.58	3	114.89	6	
Georgetown and Franklin City	56.26	112.52	1	112.52	6	
Glyndon and Gettysburgh	51.42	205.68	2	102.84	12	
Greenport and New York	98.00	197.20	2	98.00	6	
Greenville and Butler	58.87	117.74	1	117.74	6	
Greenwood Lake and New York	50.06	100.12	1	100.12	6	
Greycourt and Belvidere	63.36	126.72	1	126.72	6	
Harrington and Lewes	40.79	81.58	1	81.58	6	
Harrisburg and Baltimore	86.22	172.44	2	86.22	6	

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Harrisburg and Martinsburgh.....	94.79	379.10	3	129.39	12	
Hazleton and Sunbury.....	52.67	105.34	1	105.34	6	
Hightstown and Philadelphia.....	52.17	104.34	1	104.34	6	
Hornellsville and Buffalo.....	91.69	183.38	2	91.69	6	
Huntingdon and Cumberland.....	90.69	181.38	2	90.69	6	
Indiana and Branch Junction.....	19.29	76.80	1	76.80	12	
Irwin and Oil City.....	50.31	100.62	1	100.62	6	
Ithaca and Owego.....	35.00	70.00	1	70.00	6	
Johnstown and Rockwood.....	45.71	91.42	1	91.42	6	
Kane and Gallery.....	126.87	253.74	2	126.87	6	
Kingston and Goshen.....	44.23	88.46	1	88.46	6	
Lancaster and Frederick.....	81.67	163.34	2	81.67	6	
Larabee and Clermont.....	22.33	79.16	1	79.16	6	
Lock Haven and Harrisburg.....	118.63	474.52	3	118.63	12	Clerk runs to Olean (17.25 ms.) and return.
Lock Haven and Tyrone.....	60.46	120.92	1	120.92	6	Clerk runs to Bellefonte (2.70 miles) and return.
Lyons and Sayre.....	92.22	184.44	2	92.22	6	
Meadville and Oil City.....	36.62	73.24	1	73.24	6	
Middletown and New York.....	89.78	179.56	2	119.47	6	1 clerk alternates with Port Jervis (89.07 ms.) and New York R. P. O.
Millerton and Dutchess Junction.	57.97	115.94	1	115.94	6	
Monmouth Junction and Manassquan.	33.18	66.36	1	66.36	6	Distance given to Sea Girt.
Montandon and Spring Mills.....	45.39	90.78	1	90.78	6	Clerk runs one additional round trip daily between Lewisburgh and Montandon (1.50 miles).
Montrose and Tunkhannock.....	29.16	58.32	1	58.32	6	
Mount Carmel and Sunbury.....	27.83	55.66	1	55.66	6	Established August 18, 1884.
New Berlin and Sidney Plains.....	25.31	50.62	1	50.62	6	Established July 14, 1884.
New York and Dunkirk.....	461.38	1,588.02	10	158.80	11.32	Double daily service between New York and Hornellsville (332.63 miles).
New York and Elmira.....	303.58	607.16	4	151.79	6	Helper runs to Lacyville (67.55 miles) and return.
New York and Hackettstown.....	62.79	125.58	1	83.72	6	Relieved every 3 weeks by clerk from New York, Dover and Easton R. P. O.
New York and Philadelphia.....	91.82	367.28	3	122.42	12	Part of New York and Pittsburgh R. P. O.
New York and Pittsburgh.....	443.20	3,156.20	122	{ 124.25 147.73 }	20.5	{ ¹ Including 4 Harrisburgh and Pittsburgh crews, averaging 124.25 miles daily. ² Excluding Harrisburgh and Pittsburgh.
New York and Point Pleasant.....	60.64	363.84	3	121.28	18	
New York and Washington.....	227.85	1,367.10	12	113.92	20	
New York, Dover and Easton.....	80.87	173.74	2	107.83	6	¹ Sundays not included. 1 clerk relieves New York and Hackettstown R. P. O. every third week.
New York, Somerville and Easton	75.09	300.36	3	100.12	12	
Nineveh and Carbondale.....	57.38	114.76	1	114.76	6	
North Creek and Saratoga.....	58.25	116.50	1	116.50	6	
North Fair Haven and Sayre.....	{ 86.74 117.53 }	408.54	3	136.18	6	{ Including short run, Auburn and Sayre.
Northville and Fonda.....	26.79	107.16	1	107.16	12	
Norwood and Rome.....	146.92	293.84	2	146.92	6	
Nyack and New York.....	30.35	121.40	1	121.40	12	
Ogdensburgh and Utica.....	134.78	269.56	2	134.78	6	

TABLE K¹.—Statement, by divisions, of average daily miles run—Continued.

SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Oneida and New York.....	273.70	547.40	4	136.80	6	
Oswego and Binghamton.....	115.30	461.20	3	153.73	6	
Oswego and Oneida.....	52.33	116.66	1	116.66	6	
Oswego and Suspension Bridge.....	151.19	302.38	2	151.19	6	
Penninsula Junction and Cape Charles.....	73.51	147.02	1	147.02	6	Established December 13, 1884.
Penn Haven and Mount Carmel.....	50.25	100.50	1	100.50	6	
Philadelphia and Atlantic City.....	60.76	243.04	2	121.52	12	
Philadelphia and Baltimore.....	98.04	196.08	2	98.04	6	
Philadelphia and Cape May.....	83.60	334.40	2	167.20	12	
Philadelphia and Crisfield.....	162.92	325.84	3	217.23	6	
Philadelphia and Dover.....	75.22	150.44	1	150.44	6	
Philadelphia and Harrisburg.....	106.55	428.20	4	100.55	12	Part of New York and Pittsburgh R. P. O.
Philadelphia and Port Deposit.....	68.80	275.20	2	137.60	12	
Philadelphia and Port Norris.....	59.64	238.56	2	119.28	12	Formerly Philadelphia and Bridgeton R. P. O.
Philadelphia and West Chester.....	28.50	114.00	1	114.00	12	
Pittsburgh and Fairchance.....	75.84	151.68	1	151.68	6	
Pittsburgh and New Haven.....	60.12	120.24	1	120.24	6	Established December 15, 1884.
Pittsburgh and Washington.....	31.62	126.48	1	126.48	12	
Pittsburgh and West Brownsville.....	54.24	108.68	1	108.68	6	
Pittsburgh and Wheeling.....	72.08	144.16	1	144.16	6	Clerk runs between Port Jefferson and Jamaica one round trip=96 miles, and between Northport and Jamaica one round trip=60 miles.
Port Jefferson and Long Island City.....	48.00	156.00	1	156.00	9.75	Relieved by Midd. and New York clerk every third week.
Port Jervis and New York.....	89.07	178.14	1	119.23	6	Part of New York and Dunkirk R. P. O.
Pottsville, and Philadelphia.....	94.13	564.78	3	141.19	18	
Pottsville, Tamaqua and Herndon.....	78.74	272.76	2	136.38	10.29	Double daily service between Pottsville and Shamokin, 57.64 miles.
Reading and Columbia.....	45.78	91.56	1	91.56	6	
Reading and Wilmington.....	74.07	148.14	1	148.14	6	
Red Bank and Bridgeton.....	95.20	190.40	1	190.40	6	
Richland and Niagara Falls.....	181.65	363.30	3	121.10	6	
Richland and Syracuse.....	42.33	84.66	1	84.66	6	
Rochester and Corning.....	95.13	190.26	2	127.40	6	Alternate with Danville and Buffalo R. P. O.
Rochester and Niagara Falls.....	74.89	149.78	1	74.89	6	
Rochester and Olean.....	106.53	213.06	2	106.53	6	
Rochester and Punksutawney.....	228.32	456.64	4	114.16	6	
Rockaway and High Bridge.....	30.57	61.14	1	61.14	6	Three months in the year clerks perform double daily service.
Rondout and Stamford.....	74.32	148.64	2	93.00	6	
Rouse's Point and Albany.....	216.52	433.04	4	108.26	6	Two divisions, Rouse's Point and Whitehall, 114.54 miles, and Albany and Rutland, 101.98 miles.
Rutland and Troy.....	94.26	188.52	2	94.26	6	
Sag Harbor and New York.....	100.75	201.50	2	67.17	6	
Saint Albans and Ogdensburgh.....	143.05	286.10	2	143.05	6	
Saratoga and Northumberland.....	80.48	160.96	2	80.48	6	
Seaford and Cambridge.....	83.64	67.28	1	67.28	6	
Sheffield and Erie.....	79.59	159.18	1	159.18	6	Short run, Williamsport and Erie R. P. O.
Slatington and Reading.....	43.63	87.26	1	87.26	6	
Sodus Point and Stanley.....	33.74	67.48	1	67.48	6	
South Amboy and Philadelphia.....	62.92	251.68	2	125.84	12	
Stoneborough and New Castle.....	36.49	72.98	1	72.98	6	
Stony Point and New York.....	42.88	85.76	1	85.76	6	

TABLE K^a.—Statement, by divisions, of average daily miles run—Continued.

SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Sunbury and Lewiston	51.08	102.16	1	102.16	6	In charge of registered pouches.
Suspension Bridge and Buffalo ..	24.33	97.40	1	97.40	12	
Syracuse and Fairville	43.66	87.32	1	87.32	6	Clerks alternate with Utica and Randallsville. Clerks alternate with Utica and Binghamton. Short run of Ogdensburg and Utica. See Sheffield and Erie—short run.
Syracuse and Rochester	164.71	209.42	2	104.71	6	
Towanda and Bernice	36.72	61.44	1	61.44	6	
Tower City and Lebanon	42.26	84.52	1	84.52	6	
Townsend and Centerville	35.21	70.42	1	70.42	6	
Two Bridges and Stroudsburg ..	47.90	95.80	1	95.80	6	
Utica and Binghamton	95.70	191.40	2	105.76	6	
Utica and Randallsville	31.47	125.88	1	105.76	12	
Watertown and Utica	91.03	183.86	1	183.86	6	
Wellsville and Bradford	56.65	113.30	1	113.30	6	
Whiting and Tuckerton	29.59	118.36	1	118.36	12	
Williamsport and Baltimore	179.83	359.66	3	119.89	6	
Williamsport and Erie	249.68	499.36	4	124.84	6	
Williamsport and Reading	141.37	282.74	2	141.37	6	
Wilmington and Landenberg	29.38	40.76	1	40.76	6	
York and Peach Bottom	40.67	81.66	1	81.66	6	
Total	13,813.60	36,178.16	309	117.09	

THIRD DIVISION.

Alexandria and Round Hill	50.61	101.22	1	101.22	6
Annapolis Junction and Annapolis.	21.09	42.18	1	42.18	6
Asheville and Charleston	71.65	153.30	2	71.65	6
Baltimore and Bristol	477.57	955.14	8	119.39	7
Baltimore and Grafton	294.86	1,760.16	12	147.43	21
Baltimore and Harper's Ferry	82.24	164.48	1	164.48	6
Baltimore and Lexington	258.32	516.64	4	129.16	6
Baltimore and Washington	43.37	86.74	1	86.74	6
Baltimore and Williamsport	94.12	188.24	2	94.12	6
Bowie and Pope's Creek	49.14	98.28	1	98.28	6
Bristol and Chatanooga	242.37	969.48	8	121.18	14
Charlotte and Shelby	55.42	110.84	1	110.84	6
Clarksburgh and Weston	26.05	52.10	1	52.10	6
Clifton Forge and Huntington ..	227.39	454.78	4	113.69	7
Cranberry and Johnson City	34.11	68.22	1	68.22	6
Cumberland and Piedmont	33.73	134.92	1	124.92	12
Cumberland and Pittsburgh	150.73	301.46	3	100.48	6
Danville and Stuart	76.16	151.32	1	152.32	6
Delta and Baltimore	47.83	95.66	1	95.66	6
Elba and Rocky Mount	37.26	74.52	1	74.52	6
Fredericksburgh and Orange Court-House.	38.70	77.40	1	77.40	6
Gold-borough and Morehead City.	94.03	189.06	2	94.03	6
Gold-borough and Greensborough	130.01	260.02	2	130.01	7
Grafton and Parkersburgh	104.54	209.08	2	104.54	6
Grafton and Wheeling	99.44	198.88	2	99.44	7
Greensborough and Bennettsville.	155.78	311.56	3	103.85	6
Greensborough and Winston	29.19	116.40	1	116.40	13
Hagerstown and Weverton	24.52	49.04	1	49.04	12
Knoxville and Clarksville	30.54	61.08	1	61.08	6
Knoxville and Maryville	16.83	33.66	1	33.66	6
Lovely Mount and Pocahontas ..	75.16	150.32	1	150.32	6
Lynchburgh and Bristol	264.48	408.96	4	102.24	7
Manassas and Strasburgh	60.40	120.80	2	60.40	6
Norfolk and Edenton	75.25	150.50	2	75.25	6
Norfolk and Lynchburgh	265.22	410.44	4	102.61	7
Norfolk and Raleigh	170.02	350.04	3	119.51	7
Norfolk, Newport News and Richmond.	91.32	182.64	1	182.64	6

TABLE K^b.—Statement, by divisions, of average daily miles run—Continued.

THIRD DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Piedmont and Thomas	49.72	99.44	1	99.44	6	
Point Pleasant and Charleston	57.96	115.92	1	115.92	6	
Raleigh and Hamlet	97.57	195.14	2	97.57	6	
Richmond, Lynchburgh and Clifton Forge.	230.55	461.10	4	115.27	6	
Richmond and Clifton Forge	193.31	386.62	4	96.15	6	
Richmond and Danville	141.08	282.16	3	94.05	7	
Richmond and Wilmington	246.17	492.34	6	123.98	14	
Rogeraville and Bull's Gap	16.27	32.54	1	32.54	6	
Salisbury and Warm Springs	182.02	364.04	3	122.34	7	
Statesville and Charlotte	45.14	90.28	1	90.28	6	
Warm Springs and Jellico	157.05	314.10	3	104.70	7	
Washington and Charlotte	382.04	1,528.16	12	127.34	14	
Washington and Richmond	116.93	701.58	6	116.93	20	
West Point and Richmond	39.07	78.14	1	78.14	6	
Wheeling and Parkersburgh	94.73	189.46	2	94.73	6	
Wilmington and Charlotte	188.40	376.80	3	125.60	6	
Total	6,227.27	15,988.82	148	111.76	.....

FOURTH DIVISION.

Aberdeen and Lexington	120.12	240.24	2	120.12	7	
Albany and Thomasville	58.82	117.64	1	117.64	7	
Astor and Leesburgh	33.40	66.80	1	66.80	6	
Athens and Union Point	40.48	80.96	1	80.96	6	
Atlanta and Birmingham	167.54	335.08	3	111.59	7	
Atlanta and Macon	103.81	207.62	2	103.81	6	
Atlanta and Montgomery	175.68	351.36	5	140.54	14	
Atlanta and Savannah	204.08	408.16	4	147.04	7	
Augusta and Atlanta	171.50	343.00	6	114.39	14	
Augusta and Millen	53.51	107.02	1	107.02	6	
Augusta and Port Royal	112.52	225.04	2	112.52	7	
Brunswick and Albany	171.73	343.46	3	114.48	7	
Cairo and New Orleans	552.58	1,105.16	9	122.79	7	
Cairo and West Point	260.68	521.36	4	130.34	7	
Camak and Macon	78.59	157.18	1	157.18	6	
Cartersville and Broken Arrow	114.08	228.16	2	114.08	7	
Charleston and Augusta	139.22	278.44	2	139.22	6	
Charleston and Jacksonville	288.88	1,155.52	8	144.44	14	
Charlotte and Atlanta	268.22	1,072.88	8	131.11	14	
Charlotte and Augusta	192.00	384.00	3	128.00	7	
Chattanooga and Atlanta	138.55	277.10	6	138.55	21	
Chattanooga and Meridian	295.71	591.42	5	118.28	7	
Cleveland and Selma	264.95	529.90	4	132.47	7	
Columbia and Charleston	132.77	265.54	2	132.77	7	
Columbia, Sumter, and Charleston	136.00	272.00	2	136.00	7	
Columbia and Walthalla	161.04	322.08	3	107.39	6	
Columbus and Toxy	85.70	171.40	2	85.70	7	
Du Pont and Gainesville	119.27	238.54	2	119.27	7	
Easton and Gordon	38.73	77.46	1	77.46	6	
Elkhaj and Marietta	67.80	135.60	1	135.60	6	
Fernandina and Tavares	183.23	366.46	3	122.14	6	
Flomaton and Pensacola	41.84	83.68	1	83.68	6	
Flomaton and Augusta	164.37	328.74	3	109.58	7	
Gainesville and Social Circle	52.27	104.54	1	104.54	6	
Goodwater and Opelika	60.15	120.30	1	120.30	6	
Greenville and Bolton	26.27	52.54	1	52.54	6	
Greenville and Columbus	51.77	103.54	1	103.54	6	
Griffin and Carrollton	60.37	120.74	1	120.74	6	
Hendersonville and Columbia	143.36	286.72	3	95.57	6	
Jackson and Natchez	99.55	199.10	2	99.55	7	
Jacksonville and Pensacola	369.02	738.04	6	123.00	7	
Jacksonville and Enterprise	182.20	364.40	3	120.46	6	
Jacksonville and Tampa	297.47	594.94	4	148.72	6	
Laurens and Augusta	96.84	193.68	2	96.84	6	
Macon and Brunswick	190.60	381.20	4	95.30	7	
Macon and Montgomery	224.51	449.02	4	112.25	7	
Macon and Opelika	129.69	259.38	2	129.67	6	

TABLE K^a.—Statement, by divisions, of average daily miles run—Continued.

FOURTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Memphis and Grenada.....	101.60	203.20	2	101.60	7	
Memphis and New Orleans.....	454.70	909.40	6	151.56	7	
Meridian and Vicksburgh.....	140.70	281.40	3	93.80	7	
Montgomery and New Orleans.....	321.85	1,287.40	10	128.75	14	
Montgomery and Selma.....	51.21	102.42	1	102.42	6	
New Orleans and Alexandria.....	230.24	460.48	4	115.12	7	
New Orleans and Houston.....	302.74	725.48	5	145.09	7	
New Orleans and Marshall.....	309.37	738.74	6	123.12	7	
Newton and Lancaster.....	108.80	217.60	2	108.80	6	
Palatka and Leesburgh.....	105.59	211.18	2	105.59	6	
Rome and Macon.....	162.12	324.24	3	108.08	7	
Selma and Acon Junction.....	71.86	143.72	1	143.72	7	
Selma and Meridian.....	114.28	228.56	2	114.28	7	
Selma and Pine Apple.....	47.79	95.58	1	95.58	7	
Smithville and Blakely.....	73.94	147.08	1	147.08	6	
Tallulah and Athens.....	72.76	145.52	2	72.76	6	
Toccoa and Elberton.....	51.45	102.90	1	102.90	6	
Vicksburgh and Shreveport.....	174.00	348.00	3	116.00	7	
Wadesborough and Florence.....	60.32	132.64	1	132.64	6	
Waldo and Cedar Keys.....	71.00	142.00	1	142.00	6	
Way Cross and Chattahoochee.....	164.21	309.47	3	109.47	7	
West Point and Mobile.....	232.99	465.98	4	116.49	7	
Wilmington and Charleston.....	213.53	854.12	7	142.35	14	
Yazoo City and Jackson.....	46.18	92.36	1	92.36	6	
York and Columbus.....	76.60	153.20	1	153.20	6	
Total.....	11,100.68	25,416.21	211	120.45	.....

FIFTH DIVISION.

Ashland and Richardson.....	50.33	100.66	1	100.66	6	
Ashtabula and New Castle.....	81.15	162.30	2	81.15	6	
Bayard and New Philadelphia.....	32.32	64.64	1	64.64	6	
Bellaire and Zanesville.....	112.49	224.98	2	112.49	6	
Benton Harbor and Anderson.....	164.94	329.88	2	164.94	6	
Bowling Green and Memphis.....	264.62	529.24	4	132.31	7	
Cambridge City and Madison.....	109.11	218.22	2	109.11	6	
Canton and Sherrodsville.....	48.59	97.18	1	97.18	6	
Cecil and Tecumseh.....	91.10	182.20	2	91.10	6	
Chattanooga and Memphis.....	310.59	621.18	5	124.24	7	
Chicago and Cincinnati.....	307.21	1,228.84	8	153.60	13	Day line, 6 trips per week; night line, 7 trips per week.
Chicago and Louisville.....	325.40	650.80	4	162.70	6	
Chicago, Richmond, and Cincinnati.....	295.66	591.32	4	147.83	6	
Cincinnati and Chattanooga.....	336.01	672.02	4	168.00	7	
Cincinnati, Hamilton, and Indianapolis.....	125.41	250.82	2	125.41	6	
Cincinnati and Livingston.....	154.54	313.08	3	104.36	6	
Cincinnati and Louisville.....	111.31	222.62	2	111.31	7	Run south in car of Cincinnati and Nashville R. P. O.
Cincinnati and Nashville.....	297.40	1,189.60	8	148.70	14	Day and night lines.
Cincinnati and New Richmond.....	27.64	55.28	1	55.28	6	
Cincinnati, North Vernon, and Louisville.....	130.01	260.02	2	130.01	6	
Cincinnati and Saint Louis.....	342.25	1,369.00	8	171.12	14	Do.
Cleveland and Cincinnati.....	243.86	983.44	8	122.93	14	Do.
Cleveland and Coshocton.....	115.56	231.12	2	115.56	6	
Cleveland, Hudson, and Columbus.....	170.87	341.74	3	113.91	6	
Cleveland and Indianapolis.....	282.00	564.00	4	141.00	7	
Cleveland and New Lisbon.....	92.72	185.44	2	92.72	6	
Cleveland and Pittsburgh.....	149.30	895.80	9	99.53	19	Day and noon lines, 6 trips per week; night line, 7 trips per week.
Cleveland and Sharpsville.....	84.61	169.22	2	84.61	6	
Cleveland and Wheeling.....	168.57	337.14	4	84.29	6	
Cleveland, Youngstown, and Pittsburgh.....	136.81	273.62	3	91.21	7	

TABLE K^t.—Statement by divisions, of average daily miles run—Continued.

FIFTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Cleveland and Zoar Station.....	76.48	152.96	2	76.48	6	
Columbia and Fayetteville.....	49.00	98.00	1	98.00	6	
Columbia and Saint Joseph.....	57.92	115.84	1	115.84	6	
Columbus and Ashland.....	133.72	534.88	4	133.72	12	Two round trips daily.
Columbus and Athens.....	77.48	309.92	3	103.31	12	Do.
Columbus and Clinton Valley.....	72.02	144.04	2	72.02	6	
Columbus and Cincinnati.....	120.74	241.48	2	120.74	6	
Columbus and Middleport.....	123.62	247.24	2	123.62	6	
Columbus, Springfield, and Indianapolis.....	185.22	370.44	4	92.61	6	
Crestline and Chicago.....	280.40	560.80	4	140.20	6	
Dayton and Irouton.....	168.36	336.72	3	112.24	6	
Dechare and Fayetteville.....	40.45	80.90	1	80.90	6	
Delaware and Columbus.....	25.42	50.84	1	50.84	6	
Delphos and Cincinnati.....	155.82	311.64	3	103.88	6	
Dickson and Centreville.....	36.85	70.70	1	70.70	6	Doubles route 100.23; Lyles to Warner on south trips, 15 miles each way.
Dresden and Cincinnati.....	185.67	371.34	3	123.78	6	Double daily service between Dresden and Washington C. H., O., 107.64 miles, covered by Dresden and Cincinnati.
	(1)	215.38	2	107.64	6	
Evansville and Nashville.....	156.27	312.54	3	104.15	7	
Fairland and Martinsville.....	37.81	75.62	1	75.62	6	
Fair Oaks and Yeddo.....	76.09	152.18	2	76.09	6	
Fort Branch and Mount Vernon.....	38.69	77.38	1	77.38	6	
Fort Wayne and Cincinnati.....	178.77	357.54	3	119.18	6	
Grafton and Chicago, east division.....	200.25	400.50	4	100.12	7	Grafton to Newark.
Grafton and Chicago, west division.....	359.90	719.80	4	179.95	6	Newark to Chicago.
Grafton and Cincinnati.....	300.16	1,200.64	8	150.08	14	Day and night lines.
Graud Rapids and Cincinnati.....	304.79	609.58	4	152.39	6	
Greenup and Willard.....	35.51	71.02	1	71.02	6	
Hamden and Portsmouth.....	56.47	112.94	1	112.94	6	
Hamersville and Cincinnati.....	40.44	80.88	1	80.88	6	
Huntington and Lexington.....	140.05	280.10	2	140.05	6	
Indianapolis and Louisville.....	111.21	444.84	4	111.21	14	Day and night lines.
Indianapolis and Madison.....	86.64	173.28	1	173.28	6	
Indianapolis and Peoria.....	212.22	424.44	4	108.11	6	
Indianapolis and Saint Louis.....	261.39	522.78	4	132.69	6	
Indianapolis and Terre Haute.....	73.20	147.40	1	147.40	6	
Indianapolis, Vandalia, and Saint Louis.....	242.39	484.78	4	121.19	6	
Indianapolis and Vincennes.....	116.78	233.56	2	116.78	6	
Jasper and Evansville.....	55.79	111.58	1	111.58	6	
Kent and Cincinnati.....	257.61	515.22	4	128.81	6	
Lebanon and Greensburgh.....	32.17	64.34	1	64.34	6	
Lebanon and Nashville.....	32.01	64.02	1	64.02	6	
Lexington and Louisville.....	94.49	188.98	2	94.49	6	
Logan and Nelsonville.....	33.10	66.20	1	66.20	6	
Logan and Pomeroy.....	83.82	235.28	3	111.76	12	Two round trips daily.
Logansport and Columbus.....	197.45	394.90	3	131.63	6	
Louisville and Bloomfield.....	58.15	116.30	1	116.30	6	
Louisville and Knoxville.....	201.97	403.94	4	100.98	7	Distance to Jellico only, where clerks end runs.
Louisville and Mount Vernon.....	190.24	380.48	3	126.83	6	
Louisville and Nashville.....	187.16	374.32	3	124.77	34	
Louisville and Paducah.....	227.67	455.34	4	113.83	7	
Marion and Chicago.....	269.85	539.70	4	134.93	6	
Maysville, Paris, and Cincinnati.....	131.44	262.88	2	131.44	6	
Michigan City and Indianapolis.....	161.18	322.36	3	107.45	6	
Michigan City, Moun, and Indianapolis.....	154.07	309.34	3	103.11	6	
Muncie and Bloomington.....	201.81	403.62	4	100.91	6	
Nashville and Chattanooga.....	151.00	302.00	3	101.07	7	
Nashville and Hickman.....	169.31	338.62	3	112.87	6	
Nashville and Montgomery.....	300.02	612.04	4	153.01	7	
Newark and Shawnee.....	43.68	87.36	1	87.36	6	

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

FIFTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
New Castle and North Vernon	69.93	139.86	1	139.86	6	
Owensborough and Russellville	72.62	145.24	2	72.62	7	
Paducah and Memphis	167.21	334.42	3	111.47	7	
Painesville and Youngstown	61.85	123.70	1	123.70	6	
Parkersburgh and Cincinnati	196.42	392.84	4	98.21	6	
Phalanx Station and Alliance	24.88	49.76	1	49.76	6	
Pittsburgh and Akron	156.22	312.44	2	156.22	6	
Pittsburgh and Bellaire	94.85	189.70	2	94.85	6	
Pittsburgh and Chicago, eastern division.	188.95	377.90	4	94.48	7	Pittsburgh to Crestline.
Pittsburgh and Chicago, western division.	250.40	500.80	4	140.20	7	Crestline to Chicago.
Pittsburgh and Cincinnati	313.74	1,254.96	8	156.87	14	Day and night lines.
Pittsburgh and Crestline	188.95	377.90	4	94.48	6	
Pittsburgh and Saint Louis, eastern division.	381.00	1,524.00	10	152.40	14	Pittsburgh to Indianapolis; day and night lines.
Pittsburgh and Saint Louis, western division.	242.39	969.56	8	121.19	14	Indianapolis to Saint Louis; day and night lines.
Pittsburgh and Steubenville	43.58	87.16	1	87.16	6	
Portsmouth and Cincinnati	107.95	215.90	2	107.95	6	
Richmond and Stanford	37.01	74.02	1	74.02	6	
Salamanca and Kent	225.60	451.20	4	112.80	7	
Sandusky and Cincinnati	212.21	424.42	4	106.11	6	
Sandusky and Muncie	178.70	357.40	3	119.13	6	
Sandusky, Newark, and Wheeling.	225.76	451.52	4	112.88	7	
South Bend and Terre Haute	183.98	367.96	3	122.65	6	
Sparta and Tallahoma	61.11	122.22	1	122.22	6	
Springfield and Wellston	118.44	236.88	2	118.44	6	
Switz City and Bedford	41.15	82.30	1	82.30	6	
Terre Haute and Evansville	110.19	220.38	2	110.19	6	
Terre Haute and Worthington	40.99	81.98	1	81.98	6	
Toledo and Bush	177.92	355.84	3	118.61	6	
Toledo and Cincinnati	202.81	811.24	8	101.41	13	Day line six times per week; night line seven times per week.
Toledo and Columbus	125.52	251.04	2	125.52	6	
Toledo, Delphos, and Saint Louis	451.89	903.78	10	90.37	6	
Toledo and Findlay	46.25	92.50	1	92.50	6	
Toledo and La Fayette	264.10	528.20	4	132.05	6	
Toledo and Marietta	292.84	585.68	4	146.42	6	
Toledo and Mansfield	87.26	174.52	2	87.26	6	
Toledo and Saint Louis	435.69	871.38	6	145.23	7	Night line.
Tracy City and Coswaun	21.17	42.34	1	42.34	7	
Union City and Dayton	47.44	94.88	1	94.88	6	
Washington and Evansville	58.33	116.66	1	116.66	6	
Xenia and Richmond	58.07	116.14	1	116.14	6	
Total	19,415.15	45,718.98	384	119.32		

SIXTH DIVISION.

Abbottford and St. Paul	159.90	319.80	3	159.90	6	
Albert Lea and Burlington	253.14	506.28	4	126.57	6	
Ashland and Menasha	251.55	503.10	4	125.77	6	
Ashland and Saint Paul	184.22	368.44	3	122.81	6	
Austri and Mason City	40.74	81.48	1	81.48	6	
Beardstown and Shawneetown	228.35	456.70	4	114.17	6	
Belle Plain and Muchachinock	62.90	125.80	1	125.80	6	In two divisions.
Bellevue and Cascade	36.32	72.64	1	72.64	6	
Bement and Effingham	62.26	124.52	1	124.52	6	
Bethany Junction and Grant City.	44.28	88.56	1	88.56	6	

TABLE K¹.—Statement, by divisions, of average daily miles run—Continued.

SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Billings and Helena	240.25	480.50	4	120.13	7	
Bismarck and Glendive	220.96	441.92	4	110.48	7	
Bloomington and Roodhouse	110.75	221.50	2	110.75	6	
Bluffs and Hannibal	50.61	101.22	1	100.62	6	
Boone and Des Moines	43.30	86.60	1	86.60	6	
Boundary Line and Saint Paul	393.65	787.30	6	131.22	6	
Buda and Yates City	43.35	86.70	1	86.70	6	
Bureau and Poria	47.63	95.26	1	94.06	6	
Burlington and Bogard	212.90	425.80	2	141.93	6	
Burlington and Council Bluffs	291.00	1,164.00	2	145.50	14	Double daily service.
Burlington and Okaloosa	165.00	210.00	2	105.00	6	
Burlington and Quincy	72.00	144.00	1	144.00	6	
Burlington and Saint Louis	214.19	428.38	4	107.10	6	
Calmar and Chamberlain	399.02	798.04	7	114.01	6	In two divisions.
Calmar and Davenport	165.70	331.40	3	110.47	6	
Carroll and Mapleton	64.52	129.04	3	129.04	6	
Cedar Falls and Des Moines	107.40	214.80	2	107.40	6	
Cedar Rapids and Council Bluffs	270.77	1,083.08	2	125.38	12	Double service.
Cedar Rapids and Ottumwa	90.94	181.88	2	90.94	6	
Cedar Rapids and Pipe Stone	314.35	628.70	2	125.74	6	
Centralia and Cairo	112.79	225.58	2	112.79	6	
Chariton and Albany	97.00	194.00	2	97.00	6	
Chicago and Burlington	207.50	830.00	8	103.75	14	Double daily service.
Chicago and Cedar Rapids	220.40	881.60	8	110.20	12	Double service.
Chicago and Centralia	252.96	1,011.84	8	126.48	13	Double service.
Chicago, Decatur, and Saint Louis	268.80	537.60	4	143.40	6	
Chicago, Foreston, and Dubuque	200.04	400.08	4	100.02	6	
Chicago, Freeport, and Dubuque	189.72	379.44	4	94.86	6	
Chicago, McGregor, and Saint Paul	238.10	476.20	4	118.05	6	Chicago and McGregor.
	212.53	425.06	4	106.27	6	McGregor and Saint Paul.
Chicago and Minneapolis	423.15	1,692.60	12	141.05	14	Double daily service.
Chicago and Pekin	153.00	306.00	3	102.00	6	
Chicago and Portage	176.90	353.80	3	117.93	6	
Chicago and Quincy	268.50	537.00	4	131.75	7	
Chicago and Saint Paul	190.00	380.00	2	190.00	6	Chicago and Quincy.
Chicago, Savanna, and Cedar Rapids	284.70	1,138.80	8	142.35	13	Galesburg and Quincy.
	233.44	466.88	4	116.72	6	Double service.
Chicago and Streator	97.70	195.40	2	97.70	6	
Chicago and Terre Haute	180.02	360.04	3	120.01	6	
Chicago and West Liberty	221.52	886.08	8	110.76	12	
Chicago and Winona	297.70	1,190.80	8	148.85	13	Do.
Clarinda and Corning	46.34	92.72	1	92.72	6	
Clinton and Anamosa	71.80	143.60	2	71.80	6	
Clinton and Elmira (u. o.)	69.51	139.02	1	139.02	6	
Columbia and Huron	97.31	194.62	2	97.31	7	
Columbus and Albion	43.45	86.90	1	86.90	6	
Columbus and Ateshion	220.50	441.00	4	110.25	6	
Covington and Norfolk	73.96	147.92	1	147.92	6	
Creighton and Norfolk	42.40	84.80	1	84.80	6	
Crete and Red Cloud	150.11	300.22	2	150.11	6	
Creighton and Devil's Lake	114.35	228.70	2	114.35	6	
Danville and Mount Carmel	126.00	252.00	2	126.00	6	
Danville and Olney	108.82	217.64	2	108.82	6	
Davenport and Cameron	283.45	566.90	4	141.72	6	
Davenport and Knoxville	143.00	286.00	2	143.00	6	
Decorah and Cedar Rapids	122.06	244.12	2	122.06	6	
Des Moines and Albia	68.46	136.92	2	68.46	6	
Des Moines and Cainsville	116.55	233.10	2	116.55	6	
Des Moines and Centerville	94.46	188.92	2	94.46	6	
Des Moines and Keokuk	163.08	326.16	3	108.72	6	
Des Moines and Winterset	42.90	85.80	1	85.80	6	
Dubuque and Mendota	132.29	264.58	2	132.29	6	
Dubuque and Sioux City	327.64	1,310.56	10	131.05	12	Double service.
Duluth and Saint Paul	154.80	309.60	3	103.20	6	
Dwight and Washington	70.13	140.26	1	140.26	6	
Eau Claire and Wabasha	49.40	98.80	1	98.80	6	
Evansville and Saint Louis	164.70	329.40	3	109.80	6	
Fargo Breckenridge and Saint Paul	268.48	536.96	4	134.24	6	
Fargo and La Moure	88.15	176.30	1	176.30	6	
Fargo and Ortonville	118.20	236.40	1	236.40	6	

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Farley and Cedar Rapids	57.81	115.62	1	115.62	6	
Fonda and Des Moines	115.17	230.34	2	115.17	6	
Fond du Lac and Milwaukee	64.18	128.36	1	128.36	6	
Foreston and Aurora	81.58	163.16	2	81.58	6	
Fort Howard and Chicago	243.93	487.86	4	121.97	6	
Fort Howard and Winona	215.60	430.80	3	143.60	6	
Galesburg and Havana	62.03	124.06	1	124.06	6	
Galva and Burlington	85.15	170.30	1	170.30	6	
Gilman and Springfield	112.77	225.54	2	112.77	6	
Glendive and Billings	225.28	450.56	2	225.28	6	
Greener and Huntington	539.75	1,079.50	4	269.88	7	
Green Bay and Milwaukee	114.50	229.00	2	114.50	6	
Hastings and Cologne	55.88	111.76	1	111.76	6	
Havana and Springfield	48.12	96.24	1	96.24	6	
Horicon and Portage	53.17	106.34	1	106.34	6	
Humeston and Shenandoah	113.91	227.82	2	113.91	6	
Indianapolis and Decatur	152.50	305.00	3	101.67	6	
Indianola and Chariton	33.74	67.48	1	67.48	6	
Iroquois and Hawarden	126.37	252.74	2	126.37	7	
Ishpeming and Fort Howard	179.50	359.00	3	119.67	6	
Jacksonville and Centralia	112.60	225.20	2	112.60	6	
Jewell and Des Moines	60.02	120.04	1	120.04	6	
Jewell and Lake City	58.74	117.48	1	117.48	6	
Kankakee and Kankakee Junction.	71.52	143.04	1	143.04	6	
Kankakee and Seneca	43.30	86.60	1	86.60	6	
Kenpton and Bloomington	57.77	115.54	1	115.54	6	
Kenosha and Rockford	73.42	146.84	1	146.84	6	
Keokuk and Humeston	131.50	263.00	2	131.50	6	
Keokuk and Clayton	43.09	86.18	1	86.18	6	
La Crosse and Dubuque	122.47	244.94	2	122.47	6	
La Crosse and Mauckato	188.80	377.60	4	94.40	6	
La Crosse and Woonsocket	400.45	800.90	6	133.48	6	
La Fayette and Quincy	271.00	542.00	4	135.50	6	
Lake Crystal and Eagle Grove	110.48	220.96	2	110.48	6	
Lake Geneva and Elgin	44.15	88.30	1	88.30	6	
Lake Station and Joliet	45.68	91.36	1	91.36	6	
Larimore and Breckenridge	131.40	262.80	2	131.40	6	
Little Falls and Morris	88.33	176.66	1	176.66	6	
Logansport and Keokuk	263.02	526.04	5	113.21	6	In two divisions.
McCook and Denver	255.53	511.06	3	170.35	7	
McLeansborough and Shawnee town.	41.00	82.00	1	82.00	6	
Maquoketa and Davenport	43.85	87.70	1	87.70	6	
Marion and Council Bluffs	261.90	523.80	4	130.95	6	
Marion and Running Water	62.72	125.44	1	125.44	6	
Marshalltown and Story City	30.55	79.10	1	79.10	6	
Marquette and Houghton	95.20	190.40	2	95.20	6	
Mason City and Albia	169.53	339.10	3	113.03	6	
Menasha and Schellsburgville	66.26	132.52	1	132.52	6	
Mendota and Centralia	211.99	423.98	4	106.00	6	
Mendota and Fulton	65.26	130.52	1	130.52	6	
Menominee and Green Bay	74.89	149.78	1	149.78	6	
Merrill and Tomah	107.50	215.00	2	107.50	6	
Millbank and Mitchell	225.92	451.84	4	112.96	6	
Milton and Mineral Point	90.66	181.32	2	90.66	6	
Milwaukee and Chicago	86.14	344.56	4	86.14	12	Double service.
Milwaukee and Lancaster	168.40	336.80	3	112.27	6	
Milwaukee and Prairie du Chien	194.50	389.00	4	97.25	6	
Milwaukee and Grand Island	108.31	216.62	2	108.31	7	
Minneapolis and Angus	151.95	303.96	2	151.95	6	Minneapolis and Albert Lea.
Minneapolis and Millbank	191.60	383.20	3	127.73	6	Albert Lea and Angus.
Minneapolis and Watertown	224.30	448.60	3	149.53	6	
Missouri Valley and Valentine	306.10	612.20	6	102.03	6	
Mona and Waterloo	80.88	161.76	2	80.88	6	
Montfort and Galena	56.08	112.16	1	112.16	6	
Morning Sun and Oskaloosa	81.82	163.64	1	163.64	6	
Mount Pleasant and Keokuk	50.40	100.80	1	100.80	6	
Muscantine and Montezuma	96.87	193.74	2	96.87	6	
Nebraska City and Beatrice	95.24	190.48	2	95.24	6	
Nebraska City and Grand Island	150.00	300.00	3	100.00	6	

TABLE K¹.—Statement, by divisions, of average daily miles run—Continued.

SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route. <i>Miles.</i>	Daily run. <i>Miles.</i>	Number of crews on line.	Average run daily by crews. <i>Miles</i>	Number of round trips per week with clerks.	Remarks.
Neesh and Breckenridge	208.72	417.56	3	139.19	6	
Norfolk and Columbus	50.64	101.28	1	101.28	6	
North Judson and Streator	110.20	220.40	2	110.20	6	
North Loup and Grand Island	50.03	100.06	1	100.06	6	
Oconto and Clintonville	56.75	113.50	1	113.50	6	
Omaha and Denver	570.18	1,140.36	6	190.06	7	6 clerks through; 4 clerks Omaha and Crook.
Omaha and McCook	297.90	595.80	4	148.95	7	
	1,035.30	2,070.60	11	188.24	7	Omaha and Ogden, 1 clerk in crew.
Omaha and Ogden	(*)	1,032.00	6	172.00	7	Omaha and Cheyenne, 6 sets, 3 each.
Omaha and Marysville	171.99	343.98	3	131.33	7	
Oshkosh and Milwaukee	104.90	209.80	2	104.90	6	
Pacific Junction and McCook	308.10	616.20	4	154.05	7	
Peoria and Evansville	250.10	500.20	4	125.05	6	
Peoria and Galesburgh	52.80	105.60	1	105.60	6	
Peoria and Jacksonville	84.50	169.00	2	84.50	6	
Peoria and Keithsburg	92.70	185.40	2	92.70	6	
Portage and Madison	40.51	81.02	1	81.02	6	
Powers and Florence	42.00	84.00	1	84.00	6	
Quincy and Louisiana	44.96	89.92	1	89.92	6	
Racine and Rock Island	197.88	395.76	4	98.94	6	
Red Oak and Eastport	50.86	101.72	1	101.72	6	
Red Wing and Waterville	66.73	133.46	1	133.46	6	
Reno and Preston	57.70	115.40	1	115.40	6	
Rock Island and Peoria	92.20	184.40	2	92.20	6	
Rock Island and Saint Louis	248.99	497.98	4	124.50	6	
Ruthven and Des Moines	137.59	275.18	2	137.59	6	
Saint Louis and Cairo	153.60	307.20	3	102.40	6	
Saint Louis and Eldorado	124.50	249.00	2	124.50	6	In two divisions.
Saint Paul and Bismarck	470.20	940.40	7	134.34	7	
Saint Paul and Elroy	197.08	394.16	4	98.54	6	
Saint Paul and Sioux City	270.43	540.86	4	135.22	6	
Saint Paul and Sioux Falls	240.57	481.14	4	120.29	6	
Shabbona and Rock Falls	46.30	92.60	1	92.60	6	
Sheboygan and Princeton	79.06	158.12	2	79.06	6	
Sioux City and Missouri Valley	76.10	152.20	2	76.10	6	
Sioux City and Omaha	128.93	257.86	2	128.93	6	
Sioux City and Yankton	62.02	124.04	1	124.04	6	
Sioux Falls and Sioux City	91.18	182.36	2	91.18	6	
Sparta and Viroqua	35.65	71.30	1	71.30	6	
Spooner and Eau Claire	83.01	166.02	1	166.02	6	
Springfield and Grafton	85.30	85.30	1	85.30	3	
Sterling and Rock Island	52.43	104.86	1	104.86	6	
Stevens Point and Portage	73.84	147.68	1	147.68	6	
Streator and Forest	37.40	74.80	1	74.80	6	
Summit Lake and Milwaukee	225.46	450.92	4	112.73	6	
Sumner and Hampton	65.33	130.66	1	130.66	6	
Table Rock and Concordia	120.30	240.60	2	120.30	6	
Tama City and Hawarden	243.34	486.68	4	121.67	6	
Tamaroa and Chester	40.79	81.58	1	81.58	6	
Terra Haute and Peoria	176.90	353.80	3	117.93	6	
Tracy and Pierre	255.69	511.38	4	127.85	7	
Tracy and Redfield	164.14	328.28	3	109.43	6	
Turkey River and West Union	58.34	116.68	1	116.68	6	
Urbana and Havana	109.53	219.06	2	109.53	6	
Valparaiso and Stromsburg	52.88	105.76	1	105.76	6	
Village and Bigelow	69.24	138.48	1	138.48	6	
Vincennes and Cairo	157.10	314.20	2	157.10	6	
Wabasha and Zumbrota	59.20	118.40	1	118.40	6	
Wadena and Fergus Falls	53.36	106.72	1	106.72	6	
Wall Lake and Kingsley	71.30	142.60	1	142.60	6	
Watertown and Madison	38.80	77.60	1	77.60	12	Double service.
West Lebanon and Howard	58.20	116.40	1	116.40	6	
West Liberty and Council Bluffs	279.36	558.72	8	139.68	12	Double service.
White Heath and Decatur	29.70	59.40	1	59.40	6	
Winona and Tracy	229.43	458.86	4	114.72	6	
Yates City and Rushville	63.95	127.90	1	127.90	6	
Totals	31,025.02	62,050.04	570	121.73	.....

*516 miles shown on Omaha and Ogden.

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

SEVENTH DIVISION.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Albuquerque and El Paso	255.69	511.38	4	127.85	7	
Albuquerque and Needles	574.70	1,149.40	5	229.88	7	
Armadillo and Cherryvale	81.69	163.38	1	163.38	7	
Atchison and Lenora	293.31	586.62	4	146.66	7	
Atchison and Topeka	51.20	102.40	1	102.40	7	
Beloit and Solomon City	57.83	115.66	1	115.66	7	
Bolivar and North Springfield ..	39.42	78.84	1	78.84	7	
Boonville and Versailles	44.69	89.38	1	89.38	6	
Bremont and Cicero	147.66	395.32	3	131.77	7	
Burnet and Austin	60.95	121.90	1	121.90	6	
Cairo and Poplar Bluff	74.50	149.00	2	74.50	7	
Cairo and Texarkana, north division.	270.71	541.42	4	135.35	7	
Cairo and Texarkana, south division	151.76	303.52	2	151.76	7	} Line divided at Pine Bluff.
Cameron, Saint Joseph, and Atchison.	56.10	112.20	1	112.20	7	
Cameron, Plattsburgh, and Atchison.	63.42	126.84	2	63.42	7	1 Two clerks to a crew, three clerks on line, and each clerk on duty two-thirds of the time.
Cape Girardeau and Wappapello.	52.01	104.02	1	104.02	6	
Cheyenne and Denver	106.86	213.72	2	106.86	7	
Colmanson and Trinity	66.73	66.73	1	66.73	3	
Cono and Gunnison	120.93	241.86	2	120.93	7	
Concordia and Junction City	70.92	141.84	1	141.84	7	
Council Bluffs and Brunswick ..	224.60	449.20	4	112.30	7	
Council Bluffs and Kansas City ..	196.50	393.00	3	131.00	7	
Corpus Christi and Laredo	161.75	323.50	3	107.83	7	
Creston and Saint Joseph	104.47	208.94	2	104.47	6	1 Two clerks to a crew, three clerks on line, and each clerk on duty two-thirds of the time.
Cuba and Salem	40.93	81.86	1	81.86	6	
Dallas and Cleburne	55.05	110.10	1	110.10	7	
Dallas and Kemp	47.12	94.24	1	94.24	6	
Denison City and Houston	330.19	678.38	5	135.68	7	
Denison City and Troup	147.44	294.88	2	147.44	7	
Denison City and San Antonio, north division.	203.90	587.80	4	146.95	7	
Denison City and San Antonio, south division.	116.90	233.80	2	116.90	7	} Line divided at Taylor.
Deuton and Dallas	38.23	76.46	1	76.46	7	
Denver and Leadville	151.98	303.96	3	101.32	7	
Denver and Georgetown	50.80	101.60	1	101.60	7	
Denver and Pueblo	143.98	287.96	2	143.98	7	
Denver and Ogden	772.81	1,545.62	8	193.20	7	
Denver and South Pueblo	(4)	240.00	2	120.00	7	1 Double service on Denver and Ogden R. P. O. between Denver and South Pueblo, 130 miles.
Emporia and Howard	76.59	153.18	1	153.18	6	
Florence and Douglas	54.58	109.16	1	109.16	6	
Florence and Ellinwood	98.87	197.74	2	98.87	6	
Fort Collins and Denver	89.54	179.08	1	179.08	7	
Fort Scott and Joplin	76.77	153.54	1	153.54	7	
Fort Scott and Anthony	215.11	430.22	3	143.41	7	
Fort Worth and Galveston	340.70	681.40	5	136.28	7	
Girard and Galena	48.29	96.58	1	96.58	7	
Girard and Chanute	41.23	82.46	1	82.46	6	
Gurdon and Camden	31.28	62.56	1	62.56	6	
Hannibal and Dawson City	575.11	1,150.22	8	143.78	7	
Hedalia and Muscogee	(4)	553.00	4	138.25	7	1 Double service on Hannibal and Denison R. P. O. between Hedalia and Muscogee, 276.50 miles.
Hannibal and Gilmore	85.69	171.38	2	85.69	6	
Helena and Clarendon	48.20	96.40	1	96.40	6	
Hempstead and Astaton	115.22	230.44	2	115.22	7	
Henry and Saint Joseph	73.47	146.94	2	73.47	7	
Malden and Le Roy	114.66	229.32	2	114.66	7	

TABLE K².—Statement, by divisions, of average daily miles run—Continued.

SEVENTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks
	Miles.	Miles.		Miles.		
Houston and Del Rio, east division.	218.01	436.02	3	145.34	7	} Line divided at San Antonio.
Houston and Del Rio, west division.	172.22	344.44	3	114.81	7	
Houston and Galveston.....	50.90	203.60	2	101.80	14	
Jefferson and McKinney.....	155.68	311.36	2	104.79	6	
Jefferson City and Bagnell.....	45.54	91.08	1	91.08	6	
Junction City and Parsons.....	157.86	315.72	3	105.24	7	
Kansas City and Denver.....	639.82	1,279.64	6	213.27	7	
Kansas City and Brookville.....	(¹)	400.00	3	133.33	6	¹ Double service on Kansas City and Denver R. P. O. between Kansas City and Brookville, 200 miles.
Kansas City and Atteca.....	315.75	631.50	5	126.30	7	
Kansas City and Independence..	(¹)	332.32	3	110.77	6	¹ Double service on Kansas City and Atteca R. P. O. between Kansas City and Independence, 166.16 miles.
Kansas City and Memphis.....	488.30	976.60	7	139.51	7	
Kansas City and Springfield....	(¹)	405.34	3	135.11	7	¹ Double service on Kansas City and Memphis R. P. O. between Kansas City and Springfield, 202.67 miles.
Kansas City and Joplin.....	169.07	336.14	3	112.05	7	
Kansas City and Pueblo.....	636.24	2,544.06	14	181.78	14	
Knoble and Helena.....	140.52	281.04	3	93.68	7	
La Junta and Albuquerque.....	318.00	636.00	5	127.20	7	
Lawrence and Burlington.....	74.40	148.80	2	74.40	6	
Lawrence and Carbondale.....	32.96	65.92	1	65.92	6	
Leadville and Salida.....	62.00	124.00	1	124.00	7	
Leavenworth and Lawrence.....	35.05	70.10	1	70.10	6	
Leavenworth and Miltonvale....	106.15	318.30	3	110.77	6	
Leavenworth and Topeka.....	57.40	114.80	1	114.80	6	
Little Rock and Fort Smith.....	167.45	334.90	2	167.45	7	
Little Rock and Warren, north division.	114.09	228.18	2	114.09	7	
Little Rock and Warren, south division.	50.66	113.32	1	113.32	7	} Line divided at Arkansas City.
Manhattan and Burlingame.....	57.21	114.42	1	114.42	6	
Mexico and Cedar City.....	50.43	100.86	1	100.86	6	
Memphis and Little Rock.....	136.00	272.00	3	90.67	7	
Montgomery and Somerville....	55.00	110.00	1	110.00	7	
Nacogdoches and Houston.....	140.25	280.50	2	140.25	6	
Nashville and Hope.....	28.33	56.66	1	56.66	7	
Newport and Harveysville.....	29.60	59.20	1	59.20	6	
Newton and Arkansas City.....	78.76	157.12	1	157.12	6	
Newton and Caldwell.....	81.09	162.18	1	162.18	6	
Newton and Kingman.....	71.90	143.80	1	143.80	7	
Northern Springfield and Chadwick.	34.79	69.58	1	69.58	7	
Omaha and Atchison.....	166.37	332.66	3	110.89	6	
Ottawa and Emporia.....	57.28	114.56	1	114.56	6	
Ottawa and Moberly.....	131.30	262.60	2	131.30	6	
Palestine and Laredo, north division.	262.72	525.44	4	131.36	7	
Palestine and Laredo, south division.	155.53	311.06	3	103.69	7	} Line divided at San Antonio.
Pierce City and Fort Smith.....	130.88	261.76	2	130.88	7	
Pierce City and Vinita.....	76.66	153.32	1	153.32	7	
Pueblo and Silverton.....	377.32	754.64	6	125.77	7	
Quincy and Kansas City.....	225.76	451.52	8	112.88	14	
Quincy and Trouton.....	137.00	274.00	2	137.00	6	
Kimcox and Deming.....	54.41	108.82	1	108.82	7	
Rockland and Beaufort.....	73.52	147.04	2	73.52	6	
Rozenberg and Victoria.....	93.05	186.10	2	93.05	6	
Saint Louis and Albany.....	51.19	102.38	1	102.38	6	
Saint Joseph and Grand Island..	252.54	505.08	4	126.27	7	
Saint Louis and Atchison, east division.	283.13	1,132.52	8	141.57	14	
Saint Louis and Atchison, west division.	47.07	94.14	1	94.14	6	} Line divided at Kansas City.

TABLE K¹.—Statement, by divisions, of average daily miles run.

SEVENTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average miles run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Saint Louis and Columbus	196.41	302.82	3	130.94	7	
Saint Louis, Louisiana and Kansas City.	324.07	648.14	5	129.63	7	
Saint Louis, Moberly and Kansas City.	276.80	1,107.20	8	138.40	14	
Saint Louis and Halstead, east division.	237.51	475.02	4	118.76	7	Line divided at Springfield.
Saint Louis and Halstead, west division.	293.01	586.02	5	117.20	7	
Saint Louis and Pierce City	(1)	574.42	4	143.60	7	Double service on Saint Louis and Halstead R. P. O. between Saint Louis and Pierce City, 287.21 miles.
Saint Louis and Texarkana, north division.	346.00	1,384.00	10	138.40	14	Line divided at Little Rock.
Saint Louis and Texarkana, south division.	145.72	582.88	5	116.58	14	
Salina and McPherson	37.07	74.14	1	74.14	7	Line divided at Dallas.
Sedalia and Kansas City	99.56	199.12	2	99.56	7	
Sedalia and Warsaw	43.18	86.36	1	86.36	6	
Temple and Lempasas	56.93	113.86	1	113.86	7	
Texarkana and El Paso, east division.	221.83	443.66	4	110.92	7	
Texarkana and El Paso, west division.	647.39	1,294.78	7	184.97	7	
Texarkana and Houston	330.63	661.26	5	132.25	7	
Texarkana and McGregor	278.30	556.60	4	139.15	7	
Texarkana and Whitesborough	173.67	347.34	3	115.78	7	
Wichita Falls and Fort Worth	114.10	228.20	2	114.10	7	
Totals	19,116.29	11,647.91	343	130.17		

EIGHTH DIVISION.

Benson and Nogales	88.04	176.08	2	88.04	7	
Calistoga and Vallejo	44.87	179.48	1	179.48	12	
Cloverdale and San Francisco	85.46	170.92	2	85.46	7	
Colton and National City	128.18	256.36	2	128.18	6	
Dayton and Wallula	68.96	137.92	1	137.92	7	
Delta and Sacramento	209.50	419.00	4	104.77	7	
Denning and Los Angeles	715.72	1,431.44	8	178.93	7	
Duncan's Mills and San Francisco.	79.25	158.50	2	79.25	6	
Garrison and Ogden	455.51	911.02	7	130.14	7	
Helena and Heron	273.80	547.60	4	136.90	7	
Heron and Wallula	269.50	539.00	4	134.77	7	
Ketchum and Shoshone	69.20	138.40	1	138.40	6	
Los Angeles and Santa Ana	35.15	70.30	1	70.30	7	
Mound House and Keeler	301.72	603.44	4	150.86	7	
Milton and Stockton	30.90	61.80	1	61.80	6	
Ogden and Salt Lake	38.73	77.46	1	77.46	7	
Ogden and San Francisco	834.65	1,669.30	10	166.93	7	
Portland and Ashland	342.69	685.38	6	114.23	6	
Portland and Corvallis	97.99	195.98	2	97.99	6	
Reno and Virginia City	52.61	105.22	1	105.22	7	
Sacramento, Benicia, and San Francisco.	90.69	181.38	2	90.69	7	Auxiliary to Ogden and San Francisco R. P. O.
Sacramento and San Francisco	140.90	281.80	3	93.93	7	
Salt Lake and Desert	157.99	315.98	3	105.33	7	
San Francisco and Los Angeles	482.38	964.76	7	137.82	7	
San Francisco and Santa Cruz	83.15	166.30	1	166.30	6	
San Francisco and Soledad	144.72	289.44	3	96.48	7	
San Francisco and Tulare	251.63	503.26	4	125.81	6	Auxiliary to San Francisco and Los Angeles R. P. O.

TABLE K^a.—Statement, by divisions, of average daily miles run—Continued.

EIGHTH DIVISION—Continued.

Railway post office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Shingle Springs and Sacramento.....	48.75	97.50	1	97.50	6	
Tacoma and Portland.....	145.60	291.20	3	97.06	7	
Tehama and Sacramento.....	124.41	248.82	2	124.41	7	
Umatilla and Huntington.....	217.84	435.68	3	145.23	7	
Walla and Portland.....	214.80	429.60	4	107.40	7	
Totals.....	6,325.29	12,740.32	100	127.40	-----	

NINTH DIVISION.

Adrian and Fayette.....	33.26	66.52	1	66.52	6	
Ashabula and Youngstown.....	64.70	129.40	1	129.40	6	
An Sable and Alger Junction.....	48.25	96.50	1	96.50	6	
Baldwin and Grand Rapids.....	73.98	147.96	1	147.96	6	
Bay City and Jackson.....	114.81	459.24	4	114.81	12	
Bay City, Wayne, and Detroit.....	121.41	242.82	2	121.41	6	
Big Rapids and Detroit.....	190.70	381.40	4	95.35	6	
Big Rapids and Holland.....	91.00	182.00	2	91.00	6	
Cadillac and Fort Wayne.....	240.76	481.42	4	120.35	6	
Cassville and Pontiac.....	100.73	201.46	1	201.46	6	
Cleveland, Fort Wayne, and Chicago.....	340.50	681.00	4	170.25	6	
Cleveland and Toledo.....	113.37	453.48	4	113.37	12	
Detroit and Chicago, day line.....	286.69	573.38	4	122.86	6	
Detroit and Chicago, night line.....	-----	573.38	4	143.34	7	
Detroit and Grand Haven.....	188.94	377.88	4	94.47	6	
Detroit and Grand Haven, short run.....	-----	320.00	2	160.00	6	This line runs between Detroit and Grand Rapids, Mich., (160 miles).
Detroit and Grand Rapids.....	170.65	341.30	3	113.76	6	
Detroit and Grand Rapids, short run.....	-----	189.44	2	94.72	6	This line runs between Jackson and Grand Rapids, Mich., (94.72 miles).
Detroit and Peru.....	188.61	397.22	3	132.40	6	
Detroit, Three Rivers, and Chicago.....	274.49	548.98	4	137.24	6	
Detroit and Toledo, day line.....	60.50	121.00	1	121.00	6	
Detroit and Toledo, night line.....	85.90	131.80	1	131.80	6	
East Saginaw and Lakeview.....	71.30	142.78	1	95.15	6	This clerk is relieved by Manistee and East Saginaw clerk every third week.
East Saginaw and Port Huron.....	92.06	184.12	1	138.09	6	This clerk is relieved every fourth week.
Fort Gratiot and Chicago.....	337.73	675.46	4	168.86	6	
Grand Rapids and Elkhart.....	115.02	460.08	4	115.02	12	
Grand Rapids and La Crosse.....	154.54	309.08	3	103.02	6	
Howard City and Detroit.....	181.22	322.44	2	161.22	6	
Jackson and Adrian.....	47.55	95.10	1	95.10	6	
Jackson, Hillsdale and Fort Wayne.....	99.26	198.52	2	99.26	6	
Kalamazoo and South Haven.....	40.20	80.40	1	80.40	6	
Lansing and Hillsdale.....	67.68	131.36	1	131.36	6	
Lenox and Jackson.....	106.68	213.36	2	106.68	6	
Ludington and Toledo.....	274.59	557.18	4	139.29	6	
Mackinaw City and Detroit.....	291.23	582.46	4	145.61	6	
Mackinaw City and Detroit, short run.....	-----	215.56	2	107.78	6	This line runs between Bay City and Detroit (107.78 miles).
Mackinaw City and Grand Rapids.....	226.30	452.60	4	113.15	6	
Manistee and East Saginaw.....	148.13	296.26	3	98.75	6	
Monroe and Adrian.....	84.29	68.58	1	68.58	6	
Muskegon and Allegan.....	60.06	120.12	1	120.12	6	

TABLE K^a.—Statement, by divisions, of average daily miles run—Continued.

NINTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
<i>New York and Chicago.</i>						
This line is divided into three divisions, as follows:						
East division:						
New York and Syracuse, trains 21 and 14.	289.50	579.00	4	144.75	7	
New York and Syracuse, trains 7 and 16.		579.00	4	144.75	7	
New York and Syracuse, trains 23 and 2.		579.00	4	124.07	6	
Middle division:						
Syracuse and Cleveland, trains 21, 1, and 14.	336.26	672.52	4	168.13	7	
Syracuse and Cleveland, trains 7, 8, and 16.		672.52	4	168.13	7	
Syracuse and Cleveland, trains 23, 3, and 2.		672.52	4	144.11	6	
West Division:						
Cleveland and Chicago, trains 1 and 12.	356.61	713.22	4	178.30	7	
Cleveland and Chicago, trains 7 and 8.		713.22	4	178.30	7	
Cleveland and Chicago, trains 3 and 2.		713.22	4	152.82	6	
Oil City and Ashtabula.....	88.10	176.20	2	88.10	6	
Pentwater and Muskegon.....	45.13	90.26	1	90.26	6	
Port Austin and Port Huron....	87.71	175.42	1	131.55	6	This clerk has relief every fourth week.
Port Huron and Detroit.....	60.84	121.68	1	91.26	6	This clerk has relief every fourth week.
Saint Louis and Owasso.....	40.88	81.76	1	81.76	6	
South Lyon and Toledo.....	81.91	123.82	1	123.82	6	
Toledo and Allegan.....	157.42	314.84	2	157.42	6	
Toledo and Chicago.....	244.99	489.98	4	122.49	6	
Trenton and Adrian.....	49.69	99.20	1	99.20	6	
Ypsilanti and Hillsdale.....	62.14	124.28	1	124.28	6	
Total.....	6,990.27	19,894.70	149	133.52	.....

TABLE K^b.—Statement, by divisions, of average daily miles run by crews during the fiscal year ending June 30, 1885.

RECAPITULATION.

Divisions.	Total miles of route.	Daily miles run.	Total number of crews.	Average miles run daily by crews.	Number of railway post-office lines.
First.....	7,291.37	20,294.80	191	106.25	76
Second.....	13,813.60	36,178.16	309	117.09	155
Third.....	6,227.27	15,985.75	143	111.76	53
Fourth.....	11,100.68	25,416.21	211	120.45	73
Fifth.....	19,415.15	45,718.98	384	119.32	115
Sixth.....	31,025.02	69,399.18	570	121.73	211
Seventh.....	19,140.23	44,617.91	343	130.17	116
Eighth.....	6,325.29	12,740.32	100	127.40	36
Ninth.....	6,990.27	19,894.70	149	133.52	41
Total.....	121,328.88	290,276.01	2,400	120.94	858

TABLE I.—Statement of new service established and service extended during the fiscal year ending June 30, 1885.

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.
Bangor to Bar Harbor, Me.	Me. Central	<i>Miles.</i> 50.23	July 1, 1884	July 15, 1885	New service.
Greenville to Blanchard, Me.	Bangor and Piscataquis	14.01	July 21, 1884 .....	.....	Blanchard and Oldtown R. P. O. extended to Greenville.
State Line to Rhinecliff, N. Y.	Hartford and Conn. Western	41.16	Sept. 1, 1884 .....	.....	Hartford and State Line R. P. O. extended to Rhinecliff.
Hoosac Junction to Troy, N. Y.	Troy and Boston	25.30 .....	.....	Jan. 3, 1885	Rutland and Hoosac Junction R. P. O. extended to Troy.
Manchester, Lawrence, and Boston, Mass.	Man. and Law. and Bos. and Maine	53.00 .....	.....	Oct. 17, 1884	This service was formerly performed by Lancaster and Bos. and Pitts. and Lowell R. P. O's.
Monson Junction (n. o.) to Monson (n. o.) ..	Monson R. R.	6.16	Jan. 1, 1885 .....	.....	.....
North Abington to Hanover, Mass.	Hanover Br. R. R.	8.23	Jan. 1, 1885 .....	.....	.....
Strong Station (n. o.) to Kingfield, Me.	Franklin and Margantic R. R.	15.19	Jan. 19, 1885 .....	.....	.....
Old Colony House (n. o.) to Hull	Nantasket Beach R. R.	7.75	Feb. 23, 1885 .....	.....	.....
Brunswick to Portland, Me.	Me. Central	29.00 .....	.....	Dec. 1, 1884	Rockland and Brunswick R. P. O. extended to Portland.

SECOND DIVISION.

Pocomoke City, Md., to Cape Charles City, Va.	N. Y., Phila. and Norfolk R. R.	63.25	Dec. 3, 1884	Dec. 8, 1884	Extension of route No. 10015, Newtown Junction to Pocomoke City. Establishing Pocomoke City and Cape Charles City R. P. O. Changed to Peninsula Junction and Cape Charles R. P. O.
Cape Charles to Norfolk, Va.	do	37.25	Jan. 16, 1885	Dec. 29, 1884	Stamout service. New service.
Angleson Junction to Angleson, N. J.	West Jersey R. R.	6.52	June 7, 1884 .....	.....	New service.
Greenum Valley to Cluetsen, N. J.	Phila. and Reading R. R.	5.04	July 12, 1884 .....	.....	.....
Tuckerton to Beach Haven, N. J.	Tuckerton R. R.	7.50	Sept. 2, 1884 .....	.....	.....
Bound Brook, N. J., to Philadelphia, Pa.	Phila. and Reading R. R.	(*)	Old	Oct. 10, 1884	Steamboat service (new), nine months, from October 1, 1884.
Whiting to Pemberton Junction, N. J.	Pennsylvania R. R.	(*)	Dec. 20, 1884 .....	.....	* Bound Brook and Philadelphia R. P. O., 50.20 miles. * Herebefore part of route No. 7024, 18.40 miles.

TABLE L'.—Statement of new services established and service extended during the fiscal year ending June 30, 1885—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 railway post-office service.	Remarks.
Williamstown to Glassborough, N. J.	Williamstown and Del. River R. R.	7.57	Feb. 2, 1885		Extension of route No. 7035, Ateo to Williams-town.
Tannersville Junction to Kaaterskill, N. Y.	Kaaterskill R. R.	8.90	July 8, 1884		New service.
Leipziger Junction to Suspension Bridge, N. Y.	Rome, Watertown, and Ogdensburg R. R.	8.40	July 12, 1884		Extension of route No. 6038, Owego to Lewis-town Junction.
Stamford to Hobart, N. Y.	Ulster and Delaware R. R.	8.91	Dec. 10, 1884		Extension of route No. 6073, Rondout and Stam-ford.
Gaines to Pike Mills, Pa.	Addison and North Penn R. R.	5.50	Mar. 7, 1885	May 29, 1885	Extension of route No. 6122, Addison to Gaines.
Geneva, N. Y., to Williamsport, Pa.	Fall Brook Coal Co. & R. R.	(*)	Old.		* Geneva and Williamsport R. P. O. taking up the Geneva and Wellsborough R. P. O. and Corning and Williamsport R. P. O., 172.28 miles.
Conesus Lake Junction to Lakeville, N. Y.	Conesus Lake R. R.	1.90	June 22, 1885	July 25, 1884	New service.
Hunter's Run to Gettysburg, Pa.	Gettysburg and Harrisburg R. R.	21.96	July 5, 1884		New service, establishing Carlisle and Gettys-burg R. P. O., and covering part of route No. 8053.
Auburn to Harrisburg, Pa.	Phila. and Reading R. R.	(*)	Old.	Sept. 1, 1884	* Auburn and Harrisburg R. P. O., 59 miles.
Tivoli to Maurglen, Pa.	Williamsport and North Branch R. R.	2.55	Nov. 1, 1884		Extension of route No. 8110, Catawissa Jun-ction to Tivoli.
Pittsburgh to New Haven, Pa.	Pittsburgh and Lake Erie R. R.	58.70	Dec. 1, 1884	Dec. 6, 1884	New service, establishing Pittsburgh and New Haven R. P. O.
Bridgeton to Port Norris, N. J.	West Jersey R. R.	(*)	Old.	Nov. 22, 1884	* Extension of Phila. and Bridgeton R. P. O., and changed to Phila. and Port Norris R. P. O. Increase of R. P. O. service 20 miles.
Philadelphia to Chestnut Hill R. R. Sta., Pa.	Phila., German, and Chestnut Hill R. R.	11.86	Dec. 18, 1884		Do.
Holmesburgh Junction to Bustleton R. R. Station, Pa.	Pennsylvania R. R.	4.04	Dec. 23, 1884		Do.
Spring Mills to Boalsburg, Pa.	do	14.55	Jan. 30, 1885		Extension of route No. 8067, Lewisburg and Spring Mills, and of Montandon and Spring Mills R. P. O.
Kane to Mont Jewell, Pa.	Pittsburgh and Western R. R.	13.00	Jan. 24, 1885		New service; discontinued June 30, 1885.
Springfield Station to Saint Peters, Pa.	Wilmington and Northern R. R.	7.00	Apr. 4, 1885		Do.
Boaring Springs to Ore Hill	Pennsylvania R. R.	8.26	Apr. 23, 1885		Do.

THIRD DIVISION.

Wheeling to Parkersburgh, W. Va.	Ohio River.	83.27	July 1, 1884	Wheeling and Parkersburgh R. P. O. established.
Lumber Bridge to Shoe Heel, N. C.	Cape Fear and Yadkin Valley	19.30	July 21, 1884	Greensborough and Fayetteville R. P. O. extended to Shoe-Heel.
Danville to Spencer's Store, Va.	Danville and New River	56.26	July 12, 1884	Danville and Spencer R. P. O. established.
Key-ville to Lakeville, Va.	Richmond and Mecklenburg	31.68	July 12, 1884	Key-ville and Clarkville R. P. O. established.
Piedmont to Fairfax, W. Va.	W. Va. Central and Pittsburgh	46.00	July 28, 1884	Piedmont and Fairfax R. P. O. established.
Hickory to Lenoir, N. C.	Chester and Lenoir Narrow-Gauge	20.51	Aug. 11, 1884	Railroad service established.
Norfolk to Virginia Beach, Va.	Norfolk and Va. Beach R. R. and Imp. Co.	18.70	Aug. 25, 1884	Do.
Spencer to Stuart, Va.	Danville and New River	18.74	Aug. 25, 1884	Danville and Spencer R. P. O. extended to Stuart.
Fairfax to Thomas, W. Va.	W. Va. Central and Pittsburgh	3.54	Sept. 1, 1884	Piedmont and Fairfax R. P. O. extended to Thomas.
Green Spring to Romney, W. Va.	Baltimore, and Ohio	16.69	Oct. 1, 1884	Railroad service established.
Knoxville to Jellico, Tenn.	E. Tenn., Va. and Ga.	66.00	Nov. 15, 1884	Warm Springs and Knoxville R. P. O. extended to Jellico; service formerly performed by Louisville and Knoxville R. P. O.
Ash-ville to Waynesville, N. C.	Western North Carolina	30.00	Nov. 20, 1884	Ash-ville and Waynesville R. P. O. established.
Hickford, Va. to Margarettsville, N. C.	Mecklen Valley	18.77	Dec. 8, 1884	Railroad service established.
Baltimore to Point of Rocks, Md.	Baltimore and Ohio	69.00	Dec. 30, 1884	Baltimore and Point of Rocks R. P. O. established.
Point of Rocks, Md., to Harper's Ferry, W. V.	do	12.00	Jan. 24, 1885	Baltimore and Point of Rocks R. P. O. extended to Harper's Ferry.
Waynesville to Charleston, N. C.	Western North Carolina	33.75	Feb. 9, 1885	Ash-ville and Waynesville R. P. O. extended to Charleston.
Shoe Heel, N. C., to Bennettsville, S. C.	Cape Fear and Yadkin Valley	21.49	Feb. 16, 1885	Greensborough and Shoe Heel R. P. O. extended to Bennettsville.
Brandywine to Mechanicsville, Md.	Southern Maryland	20.30	Feb. 16, 1885	Railroad service established.
Suffolk to Wahleysville, Va.	Suffolk Lumber Co.	13.77	Mar. 9, 1885	Do.
Chadbourne to Mount Labor, N. C.	Wilmington, Chad. and Conwayborough	13.33	Mar. 3, 1885	Do.
Sau'r Agnes's Station to Catonsville, Md.	Catonsville Br. B. and P.	4.99	Mar. 16, 1885	Do.

FOURTH DIVISION.

Greenswood to Laurens, S. C.	G. L. and S. R. R.	28.32	Mar. 5, 1885	Mar. 5, 1885	• In addition to Florence and Aug. R. P. O.
Columbia to Sumpter, S. C.	C. C. and A. R. R.	42.70	June 1, 1885	June 1, 1885	• In addition to Wilmington and Chas. R. P. O.
Laurens to Charleston, S. C.	North Eastern R. R.	53.30	June 1, 1885	Aug. 12, 1884	
Gedartown, Ga. to Merrillton, Ala.	E. and W. R. R. of Ala.	34.80	July 21, 1884	Sept. 1, 1884	
Brandford to Gainesville, Fla.	S. F. and A. R. R.	46.65	Sept. 1, 1884	July 14, 1884	
Gainesville to Social Circle, Ga.	G. J. and S. R. R.	52.00	Sept. 1, 1884	Feb. 23, 1885	• Reported last year.
Chippa to Greenville, Ga.	Col. and Rome R. R.	17.65	Feb. 27, 1885	Feb. 23, 1885	
Tennille to Wigginsville, Ga.	Wigginsville and Tennille R. R.	16.50	May 18, 1885	May 18, 1885	
Sylvania to Rock Ford, Ga.	Sylvania R. R.	14.09	May 18, 1885	Nov. 17, 1884	
Wildwood to Tavares, Fla.	Fla. Rwy. and Nav. Co.	21.95	Nov. 17, 1884	Nov. 17, 1884	

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TABLE LI.—Statement of new service established and service extended during the fiscal year ending June 30, 1885—Continued.

FOURTH 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.
Wildwood to Panasoffken, Fla.	Fla. Rwy. and Nav. Co.	Miles 8.46	Dec. 8, 1884.	Nov. 28, 1884	* Reported last year.
Astor to Leechburg, Fla.	St. John's and L. Eustis R. R.	54.66	Dec. (?)	Dec. 30, 1884	* Reported last year. † Additional R. P. O. serv- ice.
Toledo to West Tropic, Fla.	St. John's Rwy.	3.00	Dec. 17, 1884		
Jacksonville to Enterprise, Fla.	J. T. and K. W. Rwy. and St. John's River	1182.20			
De Land Landing to De Land, Fla.	De Land and St. John's River Rwy.	5.50	Feb. 9, 1885		
Wahucuta to Baylow, Fla.	South Florida R. R.	17.53	Feb. 16, 1885		
Leeburg to Fort Mason, Fla.	Fla. Southern R. R.	13.43	May 1, 1885		
Anniston to Sycamore, Ala.	Anniston and Atlantic R. R.	45.55	Aug. 15, 1884		
Tallahada to Renfree, Ala.	Tallahada and Cousa Valley R. R.	8.16	Jan. 1, 1885		
Yazoo City to Jackson, Miss.	Illinois Central	46.18	Aug. 1, 1884	Feb. 13, 1885	
Kosciusko to Jordan, Miss.	do	120.00	Sept. 1, 1884	Sept. 1, 1884	
Vicksburg, Miss., to Memphis, Tenn.	L., N. O. and Texas R. R.	220.32	Jan. 1, 1885	Jan. 1, 1885	
Columbus, Miss., to York, Ala.	Ga. Pacific Rwy.	76.60	Feb. 11, 1885	Feb. 11, 1885	
New Orleans, La., to Vicksburg, Miss.	L., N. O. and Texas R. R.	235.62	Nov. 24, 1884	Nov. 24, 1884	
Lawrenceburg to Shreveport, La.	Vicks., Shreve, and Pacific R. R.	28.95	Aug. 18, 1884	Aug. 18, 1884	
Mansfield Junction (n. o.) to Mansfield, La.	Mansfield R. R.	1.93	Feb. 16, 1885		

FIFTH DIVISION.

Akron, Ohio, to Maloningtown, Pa.	Pittsburgh, Cleveland and Toledo	78.10	Oct. 20, 1884	Jan. 20, 1885.	New service. New Castle and Pittsburgh R. P. O. extended and transferred to Fifth Division.
Ashabula to Harbor, Ohio	Ashabula Street Railroad Co.	4.00	June 15, 1885	Nov. 12, 1884	New service.
Cedar to Peumach, Ohio	Cincinnati, Van Wert and Michigan	87.37	Dec. 13, 1884	Jan. 1, 1885	New R. P. O. service.
Columbus to Clinton Valley, Ohio	Columbus and Cincinnati Midland	72.73	Dec. 13, 1884	Jan. 1, 1885	New service and new R. P. O.
Dickson to Centerville, Tenn.	Nashville and Tusculossa	34.50	Mar. 16, 1885	Nov. 10, 1884	New R. P. O. service.
Elkton to Gutrie, Ky.	Louisville and Nashville	11.95	Mar. 16, 1885	Nov. 10, 1884	New R. P. O. service.
Fair Oaks to Yeddo, Ind.	Chicago and Great Southern	77.06	July 15, 1884	July 30, 1884	New R. P. O. service.
Greensburg to Columbus, Ind.	Columbus, Hope and Greensburg, h.	28.90	July 15, 1884	July 30, 1884	New service.
Lawrenceburg to Saint Joseph, Tenn.	Nashville and Florence	20.07	June 22, 1885	June 22, 1885	Columbia and Lawrenceburg R. P. O. extended.

Lebanon to Greensburgh, Ky.....	Feb. 16, 1885	July 12, 1884	New R. P. O. service.
Marquette to Big Run, Ohio.....	43.80	Feb. 16, 1885	New service.
Pittsburgh, Pa., to Steubenville, Ohio.....	43.58	Mar. 4, 1885	Additional R. P. O. service.
Plymouth to Marmont, Ind.....	10.51	July 3, 1884	Marmont and Terre Haute R. P. O. extended.
Redfield to Buckeye Cottage, Ohio.....	1.27	Feb. 9, 1885	Thurston to Buckeye Cottage extended.
Columbus and Eastern.....	4.85	Mar. 16, 1885	New service.
Saint Clairsville to Barton, Ohio.....	23.82	Jan. 1, 1885	Plymouth and Terre Haute R. P. O. extended.
South Bend to Plymouth, Ind.....	6.71	Dec. 22, 1884	Doyle's Station and Tullahoma R. P. O. extended.
Sparta to Doyle's Station, Tenn.....	44.72	Nov. 6, 1884	New R. P. O. service.
Toledo to Findlay, Ohio.....			

SIXTH DIVISION.

Hudson to Cedar Falls, Iowa.....	10.47	July 1, 1884	July 1, 1884	Hudson and Des Moines R. P. O. extended.
Carrington to New Rockford, Dak.....	16.19	July 1, 1884	July 1, 1884	Carrington & Jamestown R. R. extended.
Menominee, Mich., to Green Bay, Wis.....	74.89	Old.	July 16, 1884	New R. R. service, 22.79 miles, July 1, 1884, Menominee and Green Bay R. P. O.
Wall Lake to Kingsley, Iowa.....	71.30	Old.	Aug. 1, 1884	Wall Lake and Kingsley R. P. O.
Ironquois, Dak., to Hewarden, Iowa.....	126.37	Old.	Aug. 11, 1884	Ironquois and Hewarden R. P. O.
Aurora to Grand Island, Nebr.....	19.92	Aug. 16, 1884	Aug. 16, 1884	New railroad service, Central City and Nebraska City R. P. O. changed to omit Central City and run to Grand Island.
Cedar Rapids to Ottumwa, Iowa.....	90.94	Aug. 15, 1884	Aug. 16, 1884	Cedar Rapids and Ottumwa R. P. O.
Ripon to Hope, Dak.....	29.75	Sept. 16, 1884	Oct. 1, 1884	Heron Lake and Woodstock Railroad extended.
Woodstock to Pipe Stone, Minn.....	11.33	Sept. 16, 1884	Oct. 1, 1884	New railroad service, 23.71 miles, Burlington and Brighton R. P. O. extended to Okaloosa.
Brighton to Okaloosa, Iowa.....	48.31	Oct. 1, 1884	Oct. 1, 1884	Emerson and Norfolk R. P. O. extended. 1884. Table Rock and Concordia R. P. O.
Covington to Emerson, Nebr.....	20.00	Old.	Oct. 1, 1884	New railroad service, 72.79 miles, October 1, 1884. Table Rock and Concordia R. P. O.
Table Rock, Nebr., to Concordia, Kans.....	120.30	Oct. 1, 1884	Oct. 7, 1884	Marquette and L'Anse R. P. O. curtailed to end at Danville and Cairo R. P. O.
L'Anse to Houghton, Mich.....	29.19	Old.	Oct. 8, 1884	Danville and Cairo R. P. O. curtailed to end at Mt. Carmel, and Vincennes and Cairo R. P. O. established.
Vincennes, Ind., to Mt. Carmel, Ill.....	24.77	Old.	Oct. 9, 1884	Mayville and Breckenridge R. P. O. extended.
Mayville to Larimore, Dak.....	32.50	Oct. 15, 1884	Oct. 15, 1884	Pacific Junction and McCook R. P. O.
Pacific Junction, Iowa, to McCook, Nebr.....	308.10	Old.	Nov. 8, 1884	New railroad service, 14.62 miles, November 1, 1884, Burlington and La Cede R. P. O. extended.
La Cede to Bozard, Mo.....	31.56	Old.	Nov. 24, 1884	Minneapolis and Birch Cooley R. P. O. extended.
Birch Cooley, Minn., to Watertown, Dak.....	123.30	Dec. 1, 1884	Dec. 1, 1884	Belle Plaine and Muehachinook R. P. O.
Larimore to Park River, Dak.....	36.47	Dec. 1, 1884	Dec. 1, 1884	Cable and Hudson R. P. O. extended.
Chicago and Northwestern, Iowa.....	62.90	Dec. 15, 1884	Dec. 15, 1884	Saint Vincent and Saint Paul R. P. O. extended.
Cable to Ashland, Wis.....	41.00	Old.	Dec. 24, 1884	Oconto and Clintonville R. P. O.
Junction (n. o.) to Boundary Line (n. o.), Minn.....	2.63	July 20, 1884	Dec. 25, 1884	Cedar Rapids and Worthington R. P. O. changed to omit Worthington and extended.
Clintonville to Oconto, Wis.....	56.75	Dec. 25, 1884	Dec. 25, 1884	Postville and Cedar Rapids R. P. O. extended.
Turtle Lake to Weyerhaeuser.....	88.75	Jan. 1, 1885	Jan. 1, 1885	Ashland and Hudson R. P. O. extended.
Lake Park, Iowa, to Pipe Stone, Minn.....	79.72	Jan. 1, 1885	Jan. 1, 1885	
Burlington, Cedar Rapids and Northern.....	23.39	Jan. 1, 1885	Jan. 1, 1885	
Chicago, St. Paul, Minneapolis and Omaha.....	20.22	Old.	Jan. 8, 1885	

	64. 00	Old.	Aug. 20, 1884	Aug. 20, 1884	Double service established on Kansas City and Pueblo.
La Junta to Pueblo, Colo.	8. 31	Aug. 20, 1884			Double service established on Kansas City and Pueblo.
Georgetown to Graymont, Colo.	116. 99	Old.	Oct. 23, 1884		Curtailed December 1, 1884, to end at Silver Plume; decreased distance, 3.90 miles.
Taylor to San Antonio, Tex.	8. 64	Nov. 1, 1884			Denison City and Taylor R. P. O. extended to San Antonio.
Mayville to Monarch, Colo.	7. 99	Nov. 1, 1884			
Carthage to San Antonio, N. Mex.	21. 62	Nov. 10, 1884	Nov. 10, 1884		Ft. Scott and Wichita R. P. O. extended to Millerton.
Wichita to Millerton, Kans.	11. 99	Nov. 10, 1884			
Ozan to Nashville, Ark.	39. 42	Nov. 20, 1884	Feb. 16, 1885		New service.
Bolivar to North-Springfield, Mo.	7. 09	Nov. 20, 1884	Nov. 20, 1884		Cape Girardeau and Puxico R. P. O. extended to Wappapello.
Wichita to Wappapello, Mo.	16. 00	Dec. 1, 1884	Nov. 22, 1884		New service.
Tupelo to Riverside, Ark.	66. 73	Old.	Nov. 22, 1884		New service.
Ozan to Nashville, Ark.	41. 23	Old.	Nov. 22, 1884		New service.
Bolivar to North-Springfield, Mo.	8. 08	Jan. 1, 1885	Jan. 1, 1885		Jefferson City and Aurora Springs R. P. O. extended to Bagnell.
Puxico to Wappapello, Mo.	7. 82	Jan. 1, 1885			
Jackson to Allenville, Mo.	17. 44	Jan. 1, 1885			
Colmesneil to Trinity, Tex.	11. 45	Jan. 12, 1885	Jan. 12, 1885		Kansas City and Harper R. P. O. extended to Atfica.
Colmesneil to Trinity, Tex.		Old.			Setalia and Parsons Div. of Hannibal and Sedalia R. P. O. extended to Muscogee.
Girard to Chanute, Kans.		Old.			
Aurora Springs to Bagnell, Mo.	117. 01	Old.	Jan. 20, 1885		Ft. Scott and Millerton R. P. O. extended to
Brownington to Lowry City, Mo.	13. 54	Feb. 2, 1885	Feb. 16, 1885		
Belle-ville to Lawrenceburgh, Kans.	17. 55	Feb. 6, 1885	Feb. 16, 1885		
Harper to Atfica, Kans.	53. 41	Old.	Feb. 16, 1885		New service.
Parsons, Kans., to Muscogee, Ind. Ter.	34. 70	Old.	Feb. 24, 1885		New service.
Roberts to Terrell, Tex.	43. 18	Old.	Feb. 24, 1885		New service.
Millerton to Argonia, Kans.	27. 20	Mar. 16, 1885			
Rincon to Deming, N. Mex.	35. 00	Part. old.	Mar. 16, 1885		New service.
N. Springfield to Chadwick, Mo.	27. 65	Mar. 20, 1885			
Sedalia to Warsaw, Mo.	29. 60	Mar. 24, 1885			
Somerville to Navasota, Tex.	19. 24	June 1, 1885			
Montgomery to Navasota, Tex.	28. 36	Old.	June 5, 1885		New service.
Secorro to Magdalena, N. Mex.					
Newport to Batesville, Ark.					
Pleasanton to Blue Mounds, Kans.					
Nashville to Hope, Ark.					

TABLE L'.—Statement of new service established and service extended during the fiscal year ending June 30, 1885—Continued.

EIGHTH 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.
Argonia to Anthony, Kans.....	St. L., Ft. S., and W.....	17.34	June 10, 1885	June 10, 1885	Ft. Scott and Argonia R. P. O. extended to Anthony.
Eureka to Hydeaville, Cal.....	Eel River and Eureka R. R.....	28.45	Mar. 27, 1885	.....	.....
Wilton to Boulder Creek, Cal.....	South Pacific Coast R. R.....	8.14	May 22, 1885	.....	.....
Katama to Tacoma, Wash.....	Northern Pacific Railway.....	40.60	Sept. 19, 1884	Sept. 19, 1884	Tacoma and Portland R. P. O. service extended from Katama, Wash., to Portland, Oreg., in lieu of steamboat service between those points.
Lodi to Burson, Cal.....	San Joaquin and Sierra Nevada R. R.....	22.00	Nov. 15, 1884	.....	.....
Pasco Junction to North Yakima, Wash.....	Northern Pacific Railway.....	50.70	May 8, 1885	.....	.....
Roseville to Redding, Cal.....	Central Pacific R. R.....	38.42	Sept. 13, 1884	Sept. 13, 1884	Redding and Sacramento R. P. O. extended to Delta.
Shoshone to Halley, Idaho.....	Oregon Short Line.....	12.09	Nov. 17, 1884	Dec. 12, 1884	Service extended to Ketchum, Ketchum and Shoshone R. P. O.
Stuart to Antonida, Mont.....	Montana Railway.....	8.09	Nov. 15, 1884	.....	.....
Umatilla to Pendleton, Oreg.....	Oregon Railway and Navigation Company.....	126.50	Sept. 17, 1884	Sept. 17, 1884	Umatilla and Pendleton R. P. O. extended to Baker City.
Umatilla to Baker City, Oreg.....	do.....	46.99	Nov. 13, 1884	Nov. 28, 1884	Umatilla and Baker City R. P. O. extended to Huntington.

NINTH DIVISION.

Bay Port to Sebawaing, Mich.....	Saginaw, Tuscola and Huron.....	8.74	Aug. 1, 1884	.....	Sebawaing and East Saginaw route extended to Bayport.
Saint Louis to Owasso, Mich.....	Toledo, Ann Arbor and North Michigan.....	40.88	Nov. 10, 1884	Nov. 21, 1884	.....

TABLE M^o.—Statement of annual salaries of railway postal clerks by classes.

Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.	Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.
5	\$1,400	87	\$93,800	1	\$640	4	\$2,560
5	1,300	563	731,900	1	630	2	1,260
4	1,150	693	782,450	1	610	4	2,440
3	1,000	1,551	1,551,000	1	600	42	25,200
2	900	492	442,800	1	580	2	1,160
2	890	3	2,670	1	570	1	570
2	880	10	8,800	1	560	3	1,680
2	870	3	2,610	1	550	1	550
2	860	10	8,600	1	530	1	530
2	850	12	10,200	1	520	1	520
2	840	11	9,240	1	510	2	1,020
2	830	1	830	1	500	9	4,500
2	820	7	5,740	1	480	1	480
2	810	8	6,480	1	450	1	450
1	800	733	586,400	1	420	1	420
1	790	7	5,530	1	410	1	410
1	780	5	3,900	1	400	1	400
1	770	4	3,080	1	380	5	1,800
1	760	8	6,080	1	320	2	640
1	750	5	3,750	1	300	8	2,400
1	740	6	4,440	1	240	1	240
1	730	13	9,490	1	200	1	200
1	720	31	22,320	1	180	1	180
1	710	5	3,550	1	150	1	150
1	700	19	13,300	1	120	1	120
1	690	9	6,210	1	100	1	100
1	680	4	2,720	1	60	1	60
1	670	5	3,350	1	12	16	192
1	660	1	660	1	1	12	12
1	650	4	2,600				
Total						*4,387	4,364,744

* Two vacancies.

Total number of railway postal clerks	4,387 00
Aggregate annual salary	\$4,364,744 00
Average annual salary	994,98 00

Statement of separation of mail for Philadelphia, Pa., city delivery for the fiscal year ended June 30, 1885.

Month.	Name of railway post-office.	Trains.	Packages distributed.	Packages undistributed.	Error slips.	Errors.	Letters distributed (75 to the package).	Number correct to each error.	Order of merit in correctness.
1884.									
July	New York and Philadelphia	1	1,079	none.	3	5	80,225	16,044	2
	New York and Pittsburgh	2	7,246	none.	22	32	543,450	16,982	1
	New York and Washington	2	998	none.	7	7	74,850	10,692	3
	Total		9,323		32	44	698,525		
Aug	New York and Pittsburgh	2	7,402		21	28	556,150	19,826	2
	New York and Washington	1	1,031		5	11	77,325	7,029	3
	New York and Philadelphia	1	1,075		(¹)		80,025		1
	Total		9,508		26	39	713,100		
Sept	New York and Pittsburgh	2	7,440		33	40	558,000	13,949	2
	New York and Washington	1	1,057	*39	13	16	79,275	4,966	3
	New York and Philadelphia	1	1,089		4	4	81,675	20,418	1
	Total		9,586	39	52	60	718,950		

¹ No errors checked by Philadelphia post-office.

* Caused by receipt of interest checks on Government bonds.

Statement of separation of mail for Philadelphia, Pa., city delivery, &c.—Continued.

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undistrib- uted.	Error alps.	Errors.	Letters distrib- uted (75 to the package).	Number correct to each error.	Order of merit in correctness.
1884. Oct....	New York and Pittsburgh	2	7,630		15	17	572,250	33,661	3
	New York and Washington	1	1,101		1	1	82,575	82,574	1
	New York and Philadelphia	1	1,050		2	2	78,750	39,374	2
	Total		9,781		18	20	733,575		
Nov....	New York and Pittsburgh	2	7,394		22	27	554,550	20,538	2
	New York and Washington	1	1,419	15	5	7	86,175	12,301	3
	New York and Philadelphia	1	1,065				79,875	79,875	1
	Total		9,608	15	27	34	720,600		
Dec....	New York and Pittsburgh	2	8,040	968	13	26	603,000	23,191	3
	New York and Washington	1	1,070	239	3	3	80,250	26,749	2
	New York and Philadelphia	1	1,204				90,300	90,300	1
	Total		10,314	307	16	29	773,550		
1885. Jan....	New York and Pittsburgh	2	8,106	462	11	14	607,950	43,424	1
	New York and Washington	1	1,103	16	3	5	82,725	16,544	3
	New York and Philadelphia	1	1,102		2	2	84,000	42,499	2
	Total		10,329	78	16	21	774,675		
Feb....	New York and Pittsburgh	2	7,045	850	15	27	528,375	19,567	3
	New York and Washington	2	1,524	4	4	5	114,300	22,859	2
	New York and Philadelphia	1	829				64,175	62,175	1
	Total		9,398	854	19	32	704,850		
Mar....	New York and Pittsburgh	2	7,990	850	24	37	599,250	16,195	2
	New York and Washington	2	1,892	774	17	25	141,900	5,675	3
	New York and Philadelphia	1	1,183		1	1	88,725	88,724	1
	Total		11,065	124	42	63	829,875		
Apr....	New York and Pittsburgh	2	7,412		20	31	555,900	27,794	2
	New York and Washington	2	1,829		10	13	137,175	10,551	2
	New York and Philadelphia	1	1,183		2	2	88,725	44,461	1
	Total		10,424		32	46	781,800		
May....	New York and Pittsburgh	2	6,852		10	13	513,900	39,529	2
	New York and Washington	2	1,753		3	4	131,475	32,868	3
	New York and Philadelphia	1	1,119		2	2	83,925	41,961	1
	Total		9,724		15	19	729,300		
June....	New York and Pittsburgh	2	6,716		16	20	563,700	25,184	3
	New York and Washington	2	1,717		3	4	128,775	32,193	2
	New York and Philadelphia	1	1,197		2	2	89,775	44,186	1
	Total		9,630		21	26	782,250		

¹ Crew two clerks short.

² One clerk short.

³ Delayed mail—Christmas and New Year's cards and Treasury circulars caused mail to be un-

worked.

⁴ No errors checked by Philadelphia, Pa.

⁵ January 29 train No. 10 received all. Train No. 8 connections at Pittsburgh and clerks unable to

work all the mail.

⁶ Receipt of double connection and clerks unable to work all the mail.

⁷ Heavy Southern connections and delayed mails.

Statement of separation of mail for New York City delivery for the fiscal year ended June 30, 1885.

Month.	Name of railway post-office.	Trains.	Packages distrib-uted.	Packages undis-tributed.	Incorrect slips.	Errors.	Letters distrib-uted (75 to the package).	Number correct to each error.	Order of merit in corrections.
1884.									
July	Albany and New York	1	1,944	None.	16	21	145,800	6,942	3
	Boston and New York	1	901	None.	36	48	67,575	1,407	8
	Boston, Providence and New York.	1	1,354	None.	11	21	101,550	4,835	5
	Boston, Springfield and New York.	2	6,524	None.	27	32	489,300	15,258	1
	New York and Chicago	4	13,434	None.	231	371	1,007,550	2,715	7
	New York and Dunkirk	2	4,448	Unkn'n	54	83	333,600	4,018	6
	New York and Pittsburgh	4	13,593	70	133	210	1,019,475	4,853	4
	New York and Washington	3	7,788	42	47	74	584,100	7,892	2
	Total .....	..	49,986	112	555	860	3,748,950	..	..
Aug	Albany and New York	1	2,069	.....	26	34	155,175	4,563	2
	Boston and New York	1	868	.....	55	80	65,100	813	8
	Boston, Providence and New York.	1	1,382	105	32	54	103,650	1,918	6
	Boston, Springfield and New York.	2	6,573	.....	32	53	492,975	13,263	1
	New York and Chicago	4	12,763	.....	330	561	957,225	1,705	7
	New York and Dunkirk	2	4,378	221	105	145	328,350	2,249	5
	New York and Pittsburgh	4	14,855	.....	184	275	1,114,125	4,051	4
	New York and Washington	3	7,591	131	94	131	569,325	4,345	3
	Total .....	..	50,479	457	858	1,333	3,785,925	..	..
Sept	Albany and New York	1	1,897	15	27	43	142,275	3,307	4
	Boston and New York	1	849	.....	59	88	63,675	723	8
	Boston, Providence and New York.	1	1,655	15	21	31	124,125	4,903	3
	Boston, Springfield and New York.	2	6,720	.....	29	34	504,000	14,822	1
	New York and Chicago	4	13,194	.....	292	497	989,550	1,990	6
	New York and Dunkirk	2	4,492	450	97	178	336,900	1,892	7
	New York and Pittsburgh	4	14,582	.....	261	429	1,093,650	2,548	5
	New York and Washington	3	8,129	112	98	146	609,675	4,175	2
	Total .....	..	51,518	492	884	1,446	3,863,850	..	..
Oct.	Albany and New York	1	1,833	.....	89	162	137,475	848	7
	Boston and New York	1	855	73	107	174	64,125	367	8
	Boston, Providence and New York.	1	1,453	.....	49	78	108,975	1,396	4
	Boston, Springfield and New York.	2	7,089	.....	69	105	531,675	5,062	1
	New York and Chicago	4	15,462	.....	496	1,005	1,159,650	1,153	6
	New York and Dunkirk	2	4,944	105	165	315	370,800	1,176	5
	New York and Pittsburgh	4	15,625	.....	417	713	1,171,875	1,643	3
	New York and Washington	3	8,124	115	138	222	609,300	2,789	2
	Total .....	..	55,385	293	1,530	2,774	4,153,875	..	..
Nov	Albany and New York	1	1,420	⁽¹⁰⁾	34	46	106,500	2,314	5
	Boston and New York	1	831	39	53	89	62,325	699	8
	Boston, Providence and New York.	1	1,483	.....	17	26	111,225	4,277	3
	Boston, Springfield and New York.	2	6,503	.....	41	59	487,725	8,206	1
	New York and Chicago	3	14,189	.....	388	1021	1,064,175	1,714	6
	New York and Dunkirk	2	4,200	⁽¹²⁾	118	213	315,000	1,473	7
	New York and Pittsburgh	4	15,034	.....	253	355	1,137,550	3,175	4
	New York and Washington	3	6,855	⁽¹¹⁾	72	83	514,125	6,193	2
	Total .....	..	59,515	350	976	1,492	3,788,625	..	..

¹ On July 23 one clerk being sick and no substitute furnished, no city mail was worked.

² 1 misent and 1 misdirected package.

³ 2 misent packages.

⁴ Caused by substitute (in place of regular clerk), who was not posted on city distribution.

⁵ 1 misent package.

⁶ On day line, 81 packages unworked, owing to delayed connections, and in one case receipt of checks for interest on Government bonds.

⁷ No cause reported.

⁸ 101 of these are on account of absence of a clerk.

⁹ Delayed connections.

¹⁰ No city mail worked on 3d, 4th, and 6th instants, nor any estimate of amount unworked furnished before 6th—no case room.

¹¹ 4 misent packages.

¹² Mail unworked was caused by illness of clerk November 4.

¹³ All mail unworked was on day line and caused by heavy mail from Philadelphia, P. t.

Statement of separation of mail for New York City delivery for the fiscal year ended June 30, 1885—Continued.

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undis- tributed.	Incorrect alphas.	Errors.	Letters distrib- uted (75 to the package.)	Number correct to each error.	Order of merit in corrections.	
1884.										
Dec.	Albany and New York.....	1	1,880		32	47	141,000	2,999	5	
	Boston and New York.....	1	976		58	90	73,200	812	8	
	Boston, Providence and New York.....	1	1,549	127	11	19	110,175	6,114	2	
	Boston, Springfield and New York.....	2	7,177		43	66	538,275	8,169	1	
	New York and Chicago.....	4	16,245		317	1,475	1,218,375	2,564	6	
	New York and Dunkirk.....	2	4,973	381	110	168	372,975	2,213	7	
	New York and Pittsburgh.....	4	16,348		196	261	1,220,100	4,696	4	
	New York and Washington.....	3	7,673	853	75	197	575,475	5,982	3	
	Total.....			56,821	1,361	842	1,223	4,261,575		
	1885.									
Jan.	Albany and New York.....	1	1,587	70	28	45	119,025	2,644	4	
	Boston and New York.....	1	867		76	121	65,025	537	8	
	Boston, Providence and New York.....	1	1,565	111	18	22	112,875	5,129	2	
	Boston, Springfield and New York.....	2	7,287		45	62	546,525	8,813	1	
	New York and Chicago.....	4	14,590		1,448	763	1,094,760	1,434	6	
	New York and Dunkirk.....	2	5,104		1,198	320	382,800	1,197	7	
	New York and Pittsburgh.....	4	16,985	224	1,254	557	1,273,875	2,311	5	
	New York and Washington.....	3	8,413	678	174	222	690,975	2,841	2	
	Total.....			56,344	343	1,341	2,112	4,225,800		
	Feb.	Albany and New York.....	1	1,319	180	33	49	98,925	2,018	5
Boston and New York.....		1	794		40	83	49,550	716	8	
Boston, Providence and New York.....		1	1,238		21	28	92,850	3,315	2	
Boston, Springfield and New York.....		2	4,776		57	80	508,200	0,351	1	
New York and Chicago.....		4	11,994		500	841	889,530	1,069	7	
New York and Dunkirk.....		2	4,124	220	111	203	309,300	1,523	6	
New York and Pittsburgh.....		4	15,873	928	319	19,099	1,190,475	2,385	3	
New York and Washington.....		3	7,606	1,987	174	269	570,450	2,119	4	
Total.....				49,724	765	1,270	2,052	3,729,300		
Mar.		Albany and New York.....	1	1,395	3	32	47	104,625	2,161	5
	Boston and New York.....	1	913		89	238	68,475	286	8	
	Boston, Providence and New York.....	1	1,441		17	84	108,075	4,502	2	
	Boston, Springfield and New York.....	2	7,234	5	42	59	542,550	9,295	1	
	New York and Chicago.....	4	14,293		399	617	1,071,975	1,736	6	
	New York and Dunkirk.....	2	5,428	123	275	206	407,100	1,374	7	
	New York and Pittsburgh.....	4	16,972	144	344	562	1,272,900	2,264	4	
	New York and Washington.....	3	7,999	1,659	183	255	569,250	2,349	3	
	Total.....			55,666	724	1,281	2,098	4,774,950		
	Apr.	Albany and New York.....	1	1,328	12	13	17	99,600	5,858	2
Boston and New York.....		1	822		51	103	61,050	597	8	
Boston, Providence and New York.....		1	1,297		22	37	97,275	2,628	4	
Boston, Springfield and New York.....		2	7,593	24	58	81	569,475	7,029	1	
New York and Chicago.....		4	14,927		363	575	1,119,525	1,946	6	
New York and Dunkirk.....		2	5,219	1,140	130	241	391,425	1,023	7	
New York and Pittsburgh.....		4	12,422	1,628	256	371	931,650	2,510	5	
New York and Washington.....		3	8,524	1,102	156	212	639,390	3,014	3	
Total.....				52,132	306	1,040	1,637	3,909,900		

¹ 3 missent packages.

² New clerk working city mail.

³ Delayed mails. Christmas and New Year's cards and Treasury circulars caused mail to be un-

worked.

⁴ 1 missent and 5 misdirected packages.

⁵ Caused by trains 4 and 10 receiving double connections—4 at Philadelphia and 10 at Pittsburgh.

⁶ Caused by heavy paper mails.

⁷ For 3 days. Car too small to work city mail.

⁸ Clerk short in crew and car breaking down.

⁹ Double connections.

¹⁰ 4 misdirected packages.

¹¹ Delayed mails and Treasury circulars.

¹² Delayed mails.

¹³ Owing to failure of clerk to take run.

¹⁴ Double connections, heavy paper mails, &c.

¹⁵ Substituting clerk on duty April 17.

¹⁶ Clerk short on one train April 17.

¹⁷ No lamp in car working New York City mail on train 78, and heavy Philadelphia paper mail on train No. 40.

CITY SEPARATION.

Statement of separation of mail for New York City delivery for the fiscal year ended June 30, 1886—Continued.

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undis- tributed.	Incorrect slips,	Errors.	Letters distrib- uted (75 to the package).	Number correct to each error.	Order of merit in corrections.
1885.									
May	Albany and New York	1	1,322		33	54	99,150	1,817	4
	Boston and New York	1	747		53	84	56,025	2,666	8
	Boston, Providence and New York	1	1,637		19	43	115,275	2,679	2
	Boston, Springfield and New York	2	7,324		55	89	541,800	6,087	1
	New York and Chicago	4	14,871		472	883	1,115,325	1,262	6
	New York and Dunkirk	2	5,113	208	147	245	383,475	1,564	5
	New York and Pittsburgh	4	11,836		300	504	837,700	1,761	3
	New York and Washington	4	10,282	187	204	317	771,150	2,432	8
	Total		52,032	395	1,283	2,219	3,969,900		
June	Albany and New York	1	1,518		39	46	113,850	2,474	2
	Boston and New York	1	850		47	98	63,750	649	8
	Boston, Providence and New York	1	1,628		30	54	122,100	2,200	4
	Boston, Springfield and New York	2	7,621		64	120	571,575	4,762	1
	New York and Chicago	4	15,678		473	702	1,175,850	1,542	7
	New York and Dunkirk	2	4,559	100	152	219	341,925	1,800	6
	New York and Pittsburgh	4	10,079		255	403	755,925	1,875	5
	New York and Washington	4	9,550	214	179	296	716,250	2,453	3
	Total		51,483	314	1,239	1,998	3,861,225		

- 16 misdirected packages.
- 1 Substitute clerk on duty May 9.
- 2 clerks short on train No. 78.
- 11 misdirected packages.
- 1 One clerk sick—substitute on duty.
- 1 Substitute clerk on duty.

Separation of mail for Cincinnati, Ohio, city delivery, distributed in Fifth Division from November, 1884, to June 30, 1885.

Month.	Railway post-office.	Daily trips.	Packages distributed.	Packages undistributed.	Letters (75 to the package).
1884.					
November	Cincinnati and Saint Louis *	1	515		38,635
December	Chicago and Cincinnati *	1	3,449		258,637
	Cincinnati and Nashville *	1	1,785		133,875
	Cincinnati and Saint Louis	1	1,945		220,875
1885.					
January	Chicago and Cincinnati	1	3,455		259,125
	Cincinnati and Nashville	1	1,820		136,500
	Cincinnati and Saint Louis	1	1,993		149,475
February	Chicago and Cincinnati	1	2,661		199,575
	Cincinnati and Nashville	1	1,559		116,925
	Cincinnati and Saint Louis	1	1,854		139,050
March	Chicago and Cincinnati	1	2,840		213,000
	Cincinnati and Nashville	1	1,661		124,575
	Cincinnati and Saint Louis	1	1,928		144,600
April	Chicago and Cincinnati	1	3,217		241,275
	Cincinnati and Nashville	1	1,502		112,650
	Cincinnati and Saint Louis	1	1,915		143,625
May	Chicago and Cincinnati	1	3,390		254,250
	Cincinnati and Nashville	1	1,615		121,125
	Cincinnati and Saint Louis	1	1,907		143,025
June	Chicago and Cincinnati	1	3,317		248,775
	Cincinnati and Nashville	1	2,023		151,725
	Cincinnati and Saint Louis	1	2,051		153,825
	Pittsburgh and Cincinnati *	1	2,114		158,550
	Total		50,516		3,788,700

*Separation of this mail commenced on Cincinnati and Saint Louis line November 29, 1884; on Chicago and Cincinnati line December 3, 1884; on Cincinnati and Nashville line December 3, 1884; on Pittsburgh and Cincinnati line June 8, 1885.

Separation of mail for New York City, city delivery, distributed in Fifth Division from June 8 to 30, 1885.

Month.	Railway post-office.	Daily trips.	Packages distributed.	Packages undistributed.	Letters (75 to the package).
1885.					
June	Pittsburgh and Cincinnati*	1	5,068		380,550

*Separation of this mail commenced on Pittsburgh and Cincinnati line June 8, 1885.

Separation of mail for Washington, D. C., city delivery, during fiscal year ended June 30, 1885.

Month.	Railway post-office.	Daily trips.	Packages distributed.	Packages undistributed.	Letters (75 to the package).
1884.					
July	Grafton and Cincinnati	2	12,766	1,320	957,450
August	Grafton and Cincinnati	2	11,164	425	937,300
September	Grafton and Cincinnati	2	7,997		599,775
October	Cincinnati and Saint Louis*	2	71		5,325
	Grafton and Cincinnati	2	10,268	703	770,100
November	Cincinnati and Saint Louis	2	3,961		297,075
	Grafton and Cincinnati	2	6,901	442	517,575
December	Cincinnati and Saint Louis	2	4,557		341,775
	Grafton and Cincinnati	2	6,585		493,875
1885.					
January	Cincinnati and Saint Louis	2	5,541		415,575
	Grafton and Cincinnati	2	7,784		583,800
February	Cincinnati and Saint Louis	2	4,566		342,450
	Grafton and Cincinnati	2	7,011		525,825
March	Cincinnati and Saint Louis	2	5,055		379,125
	Grafton and Cincinnati	2	7,898		592,350
April	Cincinnati and Saint Louis	2	4,257		319,275
	Grafton and Cincinnati	2	8,188		614,100
May	Cincinnati and Saint Louis	2	4,808		360,600
	Grafton and Cincinnati	2	8,013		609,975
June	Cincinnati and Saint Louis	2	4,643		348,225
	Grafton and Cincinnati	2	5,914		443,550
	Total		137,948	2,790	10,346,100

* Cincinnati and Saint Louis commenced separation of this mail October 28, 1884.

Statement of letters for Washington, D. C., city delivery, distributed in railway post-office during the fiscal year ended June 30, 1885.

Month.	Railway post-office.	Trains.	Packages distributed.	Packages undistributed.	Error slips.	Errors.	Letters distributed (75 to the package).	Number correct to each error.
1884.								
July	Williamsport and Baltimore	1	3,699	(*)	(i)	(i)	277,425	
August	do	1	3,258		18	18	244,350	39,574
September	do	1	3,318	4	18	22	248,850	11,310
October	do	1	3,428		24	32	257,100	8,033
November	do	1	2,932		18	21	219,900	10,471
December	do	1	3,402		8	9	255,150	28,349
1885.								
January	do	1	4,054	1210	12	17	304,050	17,884
February	do	1	3,897	111	9	11	292,275	26,569
March	do	1	3,427		1	1	257,025	257,024
April	do	1	2,650		25	27	195,750	7,360
May	do	1	2,219		19	20	166,425	8,320
June	do	1	2,245		22	28	168,375	6,012
	Total	12	38,529	325	174	206	2,889,675	

* None.

† No data.

‡ January 23, 1885, heater exploded, and car become so cold that clerks could not work Washington mail (170 packages unworked).

Statement of letters for Washington, D. C., city delivery, distributed by railway postal clerks in the Third Division Railway Mail Service, during the fiscal year ended June 30, 1882.

Month.	Railway post-offices.	Daily trips.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Number of letters distributed (75 to the package).	Number correct to each error.	Order of merit.
1884.									
July	Baltimore and Grafton	3	5,417	2,015	25	29	406,275	14,009	2
	Washington and Charlotte	2	3,444		31	35	258,300	7,380	3
	Washington and Richmond	2	2,139		8	8	159,825	19,978	1
	Total		11,000	2,015	64	72	824,400		
August	Baltimore and Grafton	3	4,742	859	45	60	355,650	5,927	2
	Washington and Charlotte	2	3,247		33	44	243,525	5,534	3
	Washington and Richmond	2	2,027		8	9	152,025	16,880	1
	Total		10,016	859	86	113	751,200		
September	Baltimore and Grafton	3	3,887	546	24	34	291,525	8,574	2
	Washington and Charlotte	2	2,726		16	17	204,450	12,026	2
	Washington and Richmond	2	1,809		3	4	135,675	33,918	1
	Total		8,422	546	43	55	631,650		
October	Baltimore and Grafton	3	5,610	575	19	20	420,750	21,032	2
	Washington and Charlotte	2	3,276		7	7	245,700	32,242	1
	Washington and Richmond	2	2,082	17	10	13	156,150	12,011	3
	Total		10,968	592	36	40	822,600		
November	Baltimore and Grafton	3	3,168	783	12	12	237,600	19,800	3
	Washington and Charlotte	2	2,894		8	9	217,050	24,116	2
	Washington and Richmond	2	2,122		5	5	159,150	31,830	1
	Total		8,184	783	25	26	613,800		
December	Baltimore and Grafton	3	2,837	745	12	21	212,775	10,132	3
	Washington and Charlotte	2	3,509	76	6	7	263,175	37,596	1
	Washington and Richmond	2	1,418		6	6	106,350	17,725	2
	Total		7,764	821	24	34	582,300		
1885.									
January	Baltimore and Grafton	3	1,446	713	8	8	108,450	13,556	3
	Washington and Charlotte	2	3,127		6	8	234,525	29,315	1
	Washington and Richmond	2	2,817	781	7	11	211,275	19,206	2
	Total		7,390	1,494	21	27	554,250		
February	Baltimore and Grafton	3	1,789		3	3	134,175	44,725	2
	Washington and Charlotte	2	3,096		4	5	232,200	46,440	1
	Washington and Richmond	2	1,682		2	3	126,150	42,050	3
	Total		6,567		9	11	492,525		
March	Baltimore and Grafton	3	2,044		4	6	153,300	35,550	3
	Washington and Charlotte	2	2,922		1	2	219,150	109,575	1
	Washington and Richmond	2	2,446		5	7	183,450	26,207	2
	Total		7,412		10	15	555,900		
April	Baltimore and Grafton	3	1,854	704	2	2	139,050	69,525	1
	Washington and Charlotte	2	2,213	238	2	3	165,975	55,325	2
	Washington and Richmond	2	2,251		3	4	168,825	42,206	3
	Total		6,318	942	7	9	473,850		
May	Baltimore and Grafton	3	3,362		31	36	252,150	7,004	3
	Washington and Charlotte	2	2,648		6	6	198,600	33,100	1
	Washington and Richmond	2	2,491		15	18	186,825	10,379	2
	Total		8,501		52	60	637,575		
June	Baltimore and Grafton	3	3,417		26	29	256,275	8,837	3
	Washington and Charlotte	2	2,080		8	8	195,000	24,375	2
	Washington and Richmond	2	2,243		3	3	168,225	56,075	1
	Total		8,260		37	40	619,500		
Grand total			100,802	8,0524	14	502	7,559,500		

* The large amount of this mail reported unworked by the Baltimore and Grafton R. P. O., July, 1884, to January, 1885, inclusive, was due to insufficient force to make the distribution. During February, 1885, additional helpers were placed on the line, since which time there has been but one failure (in April) to work up all Washington, D. C., city letters, and that caused by the illness of the clerk.

CASUALTIES.

July 2, 1884.—Kansas City and Albuquerque R. P. O. train No. 1, bound west, was wrecked near Dodge City, Kans., resulting from a washout. Mail apartment was telescoped by following car. No mails lost or damaged. Clerk S. G. Kelly was slightly cut about the head, and clerk N. C. Bowles was considerably injured internally by being thrown against the paper-rack.

July 2, 1884.—Buena Vista and Gunnison R. P. O. train No. 287 was wrecked near Alpine, Colo., by running into a washout. Engine and two cars left the track and were thrown into Chalk Creek. Clerk-in-Charge J. T. O'Keefe escaped injury by jumping into the creek. Several mail locks and two registered packages supposed to have been lost in the stream. No ordinary mail lost, though considerable was slightly damaged by water.

July 2, 1884.—Bowling Green and Memphis R. P. O. train No. 3 ran over a cow near Bell's Depot, Tenn. Engine and two cars left the track. Postal car badly broken up. No one hurt and no mail lost or destroyed.

July 2, 1884.—New York and Chicago R. P. O. train No. 2 collided with freight engine on siding at Albany, caused by misplaced switch. Cars damaged. No mail lost; clerks bruised but not incapacitated for service.

July 5, 1885.—Jackson and Natchez R. P. O. train No. 2, bound west, ran over a cow near Raymond, Miss., and was thrown from the track. Postal Clerk E. H. Fitzhugh escaped with a few slight bruises. No mail lost or injured.

July 8, 1884.—Cleveland and Pittsburgh R. P. O. train No. 37, bound north, was badly wrecked at Baden, Pa., by running through an open switch. No mail lost or destroyed. J. H. Lind, postal clerk, on duty, escaped uninjured.

July 11, 1884.—Kansas City and Albuquerque R. P. O. Clerk James McKee was injured in his car at Topeka, Kans., by falling over a sack of mail rolling under his feet, incapacitating him for duty for some time.

July 12, 1884.—Texarkana and McGregor R. P. O. train No. 2 was wrecked two miles south of Malakoff, Tex. Postal car derailed and turned over. All mail properly forwarded, though partly damaged by water and oil. Clerk-in-Charge W. L. Rose received no material injuries.

July 24, 1884.—Kansas City and Denver R. P. O. train No. 101, bound west, was derailed at Silver Lake, Kans., by an open switch. Engine and mail car rolled over on their sides. No mail lost or damaged. Clerks E. E. Thomas and H. B. Chamberlain uninjured.

July 24, 1884.—Menasha and Schleisingerville R. P. O., bound north, collided with a locomotive near Lomira, Wis. Engines and mail car partially wrecked. Mails undamaged. J. T. Bridgeman, clerk on duty, escaped with some bruises.

July 29, 1884.—Kansas City and Denver R. P. O. train No. 102, bound east, was wrecked 4 miles east of River Bend, Colo., caused by cattle on the track. Postal car was derailed. Mail, somewhat damaged by oil and water, forwarded to destination. J. B. Harris and G. W. Bowman, postal clerks on duty, slightly bruised.

July 31, 1884.—Denver and Georgetown R. P. O. train No. 231 was wrecked 2 miles south of Georgetown by a collision with a burro. Entire train derailed, and all cars turned over on their sides. No damage to mails, and but little to mail car. Clerk-in-Charge A. Olsen uninjured.

August 4, 1884.—In consequence of the burning of the Pennsylvania Railroad depot at Jersey City, N. J., this date, about 100 leather pouches, and 200 sacks, together with a pouch of locks and some valises containing schemes, working clothes, &c., belonging to the clerks, were burned. It is believed that no mail was burned except what few letters may then have been in the depot waiting-room letter-box.

August 9, 1884.—Denison, Troup and Houston R. P. O. train No. 199 was badly wrecked near Mineola, Tex. Mails undamaged. Postal clerk in charge, S. White, uninjured. Failure of service from Mineola to Houston.

August 10, 1884.—Atlanta and Montgomery R. P. O. trains Nos. 50 and 51 collided between Atlanta and East Point, Ga., totally demolishing two postal cars. Clerks Thomas, Allen, and Spullock slightly injured. No mail lost.

August 14, 1884.—Cincinnati and Nashville R. P. O. train No. 3, bound south, was wrecked near Zion, caused by breaking of engine wheel, throwing train from the track. Postal car considerably broken. No mail destroyed, though some of the letters were damaged by oil from the lamps. Mail delayed. No one hurt.

August 20, 1884.—Texarkana, Ark., and McGregor, Tex., R. P. O. train No. 1 was wrecked 8 miles east of Big Sandy, Tex. Mail apartment thrown from track and turned over. All mail saved in good order, except a few letters saturated with oil from the lamps. Clerk-in-Charge C. W. Albertson received several cuts and bruises, but was not incapacitated for duty in consequence thereof.

August 28, 1884.—Bellaire and Zanesville R. P. O. train No. 7 was wrecked about half a mile from Baltimore and Ohio depot at Zanesville while backing up to said depot. Mail car badly wrecked. No mail lost or damaged, nor was the clerk, D. C. Hancher, hurt.

August 30, 1884.—Glendive and Billings R. P. O., bound west on August 29, struck a land-slide about 12 miles west of Fort Keogh, causing tank of engine to telescope nearly its length into mail car No. 512, flooding it with water and damaging some paper mail. Mail transferred to baggage car and forwarded without loss. Clerk L. F. Babcock uninjured.

August 30, 1885.—Augusta and Atlanta R. P. O., bound north, met with an accident near Madison, Ga., causing postal car to be thrown from track and partially turned on its side. No mail lost or damaged. Clerk S. W. Easley slightly injured.

August 31, 1884.—Mound House and Keeler R. P. O. train No. 2 left the track about 1 mile north of the summit and about 28 miles south of Candelaria, Nev. No mail lost or damaged. Clerk N. E. Conkling uninjured. Mail delayed.

August 31, 1884.—Jacksonville and Pensacola R. P. O. mail car No. 7 jumped the track 7 miles west of Tallahassee and was overturned. No mail lost, though some was damaged by oil and water. Clerk Joseph Raines escaped without serious injury.

September 3, 1884.—Chicago and Cincinnati R. P. O. train thrown from track at Indianapolis, Ind., caused by switch being left open. Postal car badly damaged, but none of the clerks were hurt or any of the mail lost or damaged.

September 6, 1884.—Quincy and Kansas City R. P. O. train No. 2 was wrecked 2 miles west of Meadville, Mo. Entire train left the track. Mail car slightly damaged. Mails undamaged; transferred and taken to Quincy. Clerks on duty uninjured.

September 6, 1884.—Grafton and Chicago R. P. O. train, bound east

was wrecked at Belton, W. Va., caused by train being thrown from the track by a cow. Postal car considerably damaged. Clerks uninjured. All mail, undamaged, delayed three hours and forwarded in baggage car.

September 8, 1884.—Atchison and Lenora R. P. O. train No. 63 was wrecked 4 miles east of Frankfort, Kans., by a broken rail. Entire train, except engine and tender, derailed. No damage to mails or injuries to clerks. Delayed seven hours.

September 9, 1884.—Racine and Rock Island R. P. O. train No. 1 collided with train No. 4 1 mile east of Lanark, Ill. Mail cars demolished. Some of the mail slightly damaged. Clerks uninjured.

September 9, 1884.—Chattanooga and Memphis R. P. O. train, bound west, was wrecked between Corinth and Winesoga, Miss. Clerk H. A. Peebles was not hurt nor was any of the mail lost or damaged.

September 10, 1884.—Saint Louis and Texarkana R. P. O. train No. 603, bound south, was wrecked near Des Arc, Mo., caused by running over a cow. Postal car was overturned, causing, by explosion of a lamp, the burning of about 200 letters, the partial destruction of about 150 letters, and the damaging of several hundred more. No registered matter destroyed or damaged. Clerk-in-Charge J. G. Fennessy slightly injured.

September 10, 1884.—Washington and Charlotte R. P. O. train No. 53 ran into freight train near High Point, N. C., damaging letter end of car and slightly injuring Clerks M. Wood and C. B. Holcombe. Mail scattered and partly saturated with oil.

September 13, 1884.—Saint Louis and Pierce City R. P. O. train No. 1 was wrecked near North View, Mo., caused by cattle on the track. Engine and mail apartment derailed. No mails damaged. Clerk-in-Charge W. A. Moody uninjured. Delayed 6 hours.

September 20, 1884.—Albuquerque and Needles R. P. O. train No. 1 collided with freight train 6 miles south of Albuquerque. Postal car slightly damaged. Mail uninjured. James McKenzie, sub-clerk-in-charge, badly shaken, but not disabled.

September 22, 1884.—Kansas City and Pueblo R. P. O. mail car, bound east, left track near Coolidge, Kans., caused by breaking of a journal. No one hurt and no mails damaged or lost.

September 25, 1884.—Cleveland and Selma R. P. O., train No. 3, bound south, was badly wrecked near Montevallo, Ala., throwing mail car down an embankment. Mail undamaged.

September 28, 1884.—Baltimore and Grafton R. P. O. train No. 6, bound west, collided with coal train at West Virginia Central Junction. Platforms of postal car badly broken. Mails and Postal Clerks T. B. McAllister and Cook uninjured. Mails transferred to baggage car and worked therein.

September 29, 1884.—Grafton and Chicago R. P. O. train No. 4 collided with freight train $1\frac{1}{2}$ miles west of Farmington, W. Va. Clerks S. O. Sapp and J. F. Adams were seriously injured. The postal car was badly wrecked and burned. Clerk E. P. Waters proceeded from Grafton, W. Va., cared for clerks and took charge of the mail. Registered mail all saved; some of ordinary mail was considerably damaged, and some little lost.

September 30, 1884.—North Conway and Portsmouth R. P. O. Special train, bound east, collided at South Berwick, Me., with train No. 44, bound south, badly damaging postal car thereto attached. Clerk and mail uninjured. Delayed five hours.

October 1, 1884.—Peoria and Terre Haute R. P. O., bound east, broke

through bridge at Farm Creek, 8 miles east of Peoria, falling nearly 20 feet into the water. Clerk D. N. Wagner was considerably bruised, but no mail was lost and little wet.

October 1, 1884.—Arcadia and Cherryvale R. P. O. train No. 32, bound east, was wrecked 3 miles east of Cherryvale by engine, tender, and mail apartment breaking through bridge and falling into the water below. Mail apartment completely wrecked. Clerk W. H. Brown was found unconscious covered with the débris. He was cut and bruised chiefly about the back and hips, but was extricated without serious injury. No mails lost or damaged in the wreck.

October 6, 1884.—West Liberty and Council Bluffs R. P. O. train No. 4 collided near Commerce, Iowa, with freight train No. 23, driving tender through end of postal car. Clerk J. M. Bolton found unconscious; suffered contusion and two lacerated wounds on right side of head. Clerk J. E. Williams had left arm mashed, which was afterwards amputated below the elbow. A small portion of the mail was slightly damaged by water, and some was badly mutilated and covered with blood.

October 14, 1884.—Cable and Hudson R. P. O. mail and express car, bound north, was burned at Stanton, Wis., fire rapidly spreading, destroying contents of mail apartment except registered matter and most of letter mail, which were saved.

October 18, 1884.—Way Cross and Chattahoochee R. P. O. train No. 8 collided with freight train 5 miles east of Thomasville. Clerk H. R. Stewart slightly injured. No mails lost or damaged.

October 18, 1884.—Washington and Charlotte R. P. O. mail car attached to train No. 52 caught on fire from stove, damaging 23 letters, which were, however, forwarded to destination. Car but slightly damaged.

October 18, 1884.—Chicago and Louisville R. P. O. train No. 4, bound south, was thrown from the track at Putnamville, Ind., caused by displaced switch, and entire train burned. All mail, pouches, and sacks consumed.

October 23, 1884.—Kansas City and Pueblo R. P. O. train No. 1, bound west, collided with freight train at Wakarusa, Kans. No mail lost or damaged. Clerks uninjured. Delayed 9 hours.

October 23, 1884.—Texarkana and McGregor R. P. O. train No. 1 was derailed at Gavett, Tex. Mail car abandoned. Mail slightly damaged by oil. Clerk H. L. Carey uninjured.

October 23, 1884.—Burlington and Council Bluffs R. P. O. mail and storage cars of train No. 2 were thrown on sides at Corning, Iowa, caused by broken rail. Clerks D. O. Clapp and Frank McAdams uninjured. Mail, considerably saturated with oil and water, forwarded.

October 27, 1884.—New York and Dunkirk R. P. O. train No. 8 was wrecked at Shillington, N. Y. Mail car damaged. Mail gathered up and forwarded. Clerks uninjured.

October 27, 1884.—Beardstown and Shawneetown R. P. O. mail car was derailed on Spring Creek Bridge, 2 miles west of Springfield, by broken axle of the tender. No mail lost or damaged. Clerk W. W. Wright badly shaken, but not seriously injured.

October 28, 1884.—Glendive and Billings R. P. O. train No. 2, bound east, ran off the track at Fulton, Mont., switch being open, overturning engine, mail, and express car. About one hundred letters damaged by oil and water, and sack of empties slightly damaged by fire. Mail transferred to baggage car and forwarded.

November 5, 1884.—Columbia and Charleston R. P. O. train No. 52, bound south, collided at Reevesville, S. C., with freight train No. 31,

killing the engineer and wounding the fireman and postal clerk W. Wade, of No. 52, and badly shattering the postal car. No mail lost or damaged.

November 5, 1884.—Bristol and Chattanooga R. P. O. train No. 4, bound east, was wrecked near Mosheim, Tenn., caused by a broken rail. The mail including 46 registers and one registered pouch for New York, was all burned. Clerk W. H. Wayland slightly injured.

November 9, 1884.—Wallula and Portland R. P. O. train No. 2, bound east, collided with freight train No. 7, at Calilo. The tender telescoped express end of mail car. Clerk Frank Button and the mail escaped injury.

November 10, 1884.—Georgetown and Franklin City R. P. O. north-bound train collided with extra south-bound train, wrecking both engines and three cars, killing both of the engineers and injuring several of the passengers. Mail car at rear of train slightly damaged. Clerk cut in the head but not disabled. No mail lost or damaged.

November 11, 1884.—Indianapolis and Decatur R. P. O., bound east, collided with a wrecked freight train about 4 miles west of Indianapolis, killing the engineer and slightly injuring Clerk W. D. Cannon. No mail lost or damaged.

November 12, 1884.—Cincinnati and Saint Louis R. P. O. night line, bound east, was wrecked near Vincennes, Ind., caused by a misplaced switch. Postal car slightly damaged. None of the clerks were injured. The mail, which was scattered and partly saturated with oil from falling lamps, was gathered up and forwarded to destination.

November 13, 1884.—Denison and Houston R. P. O. train No. 3 was wrecked near Hempstead, Tex., by a misplaced switch, precipitating entire train, save the engine, off a bridge into a creek. Baggage car containing express mail was nearly submerged. Letter mail damaged by water, but not lost. Paper mail badly damaged, but all forwarded except one sack, found to be entirely worthless.

November 14, 1884.—Cincinnati and New Richmond R. P. O. train No. 27, bound east, collided with freight train No. 30, at Besuden Station, considerably injuring Clerk W. E. Nichols in the back and hip, who, with the aid of two passengers, saved all the mail, except two letters burned by fire from falling lamps, and delivered it at New Richmond.

November 15, 1884.—Grafton and Chicago R. P. O. train No. 1, bound east, ran into freight cars at Clay Lick and wrecked postal car. No mail lost, but transferred to baggage car and delivered. Clerk S. C. Sapp slightly injured.

November 24, 1884.—Montgomery and New Orleans R. P. O. train No. 2, bound east, ran through an open switch at Perdido, Ala., and collided with freight train on side track, demolishing both engines and throwing postal car on top of engine, where it caught fire and burned with all the mail. Postal Clerk A. G. Gooch was severely burned about the arms and face and considerably bruised.

December 4, 1884.—Texarkana and McGregor R. P. O. train No. 1 went through a bridge 10 miles east of Waco, Tex. Mail apartment considerably damaged and run completed in baggage car. Clerk O. A. Chapman and mails uninjured.

December 4, 1884.—Helena and Huron R. P. O. train No. 2, bound east, was derailed at Joko switch, caused by defective or misplaced switch, four cars being thrown 75 feet from track and postal car turned over on side. Eight sacks of paper mail and one registered pouch were more or less burned by falling against the stove. One registered package missing. All other mail saved. No one injured. Clerk Ira H.

Swaney deserves great credit for entering the burning car twice, at great hazard, to save the mail.

December 6, 1884.—Saint Louis and El Dorado R. P. O. As mail car was about leaving Saint Louis, Clerk George W. Jenks, hearing a call, stepped to the door of his car just as a heavy trunk, through mistake, was thrown in, striking him on the left ankle and causing a severe injury.

December 9, 1884.—Charleston and Jacksonville R. P. O. The engine and mail car of No. 42 jumped the track at the Savannah yards. Clerk E. F. Griffin was severely injured.

December 11, 1884.—Palestine and Laredo R. P. O. While Clerk R. B. Hayes was preparing to exchange mails with Waco, Tex., a sudden stop, on account of obstructions on the track, closed the door of his car against him, nearly crushing his left arm and shoulder.

December 12, 1884.—Cape Girardeau and Wappapello R. P. O. train No. 3, bound west, was derailed near Advance, Mo., turning over mail apartment and damaging, by oil, fifteen letters. All mail forwarded to destination. Clerk W. H. Luenebrink uninjured.

December 13, 1884.—Kent and Cincinnati R. P. O. train No. 4, bound east, was thrown from track by broken rail near Pavia, Ohio. Mail car turned on side and considerably broken. Clerk G. I. Hammond slightly bruised. Some mail slightly burned by fire from stove, but all gathered up and forwarded to destination.

December 15, 1884.—Pueblo and Silverton R. P. O. train No. 5 was wrecked near Sublet Station by snow-drifts. No mail or Government property damaged, nor was Clerk C. W. Cornell injured. Engine badly wrecked and train delayed twelve hours.

December 15, 1884.—Cairo and Texarkana R. P. O. train No. 4 was wrecked 2 miles south of Malden, Mo. Mail apartment completely wrecked. Clerk W. L. Cunnings, slightly injured, gathered up all the mails undamaged.

December 16, 1884.—Chicago, Decatur and Saint Louis R. P. O. As train bound south was nearing Monticello, Ill., the postal car was badly wrecked by broken rail. Clerk M. Dempsey and the mail uninjured.

December 19, 1884.—Indianapolis and Peoria R. P. O. train No. 1 was thrown from track near Hillery, Ill., caused by misplaced switch, and mail car was considerably damaged. Clerks Pritchard and Miller uninjured and mails undamaged.

December 19, 1884.—Pittsburgh and Chicago R. P. O. train No. 3 collided with an accommodation train at Grand Trunk Junction, 4 miles west of Valparaiso, Ind., considerably wrecking postal car No. 2. None of the clerks were injured, and the mail, which was transferred to train No. 1 and forwarded to Chicago, was not damaged.

December 20, 1884.—Sodus Point and Stanley R. P. O. train, on route with mail-apartment car No. 51 (not in use on that train), was derailed at Gravel Pit. The mail apartment, together with some supplies, was entirely destroyed by fire.

December 21, 1884.—Chicago and Winona R. P. O., bound west, near North Freedom, Wis., was thrown off the track by the trucks from the engine, which became disconnected and broke up through the car floor. Clerks Clark and Low were not injured, and the mail, undamaged, was transferred to and distributed from the baggage car.

December 22, 1884.—La Junta and Albuquerque R. P. O. Clerk H. Joseph, at La Junta, while sorting mail, slipped and fell backwards on the iron coal-box, severely injuring his shoulders and sides.

December 23, 1884.—Ludington and Toledo R. P. O. train No. 4 was thrown from track one-half mile south of Mount Morris, Mich., turning

mail car on its side. Some of the paper and registered mail was soiled by oil, but none was destroyed. Clerk F. A. Foster was slightly injured.

December 24, 1884.—Morning Sun and Oskaloosa R. P. O. car No. 23, standing on side track at Oskaloosa, Iowa, was burned, together with some supplies.

December 25, 1884.—Cairo and Memphis R. P. O. The steamer Vint Shinkle of this line was caught in an ice-gorge about 1 mile north of Columbus, Ky., which stove in her hull, causing her to take fire and burn to the water's edge. Three sacks of paper mail, 11 registered packages, together with postal clerks' supplies, were lost.

December 25, 1884.—Postville and Cedar Rapids R. P. O., bound south, near Lynn Junction, collided with train No. 62, Burl., Ced. R. and Nor. line. Clerk George Brusseau was thrown entirely across his car, his head striking the edge of the paper-distributing table and falling under the table. His scalp was cut badly and he was severely bruised about his legs. No mail was injured and the car was not badly damaged.

December 26, 1884.—Danville and Olney R. P. O. train No. 1., bound south, was derailed 1 mile north of Saint Marie, Ill., the mail and passenger cars going 12 feet down an embankment, completely demolishing the mail apartment, exploding the lamp, fastening Clerk E. L. Pippin in one corner, dumping contents of the stove on top of him, and igniting the car and contents. Mr. Pippin soon extricated himself, and succeeded in extinguishing the fire and saving all his registered and a large part of his letter and paper mail. His shoulder was badly bruised, neck badly burned, and hands considerably burned in his efforts to save the mail.

December 28, 1884.—North Judson and Streator R. P. O. Mail apartment car on side track at North Judson, Ind., unoccupied, caught fire from stove and burned, destroying all supplies, but no mail.

December 28, 1884.—Texarkana and Houston R. P. O. train No. 303, bound south, ran into a washout 3 miles south of Marshall, Tex., and was wrecked. Mail apartment thrown completely over engine and badly wrecked. No mails lost, though damaged by mud and water. Clerk W. V. Kretsinger considerably shaken and slightly injured.

December 28, 1884.—Houston and Galveston R. P. O. Mail apartment of train No. 458 was almost completely demolished near Highland by the apron of the coal bin dropping upon it. Clerk W. B. Hill slightly injured. All mails saved, though somewhat damaged by water.

December 28, 1884.—Cairo and Texarkana R. P. O. train No. 4 was wrecked near Midway, Ark., by colliding with a freight train. Clerk R. O. Lee severely shaken, but sustained no material injury. No mails damaged.

December 31, 1884.—Missouri Valley and Valentine R. P. O. train, bound west, ran into snow-drift one-half mile east of Stanton, Nebr., and was derailed. Mail car took fire from stove, but was soon extinguished by Clerk C. H. Mullin. Delayed twenty-six hours.

December 31, 1884.—New York and Washington R. P. O. train No. 15, bound south, ran into rear car of Lehigh Valley train No. 2, New York and Elmira R. P. O., at East Newark. Clerks E. R. Meeker and E. Whitney, of No. 15, and Clerk R. C. Bailey, of No. 2, were slightly injured. No damage done to mail in either R. P. O.

December 31, 1884.—Baltimore and Grafton R. P. O. train No. 6, bound west, was wrecked near Grafton by an iron bar being wedged into a frog, turning engine over, killing engineer, fatally injuring the fireman, and throwing postal car down an embankment on its side. About 4 tons of mail in storage department. Clerk W. W. McIntire escaped personal injury, and, with the aid of the baggage-master, saved all the

mail. Considerable of the letter mail was damaged by oil, but not enough to preclude delivery.

January 1, 1885.—Atchison and Lenora R. P. O. train No. 64, bound east, was wrecked $2\frac{1}{2}$ miles east of Natawaka, Kans., by a broken rail. Baggage, mail, and smoking cars were badly broken. All mails, slightly damaged by oil and water, were forwarded to destination twenty-four hours late. Clerk C. C. Cook slightly bruised, and Clerk J. W. Bishop, helper, badly injured about the shoulders.

January 1, 1885.—Saint Louis and Halstead R. P. O. train No. 4 was wrecked 3 miles east of Severy, Kans., caused by broken wheel on engine. Postal car No. 2 rolled over twice and took fire from the stove, entirely burning, with all its contents, including about 27 registered packages, 60 to 70 packages of ordinary letters, 10 tie-sacks of paper mail, 30 mail-pouches, and 125 to 150 empty sacks. Clerk A. J. Paul was seriously injured about the left side and ribs.

January 1, 1885.—Chicago and Louisville R. P. O. train No. 2 was wrecked near Ladoga, Ind., by the breaking of an axle on tank of the engine. Baggage, express, and mail cars thrown from track. Clerk uninjured. Mails undamaged; delayed 15 hours.

January 1, 1885.—Macon and Brunswick R. P. O. was wrecked near Pendarvis, Ga., by broken rail, throwing engine over and mail car No. 116 across the track on its side, rendering it unfit for service. Clerk F. G. Wilhelm slightly injured. Mails undamaged; transferred and forwarded.

January 3, 1885.—Ottumwa and Moberly R. P. O. train No. 2 was wrecked by a broken rail 7 miles south of Ottumwa. Entire train rolled over into a ditch. Mail apartment caught fire. Clerk W. O. Hathaway severely cut and bruised about the head. Mails undamaged.

January 5, 1885.—Indianapolis and Peoria R. P. O. train No. 3, bound east, ran off the track near Lilly, Ill. Clerks uninjured. No mails lost. Delayed 6 hours.

January 8, 1885.—Quincy and Kansas City R. P. O. was badly wrecked at Quincy, Ill., caused by an unsuccessful flying switch. Clerk R. Hartman was severely injured. No mail reported lost or damaged.

January 10, 1885.—In consequence of the burning of the Louisville and Nashville depot at Nashville, Tenn., this date, the letter-box therein, with its contents, was burned. All other mail then in the depot was saved.

January 12, 1885.—Villisca and Bigelow R. P. O. Lamp in postal car bound south fell on distributing table, damaging letters with oil and fire, but not to preclude forwarding. Clerk F. A. Danewood burned about face and hands in extinguishing the fire.

January 13, 1885.—Denver and Ogden R. P. O., bound west, caught fire near Green River, Utah. About 75 letters badly burned.

January 14, 1885.—Ishpenning and Fort Howard R. P. O. train No. 2 was derailed at Duck Creek, Wis., by a defective switch. Clerk E. T. Hicks uninjured. Mails slightly damaged by oil; forwarded with but little detention.

January 15, 1885.—Delphos and Dayton R. P. O. was thrown from the track near Mendon, Ohio. Clerk J. T. Foulke injured on head and knee. No mails reported lost or damaged.

January 16, 1885.—Kansas City and Attica R. P. O. train No. 3 was wrecked and mail apartment badly damaged by broken rail near Oak Valley. Clerk uninjured. No mails lost.

January 16, 1885.—Kansas City and Attica R. P. O. train No. 4 was wrecked 3 miles east of Elk Falls by broken rail, precipitating mail and other cars into a ditch. Clerk A. L. Disbrow uninjured. Mails slightly damaged with oil; delayed 8 hours.

January 17, 1885.—Saint Louis and Atchison R. P. O. train No. 4 was derailed near Smithton, Mo. Trucks of postal car were broken. Postal clerks uninjured. Mails undamaged; delayed 12 hours.

January 17, 1885.—Hunmeston and Shenandoah R. P. O., bound east, was derailed near DeKalb, and again near Gravity, Iowa. Mail apartment badly damaged, but no mail lost or destroyed.

January 18, 1885.—In consequence of the burning of a baggage car on Grand Trunk Railway near Sarnia, Ont., this date, 4 pouches and 1 sack of mail from Suspension Bridge for points west, contained therein, were nearly consumed.

January 19, 1885.—Garrison and Ogden R. P. O. trains Nos. 3 and 4 collided 4 miles south of Beaver Cañon, Idaho. Clerks and mails not injured to any extent.

January 19, 1885.—San Francisco and Los Angeles R. P. O. train No. 20, bound north, collided with freight train No. 24, 3 miles north of Byron, crushing end of mail car and derailing same. Clerk George Watkins escaped by jumping from train. Mail undamaged.

January 20, 1885.—Beardstown and Shawneetown R. P. O. (Southern Division), bound north, was thrown from track 1 mile north of Mill Shoals. Clerk E. M. Eddy severely injured on head, arm, and shoulder. Mail and supplies undamaged and forwarded to destination.

January 20, 1885.—Delphos and Saint Louis R. P. O. train No. 4, bound east, was wrecked at the Bluffton, Ind., yards, turning completely over, and damaging mail by oil and water.

January 21, 1885.—Sedalia and Kansas City R. P. O. train No. 43 was wrecked near Gentry Station by a broken rail. Rear car thrown 20 feet down an embankment, killing and injuring several passengers. Mail car remained on track. Clerk and mails uninjured.

January 21, 1885.—Pueblo and Silverton R. P. O. train No. 3 was wrecked 1 mile west of Durango, Colo. Three cars, including mail apartment, derailed. Clerk uninjured. No mails damaged or destroyed.

January 21, 1885.—Texarkana and McGregor R. P. O. train No. 4 was wrecked 4 miles east of Gilmer, Tex. Mail apartment damaged somewhat by fire. No mails destroyed. Letter mail considerably damaged by oil. Clerk C. W. Albertson was injured about the head and had right thumb crushed.

January 21, 1885.—Ottumwa and Moberly R. P. O. train No. 3 was wrecked near Sublett by a broken rail. Mail apartment and three cars thrown on their sides. Mail apartment took fire, which was promptly extinguished by Clerk J. A. Young, who was not injured. No mail damaged except six pieces of paper mail.

January 22, 1885.—Chicago and Cincinnati R. P. O. collided with freight train at Washington Heights, breaking off platform of mail car and lifting it from front trucks. No one hurt.

January 23, 1885.—Chattanooga and Atlanta R. P. O. train No. 4 was derailed $\frac{1}{4}$ mile north of Ringgold, Ga. Postal car was overturned and mail was slightly damaged by oil and water, but none destroyed. Clerks D. Thompson and F. A. Carragen slightly bruised.

January 25, 1885.—On this date a tie sack of papers from Chicago and Centralia R. P. O., night line, bound south for Evansville and Saint Louis R. P. O., east of Ashley, was thrown from train 3 (Centralia and Cairo) by train baggageman and dragged under train, destroying part and scattering all its contents for a distance of four miles. Scattered mail was gathered up by track men, delivered to postmaster at Ashley, and by him forwarded.

January 30, 1885.—Havana and Springfield R. P. O. train No. 202, bound west, was derailed between Tice and Petersburg, precipitating

mail apartment sixty feet down an embankment, landing bottom upward. Clerk E. J. Krampff was severely injured. The car, with all its contents—except one sack of paper mail, five empty pouches, and one express package—including about 1,200 letters and 4 canvas sacks of paper mail, was entirely burned.

January 30, 1885.—Texarkana and McGregor R. P. O. train No. 4 was wrecked near Gavett, Tex., by a broken rail. Clerk O. A. Chapman uninjured. Mails scattered but not damaged.

January 31, 1885.—Cleveland and Indianapolis R. P. O. train No. 3 ran into rear of freight train near New London, Ohio. Postal car slightly damaged. Clerks uninjured and no mail lost.

February 1, 1885.—Chicago and Cincinnati R. P. O. train No. 5 was derailed at North Indianapolis; and engine, postal, baggage, and smoking cars were again derailed at Twenty-first street, Chicago. No damage reported.

February 2, 1885.—Grand Rapids and Cincinnati R. P. O. The mail thrown from north-bound train at Valentine, Ind., was caught by the train and carried along, part being found near the station and part nearly a mile away, in a very bad condition.

February 3, 1885.—Keokuk and Centerville R. P. O. collided with some freight cars, throwing Clerk R. H. Huston against the square edge of a table with great force, inflicting injuries to his spine resulting in death.

February 3, 1885.—Cleveland, Fort Wayne and Chicago R. P. O. collided near Englewood, Ill., with a suburban train. No person hurt. No mail destroyed, though some of it was slightly damaged by oil.

February 4, 1885.—Denver and Georgetown R. P. O. train No. 232 was blown from track $\frac{1}{2}$ mile from Georgetown by a tornado, turning postal car upside down. All passengers were more or less injured. Clerk da J. Johnson was considerably bruised. A few letters were considerably imaged by oil.

February 5, 1885.—Saint Louis and Atchison R. P. O. Clerk J. O. Brown slipped and fell from paper rack, near Kansas City, and severely sprained his left ankle.

February 6, 1885.—Texarkana and El Paso R. P. O. was badly wrecked near Monahan, Tex. Clerk O. Roberts considerably bruised. The mail, scattered and somewhat damaged by oil, was transferred to baggage car, taken to Dallas, and distributed.

February 9, 1885.—Racine and Rock Island R. P. O., bound west, was wrecked at Delavan, Wis. Mail car jumped the track and turned over on its side, but was not materially damaged.

February 10, 1885.—Point Pleasant and Huntington R. P. O. In landing at Huntington during a violent wind storm a letter case fell, knocking down a lamp and igniting some supplies and a few pieces of mail. The fire was promptly extinguished and mail forwarded intact to destination.

February 10, 1885.—Chicago and Minneapolis R. P. O. train No. 55 was overturned while being switched at Union Depot, Chicago. Clerk W. D. Bailey suffered fracture of right arm, and Clerk J. L. Irving had his wrist sprained and was cut and bruised about the head. No mail injured or lost.

February 12, 1885.—Big Rapids and Detroit R. P. O. Engine and mail car of train No. 6 left the track at Chicago and Grand Trunk Junction, near Lansing, Mich. Front end of mail car badly damaged, and car took fire, which was extinguished without much damage. Clerk and mail uninjured.

February 12, 1885.—Kansas City and Memphis R. P. O. train No. 4,

bound north, collided with freight train near Hardy, Ark., badly damaging the engine and knocking platform off the mail apartment. Clerk H. Shockley uninjured. No mail lost or damaged.

February 12, 1885.—Cadillac and Fort Wayne R. P. O. Tender of train No. 7 jumped the track 3 or 4 miles south of Kalamazoo, Mich., badly damaging the mail car. Clerk J. T. Minchen slightly injured. No mail lost or destroyed.

February 12, 1885.—Chicago and Louisville R. P. O. train No. 2 was wrecked near Bloomington, Ind. Engine kept main track, tender, followed by entire train, taking siding, colliding with heavily-loaded box cars, telescoping end of apartment car with tender, firing car, together with all the express and a part of the mail matter, and entirely consuming about 100 letters, circulars, and postals, $\frac{1}{2}$ tie sack of newspapers, and all the supplies. All registered matter saved.

February 13, 1885.—Washington and Charlotte R. P. O. Postal car of train No. 51 jumped the track 2 miles east of Charlotte, N. C., carrying with it the baggage and express car and landing on its side. Clerks uninjured. No loss or damage to the mails.

February 13, 1885.—Chicago and West Liberty R. P. O. Pouch for Stockton, Iowa, on west-bound train went under train. Contents considerably damaged.

February 16, 1885.—Burnet and Austin R. P. O. train No. 2, bound west, was wrecked near crossing of the I. and G. N. R'y, overturning mail apartment and somewhat injuring clerk, M. D. Kent. No mail lost.

February 16, 1885.—Chicago and Burlington R. P. O. train No. 6, bound east, collided at Galesburgh, Ill., with an emigrant train on side track, switch having been left open, badly damaging postal car. Clerks uninjured. No mail lost or destroyed.

February 16, 1885.—Chicago and Burlington R. P. O. train No. 4, bound east, collided with freight train standing on side track at Downer's Grove, Ill., the switch having been left open, damaging R. P. O. car, and also Chicago and Quincy postal car attached to same train. Clerks A. R. Barnes and G. L. Kemper slightly injured. No mail destroyed or damaged.

February 16, 1885.—Albuquerque and El Paso R. P. O. Several of the R. P. O. clerks centering at Albuquerque, N. M., were poisoned by a white powder, addressed to points in Arizona, which became loose in transit.

February 19, 1885.—Portsmouth and Cincinnati R. P. O. off the track. Mail car turned over. Nothing lost. Oil spilled on a few letters.

February 19, 1885.—Washington and Charlotte R. P. O. train No. 51, bound north, collided with freight train at Four Mile Run, Va., resulting in the total destruction of the postal car with all the mails, and seriously injuring clerks T. W. Jones, C. T. Stewart, W. B. McNeal, J. T. Franey (who has since died), and mail weigher Joseph Galer. The wreck taking fire immediately after the crash, it was found impossible to save any of the mail, which was a large one. Clerk Stewart being barely cut out in time to save his life. The mail lost included 121 registered packages and 13 registered pouches.

February 19, 1885.—Manchester, Lawrence, and Boston R. P. O. Clerk H. A. Beale was seriously injured by being caught between a brick wall and the seat of the overturned mail wagon, on which he was taking registered mail to the Boston post-office.

February 20, 1885.—Saint Louis and Texarkana R. P. O. train No. 601 was wrecked 1 mile south of Poplar Bluff, Mo., by explosion of the engine. Postal car completely wrecked. Engineer and fireman killed. Clerks W. O. Ware, D. Rooton, and F. W. Daugherty were slightly

bruised. All the mails, part slightly damaged by oil, were saved. Delayed 16 hours.

February 20, 1885.—Detroit and Toledo R. P. O. north bound car was derailed near Alexis, Mich., by broken rail. Clerk slightly injured. No mail lost or destroyed.

February 20, 1885.—Mendota and Centralia R. P. O., bound north, being late, owing to snow blockade, left at 1.30 a. m., in the baggage room of the I. C. and C. B. and Q. R. R. depot, at Mendota, Ill., three pouches, including seven registers and ten or more sacks of mail matter, and also several empty pouches and sacks, which, one hour later, were entirely consumed in a fire caught therein by explosion of a lamp.

February 21, 1885.—Asheville and Charleston R. P. O. train, bound east, collided with special train No. 2, bound west, 12 miles west of Waynesville. Clerk J. W. Bynum uninjured. No mail damaged.

February 21, 1885.—Indianola and Chariton R. P. O., bound north, was thrown from track near Oakley, Iowa, by a broken rail. Mail car dragged on its side a few rods, slightly bruising Clerk G. G. Davison, and somewhat damaging the mails by oil.

February 21, 1885.—Horicon and Portage R. P. O., bound east, was thrown from the track near Fox Lake Junction by a broken axle of the tender. Clerk W. H. Ahrens uninjured. No mail lost or damaged.

February 21, 1885.—Pittsburgh and Cincinnati R. P. O. car No. 22, train No. 7, was thrown from the track by broken rail, $1\frac{1}{2}$ miles west of Pittsburgh. No clerks injured. No mails lost or damaged.

February 21, 1885.—Mason City and Albia R. P. O., bound north, was wrecked by a broken rail, 3 miles north of Grinnell, Iowa. Postal car badly damaged. A small quantity of mail was slightly damaged by oil.

February 21, 1885.—Chicago and Winona R. P. O., night line, bound west, threw out pouch at Wanewoc, which struck signal post, and went under the train. Paper mail almost entirely destroyed. Letter mail not greatly injured.

February 23, 1885.—Texarkana and Whitesborough, R. P. O., train No. 331, bound east, was wrecked 3 miles west of Texarkana by fallen timber on the track. Mail apartment was thrown on top of the engine. Engineer killed. Clerk F. N. Puckett uninjured. The mails were uninjured.

February 25, 1885.—Toledo and Allegan R. P. O., bound south, collided with a freight train at Homer, Mich. The mail car was badly damaged, but no mail or Government property was destroyed. Clerk M. H. Wing slightly bruised.

March 5, 1885.—Cairo and New Orleans R. P. O., train No. 3, bound south, collided with train No. 2, bound north, 1 mile south of Elliott, Miss., totally wrecking mail car No. 119. No mail lost. About 100 letters wet.

March 10, 1885.—Richmond and Wilmington R. P. O. car No. 30, train No. 40, jumped the track near Appomattox Depot, in Petersburg, badly damaging front truck. Clerk S. W. Lee and mail uninjured.

March 10, 1885.—Mendota and Centralia R. P. O. train, bound north, was wrecked $\frac{1}{2}$ mile south of Oglesby, Ill., by broken wheel of the tender; postal car, being thrown diagonally across the track, was completely wrecked by being struck broadside by the baggage car. Clerks J. W. Beard and P. H. Blades uninjured. No mail matter lost or destroyed.

March 11, 1885.—Mount Pleasant and Keokuk R. P. O., bound north, was wrecked $2\frac{1}{2}$ miles south of Mount Pleasant. The mail car was badly damaged, but no mail lost.

March 11, 1885.—Toledo, Delphos and Saint Louis R. P. O. train No

5, bound west, was derailed near Buckeye, Ind. Mail apartment considerably damaged. Clerk L. F. Chalfant uninjured. No mail lost.

March 14, 1885.—Texarkana and McGregor R. P. O. train No. 1 was wrecked 4 miles west of Gilmer, Tex. The mail car was derailed, separated from trucks, thrown 25 feet to side of track and seriously damaged. Clerk C. A. Chapman not materially injured. Mail, slightly damaged by oil and water. Delayed 12 hours.

March 15, 1885.—Texarkana and El Paso R. P. O. train No. 304 broke through a bridge near Hadley, Tex., plunging engine, mail and baggage cars into Village Creek. Mail car completely demolished. The mails, a small portion of which were slightly soiled by oil and water, were all saved. Clerks G. W. Adleta and S. A. Stewart received severe injuries.

March 20, 1885.—Vicksburg and Shreveport R. P. O. Postmaster at Puckett Station, La., in attempting to throw his pouch on the train from the top of a wood pile, fell under the train and had both legs crushed.

March 31, 1885.—Cincinnati and New Richmond R. P. O., mail apartment, No. 3, bound west, jumped the track near Cherry Grove and was ditched, side up. Clerk W. E. Nichols uninjured. The mail, somewhat damaged by oil, was transferred and forwarded.

April 1, 1885.—Cincinnati and Nashville R. P. O. train No. 4, day line, bound south, was derailed 2 miles south of Newport, Ky., throwing postal and several other cars down an embankment. Clerk A. C. Orook slightly bruised; Clerk F. M. Cushman severely bruised on right leg and cut about the head; Clerk Frank Dowd badly injured about the head; Clerk E. P. Hill uninjured. No mail lost.

April 2, 1885.—Burnet and Austin R. P. O. train No. 2 was derailed near Liberty Hill, Tex., precipitated down a steep embankment and completely wrecking mail apartment car. Clerk M. D. Kent was slightly injured. But little damage to the mails.

April 2, 1885.—Brewster and New York R. P. O. Mail apartment entirely consumed by fire on a switch at Highbridge, N. Y., destroying 15 pouches, together with some supplies.

April 4, 1885.—Henry and Saint Joe R. P. O. A sack of papers, en route from Toledo to Saint Joe and Grand Island R. P. O. caught fire from stove and was partly damaged by fire and water.

April 8, 1885.—South Lyon and Toledo R. P. O. train, bound north, was thrown from track between East Milan and Milan, Mich., by a broken rail, turning mail car and coach side downwards and firing mail car. Fire promptly extinguished. No mail destroyed, though a portion was soiled by oil. Clerk B. H. Billings slightly bruised.

April 10, 1885.—Jacksonville and Pensacola R. P. O. train, bound west, jumped the track 5 miles west of Live Oak, Fla. Mail undamaged.

April 15, 1885.—Chicago and West Liberty R. P. O. Pouch thrown off at Wyand Junction was drawn under train and carried 2 miles, injuring the mail and destroying the pouch. Postmaster at Wyand recovered contents, and such letters as could not be forwarded were sent to the Department.

April 17, 1885.—Chicago and Pekin R. P. O. mail car, bound west, left the track between Eureka and Roanoke, rolled 8 feet down an embankment and was wrecked. Clerk C. E. Alford, severely injured on head and arm, with help of train men, gathered the mail and took it on the engine—not derailed—to postmaster at Roanoke.

April 17, 1885.—Alexandria and Strasburgh R. P. O. Mail and passenger cars jumped the track at Front Royal, Va., and went down an embankment. Clerk J. H. Thomas severely injured—side and shoulder. All mail saved, but somewhat damaged by oil.

April 18, 1885.—Saint Louis and Texarkana R. P. O. While taking mail from a box over the paper-rack, Clerk G. H. Martin slipped and fell therefrom, striking on his back, inflicting a severe injury.

April 21, 1885.—Burlington and Council Bluffs R. P. O. Return pouch from east-bound for west-bound train delivered at Corning, Iowa, went under the train, damaging several letters, which were sent to the Department.

April 22, 1885.—Cairo and Texarkana R. P. O. train No. 3, bound south, was wrecked 1 mile north of Buckner, Ark., by a fallen tree on the track. Mail car not materially damaged. Clerks and mails uninjured. Delayed 12 hours.

April 26, 1885.—Hannibal and Denison City R. P. O. The tender jumped the track 5 miles east of Sedalia, Mo., derailing entire train. Postal car not materially damaged. Clerks and mails uninjured. Delayed 9 hours. Baggage car and coach went down an embankment.

April 30, 1885.—Fort Scott and Argonia R. P. O. train No. 1, bound west, was derailed and wrecked 15 miles west of Wichita, Kans. Clerk and mail uninjured.

May 1, 1885.—Reading and Columbia R. P. O. left the track when rounding a curve 1 mile from Columbia, parting in middle and completely wrecking mail apartment and firing mail half. Clerk J. A. Monk received severe injuries to head and arm, and succeeded in saving the mail, which had been locked out. Several empty pouches and sacks, clerk's supplies, and clothing were burned.

May 1, 1885.—Denver and Ogden R. P. O. was wrecked west of Gunnison, Colo. Cause, severance of coupling and air-brake on down grade. Clerk S. F. Lucas uninjured. Mails undamaged, transferred to baggage car, and forwarded.

May 2, 1885.—Cranberry and Johnson City R. P. O., bound west, was wrecked 1 mile west of Elizabethton by breaking of axle of box car. Mail car thrown on side. Mail, somewhat soiled by oil, forwarded. Clerk uninjured and supplies saved.

May 5, 1885.—Cairo and Texarkana R. P. O. Engine, mail and baggage cars of train No. 4 were derailed $5\frac{1}{2}$ miles north of Lewisville, Ark., and completely wrecked. Engineer and expressman seriously injured. Clerk G. L. Hurleston uninjured. No mails or supplies lost or damaged.

May 7, 1885.—Cairo and Texarkana R. P. O. train No. 3 was wrecked 3 miles south of Fisher, Ark. Mail car badly damaged, but mail, considerably damaged by oil and water, all forwarded to destination. Clerk R. O. Lee considerably bruised.

May 22, 1885.—Pueblo and Silverton R. P. O. train No. 3 was wrecked 13 miles west of Osier, Colo., by broken wheel of mail apartment. Clerk J. H. Love uninjured. The mails, undamaged, transferred to baggage car and taken to Durango, Colo.

May 21, 1885.—Colmesneil and Trinity R. P. O. train No. 475 was wrecked near Corrigan, Tex., badly damaging mail car. Clerk G. M. Roberts uninjured. No mails damaged.

May 26, 1885.—New York and Chicago R. P. O. While on the platform of his car, leaning to inspect its trucks, Postal Clerk George M. Walling, on his run out of New York, received a blow on the head from a trestle of the iron bridge over 112th street, which knocked him off the car through an opening in the bridge to the pavement below, causing immediate death.

June 2, 1885.—Augusta and Atlanta R. P. O. train No. 1 ran through an open switch into box cars at Mesena, Ga., demolishing the engine

and severely injuring the engineer and fireman. Mail car not materially damaged. Mail, uninjured, transferred and forwarded.

June 7, 1885.—Quincy and Kansas City R. P. O. Clerk R. Hartman severely injured his wrist by a slip and a fall while stepping from his car at Cameron Junction.

June 12, 1885.—Wichita Falls and Fort Worth R. P. O. train No. 1 was wrecked at Bowie, Tex., badly damaging mail car. Clerk W. O. Groot and the mails uninjured. Run completed in baggage car.

June 12, 1885.—Sioux Falls and Sioux City R. P. O. was derailed at McCook, Dak., by a cyclone. Mail and 3 cars thrown on sides. Clerk W. A. Williams badly hurt, but took registered mail to Sioux City by team.

June 13, 1885.—Augusta and Portland R. P. O. Two empty paper-bags caught fire from lamp and were badly burned.

June 13, 1885.—Cairo and Texarkana R. P. O. was wrecked 3 miles north of Rector, Ark., badly damaging mail apartment. Clerk W. L. Conings and the mails uninjured. Delayed 7 hours.

June 13, 1885.—Indianola and Chariton R. P. O., bound south, was wrecked near Ackworth, Iowa. Mail and 2 cars turned on side. Clerk G. G. Davidson thrown out, receiving bruise on head and shoulder and having a rib broken. Supplies saved. Mail, somewhat damaged by oil, transferred to passenger car and forwarded.

June 15, 1885.—Quincy and Trenton R. P. O. train No. 2, bound east, was wrecked 1 mile west of Novinger, Mo. Mail apartment turned on its side. No mails lost or damaged. Clerk G. C. Marchand uninjured.

June 16, 1885.—Hannibal and Denison R. P. O. Clerk J. P. Graves was severely injured by being thrown violently against the pouch-rack while rounding a curve, bound north, near Clinton, Mo.

June 28, 1885.—Texarkana and El Paso R. P. O. train No. 302 was wrecked 7 miles west of Colorado City, Tex., by a broken rail. The mail, somewhat damaged by oil, was all forwarded to destination. Clerk F. H. Williston considerably bruised. Delayed 12 hours.

June 29, 1885.—Baltimore and Grafton R. P. O. train was wrecked near Independence. Postal-car bumper broke. Car backed off at Newburgh, W. Va.

RECAPITULATION.

Total casualties.....	102
Killed.....	2
Seriously injured.....	35
Slightly injured.....	65

Recapitulation of casualties in the Railway Mail Service from 1875 to 1885.

Year ended June 30—	Total number of clerks.	Number of casualties.	Clerks killed.	Clerks seriously injured.	Clerks slightly injured.
1875.....	2,238	(*)	1	(*)	(*)
1876.....	2,415	(*)	1	(*)	(*)
1877.....	2,500	27	2	10	4
1878.....	2,608	36	2	15	3
1879.....	2,609	35	3	14	13
1880.....	2,946	26	—	14	15
1881.....	3,177	62	7	15	23
1882.....	3,570	43	8	16	20
1883.....	3,855	114	1	35	43
1884.....	3,903	154	7	24	60
1885.....	4,387	102	2	35	65

* Not reported.

Statement of leaves of absence with pay granted to railway postal clerks injured while on duty, together with the amount paid acting clerks, during the fiscal year ended June 30, 1885.

Name.	Class.	Salary.	Railway post-office route.	Date of injury.	Number of days' leave.	Number of days acting clerk was employed.	Amount paid acting clerk.
Smith Sherman	2	\$900	Albany and New York	Feb. 21, 1884	234	234	\$511 11
J. W. Bishop	2	900	Arcadison and Lenora	Jan. 1, 1885	28	23	51 11
W. H. Brown	3	1,000	Arcadia and Cherry Vale	Oct. 1, 1884	30	30	60 67
F. J. Allen	4	1,300	Atlanta and Montgomery	Aug. 10, 1884	52	31	67 39
E. G. Thomas	5	1,300	Atlanta and Montgomery	Aug. 19, 1884	293	263	576 79
James H. Spullock	4	1,150	Atlanta and Montgomery	Aug. 10, 1884	167	135	293 49
F. M. Eddy	2	1,000	Beardstown and Shawneetown	Jan. 20, 1885	30	30	65 22
M. W. Miles	3	1,000	Billings and Helena	Oct. 19, 1884	90	90	196 43
F. C. Tolman	3	1,000	Boston, Clinton and Fitchburg.	Mar. 8, 1884	180	150	331 89
D. H. Haner	3	1,000	Cable and Hudson	July 5, 1884	30	30	65 23
R. G. Hayes	3	1,000	Chicago and Centralia	July 29, 1884	90	30	65 22
J. G. Russell	4	1,150	Chicago and Centralia	Sept. 22, 1884	30	30	65 23
W. D. Bailey	3	1,000	Chicago and Minneapolis	Feb. 10, 1885	131	75	167 06
H. M. Rollins	3	1,000	Chicago and Minneapolis	Sept. 9, 1884	60	60	130 44
Frank Dowd	3	1,000	Cincinnati and Nashville	Apr. 1, 1885	45	45	98 90
William Wade	3	1,000	Columbia and Charleston	Nov. 5, 1884	180	180	396 43
J. F. Johnson	3	1,000	Council Bluffs and Kansas City.	Sept. 17, 1883	79	79	171 74
E. L. Pippin	1	800	Danville and Olney	Dec. 26, 1884	60	60	131 89
G. H. Sterick	3	1,000	Delphos and Saint Louis	Oct. 8, 1884	30	30	65 22
John E. Barr	3	1,000	Driftwood and Red Bank Furnace.	Sept. 17, 1884	30	30	65 22
A. D. Coalbaugh	1	800	Elmira and Wilkes Barre	July 21, 1884	82	72	156 53
J. F. Adams	4	1,150	Grafton and Chicago	Sept. 29, 1884	90	82	178 27
S. C. Sapp	5	1,300	Grafton and Chicago	Sept. 29, 1884	41	30	65 23
J. S. Waddle	3	1,000	Grafton and Wheeling	May 9, 1885	90	90	197 79
E. J. Krampff	2	900	Havana and Springfield	Jan. 30, 1885	22	22	48 89
A. B. Thomas	3	1,000	Kane and Callery	Mar. 4, 1885	30	15	33 33
N. C. Bowles	4	1,150	Kansas City and Albuquerque	July 2, 1884	20	14	30 43
James McKee	3	1,000	Kansas City and Albuquerque	July 1, 1884	50	43	93 48
H. Joseph	3	1,000	La Junta and Albuquerque	Dec. 23, 1884	90	48	165 80
S. T. Platt	1	720	Louisville and Evansville	Dec. 15, 1884	58	58	128 12
George Wallace	2	900	Macon and Brunswick	Apr. 15, 1885	15	15	32 97
J. H. Thomas	1	610	Manassas and Strasburgh	Apr. 17, 1885	22	15	25 14
G. G. Richardson	3	1,000	Manchester and Peterborough	Aug. 13, 1884	30	20	43 48
J. L. Chase	1	800	Mona and Waterloo	Jan. 5, 1884	192	192	422 40
H. P. Veazie	1	800	Memphis and New Orleans	Jan. 5, 1885	26	20	41 44
E. D. Wilcox	4	1,150	New York and Chicago	July 1, 1884	180	120	260 87
C. H. Parkhill	2	900	New York and Pittsburgh	July 31, 1884	30	30	65 22
J. B. Stuart	5	1,300	New York and Pittsburgh	Oct. 17, 1884	30	30	65 22
J. E. Robb	3	1,000	New York and Pittsburgh	Oct. 8, 1884	60	60	130 44
George Whitney	3	1,000	Philadelphia and Cape May	May 14, 1885	30	30	65 93
O. S. Jones	1	600	Pittsburgh and Saint Louis	Sept. 25, 1884	9	8	13 04
A. J. Paul	3	1,000	Saint Louis and Halstead	Jan. 1, 1885	30	30	66 67
H. A. Silver	3	1,000	Saint Louis, Moberly and Kansas City.	Sept. 14, 1883	76	76	165 22
G. H. Martin	4	1,150	Saint Louis and Texarkana	Apr. 18, 1885	23	7	15 38
C. T. Stewart	4	1,150	Washington and Charlotte	Feb. 19, 1885	71	71	154 35
W. B. McNeal	3	1,000	Washington and Charlotte	Feb. 19, 1885	30	30	66 67
G. W. Howell	2	900	West Liberty and Council Bluffs.	June 28, 1884	88	88	178 27
J. E. Williams	4	1,150	West Liberty and Council Bluffs.	Oct. 6, 1884	150	150	329 00
J. M. Bolton	5	1,300	West Liberty and Council Bluffs.	Oct. 6, 1884	252	205	451 36
R. A. Lucas	3	1,000	Williamsport and Baltimore.	Mar. 20, 1885	30	17	37 78
Total							7,253 89

REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL
FOR
1885.

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REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 18, 1885.

SIR : I have the honor to submit the following report and accompanying papers, numbered from 1 to 22, inclusive, pertaining to the business of this office, for the fiscal year ended June 30, 1885, viz :

No. 1. Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1887.

No. 2. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1885, and the expenditures made out of the same.

No. 3. Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters, for the fiscal year ended June 30, 1885, compared with the receipts and expenditures of the fiscal year ended June 30, 1884.

No. 4. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1885.

No. 5. Statement showing the issue in detail of all the several kinds of adhesive postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, for the fiscal year ended June 30, 1885.

No. 6. Statement showing the issues of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ended June 30, 1885.

No. 7. Statement showing the increase and decrease in the issues of postage stamps, stamped envelopes, newspaper-wrappers, and postal cards for the year ended June 30, 1885, over and under those of the preceding year.

No. 8. Statement showing the number of registered letters and parcels transmitted through the mails from each State and Territory in the United States during the fiscal year ended June 30, 1885.

No. 9. Statement showing the increase of registered letters and parcels upon which fees were collected at twenty-five of the leading cities during the fiscal year ended June 30, 1885, over the number registered during the preceding year.

No. 10. Statement showing the number and value of registered letters and parcels forwarded for the Post-Office and Treasury Departments during the fiscal year ended June 30, 1885.

No. 11. 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, 1885.

No. 12. Statement showing the amount of dead mail matter treated in the division of dead letters during the fiscal year ended June 30, 1885.

No. 13. Statement showing the disposition of mail matter opened in the division of dead letters during the fiscal year ended June 30, 1885.

No. 14. Statement showing the number of pieces, classification, and disposition of unmailable matter received at the dead-letter office during the fiscal year ended June 30, 1885.

No. 15. Statement showing the number of foreign dead letters received and disposed of during the fiscal year ended June 30, 1885.

No. 16. 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, 1885.

No. 17. Statement showing the amount of dead mail matter returned to and received from foreign countries during the fiscal year ended June 30, 1885.

No. 18. Statement showing the number, classification, and disposition of dead registered letters during the fiscal year ended June 30, 1885.

No. 19. Record of the number and weight of letters, parcels, and circulars mailed during the six days from June 22 to June 27, 1885, inclusive, at twenty of the leading post-offices in the United States.

No. 20. Record of the number and weight of letters, parcels, and circulars mailed during the six days from September 21 to September 26, 1885, inclusive, at twenty of the leading post offices in the United States.

No. 21. List of post offices at which the special delivery system authorized by act of Congress of March 3, 1885, has been established.

No. 22. Statement showing the operations of the special-delivery system during the month of October, 1885.

DIVISION OF FILES, RECORDS, AND MAILS.

The total number of letters and other inclosures received, opened, and examined during the year (exclusive of matter for the division of dead letters, opened in that division) was 1,172,860, an increase of 7,276 over the number for the previous year. Among them were 756 inclosures of money, and 7,128 contained postage-stamps, stamped envelopes, and postal cards returned for redemption. The number of registered letters received was 13,312.

Of the letters received, 41,207 were briefed and recorded, and filed after final action had been taken upon them. The number of letters written in the office, copied, enveloped, and mailed, was 16,381, exclusive of circulars.

DIVISION OF FINANCE.

There were 5,246 contracts for mail service received during the year from the Second Assistant Postmaster-General, and 27,667 orders of the Postmaster-General (of which 13,500 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 Auditor's certificates received and acted upon was 74,659, an increase of 4,251 over the number for the previous year.

In addition to the above, 5,395 certificates were received from the Auditor of the Treasury for the Post-Office Department, upon which 5,395 transfer drafts, covering the sum of \$861,980.33, were drawn

against postmasters having a surplus of postal revenue, in favor of other postmasters the revenues of whose offices were insufficient to meet the demands upon them for payment of railway postal clerks, mail messengers, letter carriers, &c.

The following table shows 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 last fiscal year in comparison with the number for the previous year :

	Fiscal year ended June 30—		Increase.
	1884.	1885.	
Number of warrants.....	70,408	74,659	4,251
Number of drafts.....	6,834	5,395	*1,439
Number of certificates of deposit.....	170,950	180,838	9,879
Total.....	248,201	260,892	12,691

* Decrease.

The amount represented by the 74,659 warrants drawn upon the Treasurer and Assistant Treasurers during the year is \$24,641,848.22.

Accounts were kept with the Treasury, nine sub-treasuries, and thirty-five designated national bank depositories.

In connection with this subject I beg leave to urge the propriety of increasing the compensation of the chief of the finance division of this office from \$2,000 to \$2,250, as contemplated by the estimates of appropriations already submitted to the Secretary of the Treasury for transmission to Congress. The position is one of great responsibility and trust, involving the exercise of the utmost care, fidelity, and vigilance to adequately protect the interests of the Government in connection with the collection and disbursement of the postal revenue. The requirements of the position abundantly justify the compensation I have asked for it, to say nothing of the merits of the present incumbent, and in the interests of the public service I sincerely hope that the increase solicited will be allowed. The proposed increase would equalize the salary of this officer with that of the chief of the stamp division and of the chief of the division of dead letters, all three positions being of great importance. This is the only increase of expenditure contemplated for this office in the legislative, executive, and judicial appropriation bill, and, as will appear hereafter, there is a large decrease for the service of the office in the estimates for the post-office appropriation bill.

I also beg leave to call your attention to the necessity for a uniform and better system of accounts in a large number of the principal post-offices. At present there is great diversity in the methods of keeping the accounts in these offices. A few books of standard form are now furnished by the Department to the first and second class offices only, no other offices being supplied with books of record. Those devised and furnished for the use of the first and second class offices are generally found unsuitable in form; and in some cases books of special form, devised by the postmaster and not uniform among the different offices, are either furnished by the Public Printer upon requisition of the Department, or are purchased by the postmaster and their cost reimbursed to him. The use of approved standard forms should not only be extended to all the Presidential offices, but to such of the fourth-

class (money-order) offices as are authorized to disburse postal funds to pay railway postal clerks or mail messengers.

The use of proper forms tends to insure accuracy in accounts, to expedite the deposit of balances due the Government, and to aid post-office inspectors in their investigations.

The proposed measure is worthy of serious consideration, and I would accordingly recommend that the necessary steps be taken to carry it into effect.

As a matter pertaining incidentally to the postal revenues, I suggest a change in the system of dealing with what is known as the key-deposit fund. Under the present system the renter of a post-office box is required to make a deposit to insure the return of the key. This deposit is not taken up by the postmaster in his account with the Government, but is held in trust to be restored upon the surrender of the key. The holder of the key has no recourse against the postmaster in case of default except by suit at law, and experience has shown that many postmasters, especially those who have gone out of office, have profited from this fund. It would seem proper that the postmaster should be required to account for the key deposits as postal revenue, and that the Government should be liable for the return of the money upon demand, accompanied with a surrender of the key, and by a proper voucher showing the amount paid upon deposit for the same. This course would seem to be only just to the public, and it would inure to the benefit of the Government, since the postal revenue rather than the postmaster would be the beneficiary by the failures to request the return of the deposit. But, as a matter of paramount importance, the faith of the Government should be pledged to fair dealing with the patrons of the postal service, who ought not to be left to the caprices of postmasters or other public servants, and rendered liable to suffer by the changes in official tenure.

EXPENDITURES, APPROPRIATIONS, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.

The expenditures for the service of this office for the last fiscal year amounted to \$1,072,138.75, a decrease of \$16,074.33, or 1.4 per cent., as compared to the expenditures of the year ended June 30, 1884. The several amounts, by objects, will be found in table No. 3, attached to this report.

The appropriations for the service of the year amounted to \$1,198,400, of which \$126,261.25, or 10.5 per cent., was left unexpended. The appropriations for the year ending June 30, 1887, are estimated at \$992,400, a decrease of \$342,000, or 25.6 per cent., as compared to the appropriations for the current year, and of \$206,000, or 17.1 per cent., as compared to the appropriations for the last fiscal year. The estimates for the year ending June 30, 1887, are \$79,738.75, or 7.4 per cent., less than the expenditures for the year ending June 30, 1885.

The estimates in detail, with the explanations thereof, will be found in paper No. 1 appended hereto.

The appropriations for the current year, in the aggregate, will be fully adequate to meet all the various objects of expenditure and leave a large unexpended balance besides. In one item only, that of ship, steamboat, and way letters, was there a deficiency during the last year, the appropriation having been \$1,500 and the expenditure \$1,801.11. The appropriation for the current year is \$2,000, and as the accounts for the quarter ended September 30 from postmasters by whom the expenditure is made have not yet been adjusted by the Auditor, there is nothing at

present to indicate the amount that will be required for the present year. It is believed, however, that the appropriation will be sufficient. These matters are treated more in detail in the letter of estimates hereto appended.

GENERAL FINANCIAL EXHIBITS FOR 1885.

The gross receipts of the postal service for the fiscal year ended June 30, 1885, amounted to \$42,560,843.83, as follows:

Ordinary postal revenue.....	\$42,151,910 53
Net revenue from money-order business.....	408,933 30
Total.....	42,560,843 83
The expenditures made to September 30 on account of the service of the year ended June 30, 1885, amounted to.....	\$49,317,188 41
Add amount of liabilities outstanding on the 30th of September for the service of the year ended June 30, 1885, as estimated by the Auditor.....	285,000 00
Gives total expenditures, actual and estimated, for the service of the year.....	49,602,188 41
Leaves estimated deficiency to be supplied out of the general treasury on account of the year.....	7,041,344 58
Total estimated expenditures, as previously shown.....	49,602,188 41
Add amount certified to the Secretary of the Treasury by the Auditor for transportation of the mails on the Pacific railroads, and by law not charged to the appropriations for the postal service.....	1,340,226 83
Gives total estimated cost of the postal service for the year.....	50,942,415 24
Deduct from this latter amount the gross postal receipts, previously shown.....	42,560,843 83
Leaves excess of estimated total cost of service over gross receipts..	8,381,571 41

The gross receipts fell 13.7 per cent. short of the expenditures made to September 30, 14.1 per cent. short of the expenditures, actual and estimated, and 16.4 per cent. short of the estimated cost of the service for the year. The gross receipts were also \$765,114.98, or 1.7 per cent., less than those of the year ended June 30, 1884. Exclusive of the net revenue from money-order business in both years, the decrease was \$666,724.47, or 1.5 per cent. Excluding also the sum of \$154,270.26, realized from official postage-stamps and stamped envelopes during the year ended June 30, 1884 (the issue of which stamps was discontinued on that date), leaves the decrease of ordinary postal revenue at \$512,454.21, or 1.2 per cent. A part of the decrease may be attributed to the act of June 9, 1884, increasing the unit of weight on second-class matter, when sent by other than the publishers or news agents, from 2 ounces to 4 ounces or fraction thereof, without any change in the rate (1 cent) of postage. A greater cause in bringing about a decrease was the stagnation of business throughout the country, of which more will be said hereafter.

In addition to the expenditures shown on account of the service of the year ended June 30, 1885, the sum of \$729,046.80 was disbursed on account of previous years, making a total disbursement of \$50,046,235.21 during the year. Of the disbursement for previous years, \$479,491.30 was for 1884; \$51,927.17 was for 1883; \$15,625.18 was for 1882 and prior years (claims); \$57.34 was for 1881 and prior years (claims); and

\$181,945.81 was for salaries of postmasters readjusted under act of March 3, 1883.

The amount still remaining unpaid on account of the service of the year ended June 30, 1884, is \$148,753.12, and the amount certified to the Secretary of the Treasury since that time on account of the Pacific railroads (and not included in the expenditures) is \$283,238.09. The cost of the service for 1884 may be summarized as follows:

Amount expended to September 30, 1884, as shown in last annual report.....	\$46,404,960 65
Amount expended during 1885 on account of 1884.....	479,491 30
Amount remaining unpaid September 30, 1885, on account of 1884....	148,753 12
Total paid and to be paid out of appropriation.....	47,033,205 07
Amount certified on account of Pacific railroads in 1884. \$1,260,179 51	
Amount certified in 1885 for 1884.....	283,238 09
Total certified.....	1,543,417 60
Total cost of service for 1884.....	48,576,622 67

As compared to 1884, there is an increase for 1885 of \$2,568,983.34, or 5.4 per cent., in the expenditures and liabilities payable out of the appropriations, and of \$2,365,792.57, or 4.8 per cent., in the total estimated cost of the service, including amounts certified to Pacific railroads.

DETAILS OF RECEIPTS AND EXPENDITURES.

The following statement shows the sources and amounts of the several items of the gross revenue for the last fiscal year, viz:

Letter postage paid in money.....	\$67,527 86
Box rents.....	1,958,237 05
Fines and penalties.....	13,511 90
Sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards.....	40,056,226 69
Dead letters for which no claimants could be found.....	12,097 93
Net revenue from money-order business.....	408,933 30
Miscellaneous.....	44,309 10
Total.....	42,560,843 83

As compared to the year ended June 30, 1884, there was an increase of \$54,184.48, or 2.8 per cent., in the receipts from box rents; of \$2,478.74, or 25.7 per cent., in the revenue from dead letters; and of \$17,204.66, or 63.4 per cent., in miscellaneous receipts. There was a decrease of \$43,347.16, or 39 per cent., in letter postage paid in money; of \$7,618.22, or 36 per cent., in the amount derived from fines and penalties; of \$689,626.97, or 1.6 per cent., in the proceeds of the sale of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards; and of \$98,390.51, or 19.3 per cent., in the net revenue from money-order business. The three items of increase amounted to \$73,867.88, and the four items of decrease to \$838,982.86, leaving the net decrease \$765,114.98, as previously stated. Excluding the official stamps from the sales for the year ended June 30, 1884, leaves a decrease of \$535,356.71, or 1.3 per cent., in the item of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards sold for the year ended June 30, 1885.

By reference to the Postmaster-General's report and appendix for the year ended June 30, 1884, it will be noticed that the net receipts from money-order business are placed in the exhibits of the Postmaster-General and of this office at \$519,492.08, while they appear in the report of the Auditor at \$507,323.81, a discrepancy of \$12,168.27. This is ex-

plained by the fact that an unusual delay last year in the settlement of the money order accounts compelled the use by the Department of figures (afterwards ascertained to be incorrect), obtained from the Auditor in advance of his formal report, which was not finally rendered until some time after the Postmaster-General had completed and submitted his annual report.

In Table No. 3, appended to this report, will be found a comparative statement of the receipts and expenditures, by quarters, for the years ended June 30, 1884 and 1885, respectively. The expenditures included thirty-six distinct items, covered by as many different objects of appropriation.

The total appropriations for the service of the year ended June 30, 1885, amounted to \$50,147,400, covering thirty-seven separate objects of expenditure. Under one item of appropriation, amounting to \$4,500, no expenditure has yet been reported. In two items only did the expenditure to September 30 exceed the appropriations, and the objects and amounts are as follows: For compensation of postmasters, \$243,848.94, and for ship, steamboat, and way letters, \$301.11, making a total of \$244,150.05, for which deficiency appropriations should be provided. In both cases the expenditure is regulated by law, and is not directly controlled by the Department. In thirty-five items of appropriation there were unexpended balances amounting to \$1,074,361.64, which are still available for the service of the year. The net excess of appropriations over expenditures was therefore \$830,211.59. Deducting from this latter amount that of the estimated outstanding liabilities (\$285,000), would leave the appropriations \$545,211.59, or 1 per cent., in excess of the total expenditures, actual and estimated.

SUSPENSE ACCOUNTS AND BAD DEBTS.

From the report of the Auditor it will be seen that the amounts comprehended in "bad debts" and "suspense accounts" are as follows:

Amount credited to suspense accounts	\$9,151 97
Amount charged to bad debts and compromise accounts	5,170 81
Gain by suspense	3,981 61

The Post-Office Department is accountable for the postal revenues as soon as they are realized at the post-offices, and they are entered into the accounts as reported quarterly by postmasters, the system differing in this respect from that of the general Treasury, which acknowledges only revenue that has actually been deposited. Out of this feature of the postal system grow bad debts, compromise and suspense accounts. To bad debts are charged balances due by late postmasters and uncollectible, resulting of course in a reduction of the amount of revenue reported. A like result follows in the case of suspended accounts, in which the balances due the Government are found too small (usually less than \$1) to justify unusual efforts for collection after failure by the ordinary means. On the other hand, the Government derives the benefit from small balances (also usually less than \$1) found due late postmasters and not paid to them. Compromise accounts, of course, always result in a loss to the Government. The effects in all these cases are felt upon the revenues for the year in which the accounts are closed. As will be observed, the general balance of these three accounts during the last year was in favor of the Government.

AMOUNTS DRAWN FROM THE TREASURY.

In addition to the receipts referred to in table No. 3, there were drawn from the general Treasury within the year the following amounts on account of special and deficiency appropriations, viz:

For deficiency in postal revenues for the year ended June 30, 1881, and prior years (under act approved July 7, 1884, Stat., vol. 23, chap. 334, pages 259 and 262)	\$95,476 99
For salaries of late postmasters readjusted under act of March 3, 1883 (act approved July 7, 1884, Stat., vol. 23, chap. 334, page 248)	45,213 80
For deficiency in postal revenues, 1882 and prior years (act approved March 3, 1885, Stat., vol. 23, chap. 359, page 476)	20,949 60
For salaries of late postmasters readjusted under act of March 3, 1883 (act approved March 3, 1885, Stat., vol. 23, chap. 359, page 476)	178,481 23
Amount drawn during the fiscal year on account of deficiency in postal revenue for the year ended June 30, 1885 (under act approved July 5, 1884, Stat., vol. 23, chap. 234, page 157)	3,680,718 96
Total drawn during the fiscal year	4,020,840 58

The amount drawn from the Treasury, as shown by the report of the Auditor, was \$6,066,473, or \$2,045,632.42 more than the amount of the foregoing. The explanation in brief is that the Auditor's report for the year ended June 30, 1884, included amounts that were not drawn until after July 1, 1884, and his report for the year ended June 30, 1885, includes amounts that were not drawn until after the last-mentioned date.

The discrepancy is reconciled by the following statement of account:

Amount reported by the Auditor as having been drawn to September 30, 1885	\$6,066,473 00
Add amounts in first two items of foregoing statement, which amounts (\$95,476.99 and \$45,213.80) were included in the report of the Auditor for the year ended June 30, 1884, and do not appear in his report for the present year	140,690 79
	\$6,207,163 79
Deduct amount drawn July 15, 1885, on account of deficiency in postal revenue for the year ended June 30, 1885 (act of July 5, 1884), and included in the Auditor's report for 1885	1,665,553 21
Also amount drawn July 1, 1885, on account of deficiencies in postal revenue for year ended June 30, 1883 (act of May 4, 1882), and included in Auditor's report for 1885	520,770 00
	2,186,323 21
Leaves balance to agree with total amount in foregoing statement	4,020,840 58

This was the amount actually drawn from the Treasury from July 1, 1884, to June 30, 1885, both dates inclusive.

RESOURCES FOR 1885.

The means from which the expenditures for the year ended June 30, 1885, were provided, are as follows:

1. Surplus postal revenue of former years remaining on hand at commencement of fiscal year	\$226,835 73
2. Gross postal revenues for the year ended June 30, 1885	42,560,843 83
3. Grants from the Treasury to supply deficiencies in postal revenue drawn up to September 30, on account of the year ended June 30, 1885, under act of July 5, 1884 (Stat., vol. 23, chap. 234, page 157) ..	5,346,272 17
4. Net gain by suspense carried to revenue account for 1885	3,981 16
	48,137,932 89
Amount expended to September 30, 1885, for service of the year ended June 30, 1885	49,317,188 41
Amount of ascertained deficiency for which accounts have been stated against the Treasury since September 30, 1885, under act of July 5, 1884	1,179,255 52

By this statement the Department is made to appear as having expended \$1,179,255.52 more than its resources, but the explanation is easily made. Postmasters at offices where the various sub-treasuries are located deposit their surplus funds daily, and those at the remaining Presidential offices deposit monthly or semi-monthly. A large fund is thus accumulating on account of the revenues of the new fiscal year, adding to the balance left on hand at the close of the preceding year. The use of this fund is anticipated in part, the balances in the hands of the Treasurer and Assistant Treasurers being replenished by draft on the general Treasury only as the funds are needed to meet payments to creditors. The balance on hand subject to check on the 30th September, 1884, was \$3,563,961.47; and on the 30th September, 1885, it was \$2,875,362.86, a decrease of \$688,598.61 in the reserve.

The accounts for the quarter ended June 30 are in process of adjustment by the Auditor during the quarter ended September 30, and the deficiency of revenue to be supplied out of the Treasury for the preceding fiscal year is accordingly not ascertained until after the date last mentioned. Accounts have been stated against the general Treasury to provide for the restoration of the funds anticipated out of the postal revenues for the current fiscal year.

The foregoing will be found more in detail in the report of the Auditor.

TRANSACTIONS AT TREASURY DEPOSITORIES.

Balance subject to draft July 1, 1884	\$6,057,142 07
Outstanding warrants July 1, 1884	75,469 94
Deposits, year ended June 30, 1885, on account of the postal revenues (\$17,600,961.03) and from grants upon the Treasury (\$4,020,840.58) ..	21,621,801 61
	<hr/>
	27,754,413 62
Deduct erroneous deposit made in second quarter 1884	182 75
	<hr/>
Total	27,754,230 87
Warrants paid during the year ended June 30, 1885	24,638,380 76
	<hr/>
	3,115,850 11
Add deposit made in quarter ended June 30, 1885, and counter entered in quarter ended September 30, 1885	22 70
	<hr/>
Balance at depositories June 30, 1885	3,115,872 81
Outstanding warrants June 30, 1885	78,937 40
	<hr/>
Balance subject to draft June 30, 1885	3,036,935 41
Reduction of amount in Treasury depositories made during year ended June 30, 1885	3,020,206 66

Of the \$17,600,961.03 of postal revenue \$61,161.68 was deposited through the national bank depositories, which were used as the medium of transferring the funds into the hands of the Treasurer and the Assistant Treasurers of the United States, upon whom only are warrants drawn to pay the creditors of the Department.

The balance on hand in the national bank depositories on the 1st July, 1884, was \$51,437.76, and on the 30th June, 1885, it was \$45,138.04, a decrease of \$6,299.72.

The transactions with the Treasury and sub-treasuries of the United States and with the national bank depositories will be found in Table No. 4 attached to this report.

REVENUE EXHIBITS AND ESTIMATES.

The new and uncertain elements entering into the consideration of the question make it unusually hard at this time to estimate with

a near approach to accuracy the postal revenues for the ensuing fiscal year. In the first place, the disturbance in the conditions of business within the past two or three years renders it difficult to estimate the natural effects immediately resulting from the reduction to 2 cents in the letter rate of postage, which went into operation on the 1st of October, 1883. While it may be practicable to ascertain approximately, at least, the proportionate loss to the revenues incurred by the change in this class of matter, the extent to which the whole volume of the postal business has suffered by the general stagnation of trade is not so easy to determine. Under such circumstances, the ratios of increase exhibited under normal conditions of business cannot be applied in the calculations. The strong probability, amounting almost to a certainty, of an established revival of business, adds to the complexity of the situation. Moreover, changes other than that of the letter rate have recently been made in the factors entering into the postal revenues, and a proper time has not been afforded to correctly show the influence of these changes. The introduction of the special delivery system, the increase of the unit of weight of letters, and the reduction of the rate of postage from 2 cents to 1 cent per pound on second-class matter, all have an important bearing upon the revenues of the Department. These subjects are referred to more fully under their appropriate heads, as follows:

SPECIAL-DELIVERY SYSTEM.

The wide field of usefulness already occupied by the postal service was further broadened in contemplation by the act of March 3, 1885, providing for the immediate delivery, by special messengers, of letters addressed to certain of the larger post offices, and bearing, in addition to the regular postage, a special 10-cent stamp to represent the cost of such immediate delivery. The sections of the act relating to the question will be found in full hereafter. Although the act was not mandatory, the ends sought to be accomplished were regarded as of such high public utility that it was early determined by yourself to put the system into operation at the speediest practicable moment, under such auspices as to fairly test its merits. To afford the widest scope to the test, it was decided to apply the system to all the post-offices at which it was authorized by law; that is to say, at every "city, town, or village containing a population of 4,000 or over according to the Federal census."

A strong desire had been expressed for the establishment of the system at a number of offices which did not appear to be entitled to it under a proper interpretation of the law. Among these offices were some at places where the population had passed the boundary of 4,000 since the census returns of 1880 were made, and others where the population of two or more contiguous towns or villages comprehended in the delivery of one post-office amounted in the aggregate to more than 4,000, though separately stated at less in the Report of the Superintendent of Census. The claim was urgently made also at places in certain sections of the country, by postmasters and other persons interested, that in construing the law such meaning should be given the word "town" as to make it conform to the local application of the term by establishing the system at one or more offices within a *township* which contained a population of 4,000 or over. These questions were duly considered in connection with a careful examination of the census returns of 1880 in making up the list of special-delivery offices for final publication.

Although letters could be specially delivered only at the prescribed offices, they could be mailed to such offices by any post-office in the country, and it therefore became necessary to prepare instructions for all the post-offices in the country with regard to the conditions for mailing letters intended for special-delivery offices. It was necessary also that all the offices should be furnished with a list of the special-delivery offices and with the special stamps needed to insure immediate delivery. The following was accordingly issued on the 11th of August, the 1st of October having been found the earliest date at which it would be practicable to put the system into operation, viz:

IMMEDIATE-DELIVERY SYSTEM.

POST-OFFICE DEPARTMENT,
Washington, D. C., August 11, 1885.

Section 3 of the Post-Office appropriation act approved March 3, 1885, provides that "A special stamp of the face valuation of ten cents may be provided and issued whenever deemed advisable or expedient, in such form and bearing such device as may meet the approval of the Postmaster-General, which, when attached to a letter, in addition to the lawful postage thereon, the delivery of which is to be at a free-delivery office, or at any city, town, or village containing a population of four thousand or over, according to the Federal census, shall be regarded as entitling such letter to immediate delivery within the carrier limit of any free-delivery office which may be designated by the Postmaster-General as a special-delivery office, or within one mile of the post-office at any other office coming within the provisions of this section which may in like manner be designated as a special-delivery office."

It has accordingly been decided to introduce the special-delivery system on the first of October, 1885, at all the post-offices at which it is permitted by the law, viz: Those at which the free-delivery system is in operation, and those in cities and towns having a population of 4,000 or over, as shown by the last Federal census. A list of the special-delivery offices is appended to this circular.*

The following is a description of the special-delivery stamp prepared to carry out the law, viz: A line engraving on steel, oblong in form; dimensions $\frac{1}{2}$ by $1\frac{1}{4}$ inches; color, dark blue. Design: On the left an arched panel bearing the figure of a mail messenger boy on a run, and surmounted by the words "United States;" on the right, an oblong tablet, ornamented with a wreath of oak and laurel surrounding the words "Secures immediate delivery at a special-delivery office." Across the top of the tablet is the legend "Special Postal Delivery," and at the bottom the words "Ten cents," separated by a small shield bearing the numeral "10."

Suitable supplies of these special-delivery stamps will be sent to any post-office in the country which may make requisition for them, and when received they are to be taken up by the postmaster in his account current and accounted for quarterly in the same manner as postage stamps are accounted for.

They are to be sold by postmasters in any required amount, and to any person who may apply for them, but they can be used only for the purpose of securing the immediate delivery of letters addressed to and received in the mails at any of the offices designated as special-delivery offices. Under no circumstances are they to be used in the payment of postages of any description or of the registry fee, nor can any other stamps be employed to secure special delivery except the special-delivery stamp. The special-delivery stamp must be in addition to the lawful postage, and letters not prepaid with at least one full rate of postage, in accordance with the law and regulations, must be treated as held for postage, even though bearing a special-delivery stamp.

Registered letters will be entitled to immediate delivery, the same as ordinary letters, when bearing a special-delivery stamp in addition to the full postage and registry fee required by the law and the regulations.

The special-delivery stamps must be effectually canceled at the office of mailing in the same way as ordinary postage-stamps.

A letter bearing a special-delivery stamp, in addition to the lawful postage, may be mailed at any post-office in the country, but it will not be entitled to an immediate delivery by a messenger when addressed to a post-office to which the special-delivery system has not been extended.

Special-delivery letters will be delivered by messenger within the carrier limits of a free-delivery office, and within a radius of one mile from the post-office at all other special-delivery offices.

* See list appended to this report, page 754.

Postmasters at fourth-class offices are not entitled to commissions on the special-delivery stamps in any case. No effort will be spared to expedite the mailing of letters bearing special-delivery stamps addressed to special-delivery offices. Postmasters are urged to use all available means for furnishing the public with information with regard to the special-delivery system. A list of special-delivery offices will be furnished to postmasters, and must be conspicuously posted in the post-office where it will readily attract public attention.

WILLIAM F. VILAS,
Postmaster-General.

The foregoing, together with the list of special-delivery offices referred to (which list will be found appended to this report, see No. 21, page 754), was inserted in the monthly Official Postal Guide for September, 1885, and repeated in the subsequent issues of that publication. Copies printed in conspicuous type had previously been mailed to all the post-offices, with instructions to display them where they would most readily attract the notice of the public. Extra quantities were also sent to the postmasters at the principal (Presidential) offices, with the request to post them in places of general public resort, and also to distribute them among business men and others applying for them. The postmasters were further requested to invite notices of the forthcoming system by the public press, without, however, incurring any expense for advertising.

At the same time instructions were issued to the postmasters at the special-delivery offices as to the methods adopted for carrying the system into effect. The law was found to be obscure as to the intent of several of its provisions, and entirely silent as to some matters of much moment. It was also somewhat deficient in pointing out the details for operating the system. To make correct interpretations of the law, and to devise the best measures for carrying it into effect, therefore, became matters of nice consideration. — It was doubtful whether the word "letters" was intended to comprehend all mail matter in the general sense in which it has been used in some of the postal decisions, or whether it was designed to be restricted solely to first-class matter chargeable at letter rates of postage. The broader application of the word seemed to be the more sensible one if the language of the statute would permit it, but it was thought wiser to defer an authoritative construction until after Congress should have the opportunity to pass upon the question. So, too, there being no definite requirement as to special deliveries on Sunday, and the delivery of the ordinary mails on that day not being required by any of the statutes, it was impossible to determine absolutely the intention of Congress with respect to the meaning of the term "immediate delivery."

Some doubt also arose as to the manner of compensating the special-delivery messengers: whether by a fixed fee not to exceed 8 cents to each messenger (restricted, however, to \$30 per month in each case), or by dividing pro rata, among all the messengers of an office, 80 per centum of the value of the special stamps attached to letters arriving there for immediate delivery. It seemed to be clear, however, that the entire cost of the new special service was not to exceed 80 per centum of its earnings, and, accordingly, that no allowance beyond that rate could be made for car fare of messengers, clerk hire in post-offices, or other expenses incident to the workings of the system.

The questions likely to arise in the practical operation of the system were anticipated as far as possible; but much was necessarily confided to the discretion of the postmasters at the special-delivery offices, leaving it to the results of experience to suggest more detailed and uniform

regulations under existing law, and to ascertain the exact needs of additional legislation, if the success of the experiment should prove to be such as to warrant the continuance of the system. The utmost care was, however, enjoined upon postmasters in establishing the system, and they were urged to spare no possible efforts to insure it a fair trial. The instructions to the postmasters at the special-delivery offices, issued under date of August 11 and duly published, were as follows:

IMMEDIATE DELIVERY OF LETTERS.

General instructions to postmasters at special-delivery offices.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., August 11, 1885.

SIR: On the 1st of October, 1885, you are directed to establish at your office a system for special delivery of letters, in accordance with sections 3, 4, 5, and 6 of the act making appropriations for the postal service for the current fiscal year, which are as follows:

"SEC. 3. That a special stamp of the face valuation of ten cents may be provided and issued, whenever deemed advisable or expedient, in such form and bearing such device as may meet the approval of the Postmaster-General, which, when attached to a letter, in addition to the lawful postage thereon, the delivery of which is to be at a free-delivery office, or at any city, town, or village containing a population of four thousand or over, according to the Federal census, shall be regarded as entitling such letter to immediate delivery within the carrier limit of any free-delivery office which may be designated by the Postmaster-General as a special-delivery office, or within one mile of the post-office at any other office coming within the provisions of this section which may in like manner be designated as a special-delivery office.

"SEC. 4. That such specially stamped letters shall be delivered from seven o'clock ante meridian up to twelve o'clock midnight at offices designated by the Postmaster-General under section three of this act.

"SEC. 5. That to provide for the immediate delivery of letters bearing the special stamp, the postmaster at any office which may come within the provisions of this act may, with the approval of the Postmaster-General, employ such person or persons as may actually be required for such service, who, upon the delivery of such letter, will procure a receipt from the party addressed, or some one authorized to receive it, in a book to be furnished for the purpose, which shall, when not in use, be kept in the post-office, and at all times subject to examination by an inspector of the Department.

"SEC. 6. That to provide for the payment of such persons as may be employed for this service, the postmaster at any office designated by section three of this act shall keep a record of the number of letters received at such office bearing such special stamp, which number shall correspond with the number entered in the receipt books heretofore specified; and at the end of each month he may pay to such person or persons employed a sum not exceeding eighty per centum of the face value of all such stamps received and recorded during that month: *Provided*, That in no case shall the compensation so paid to any one person exceed thirty dollars per month: *And provided further*, That nothing in this act shall in any way interfere with the prompt delivery of letters as now provided by law or regulation of the Post-Office Department."

A description of the special-delivery stamps prepared for use under this law, with general instructions as to their use, will be published in the Official Postal Guide for September, 1885, and by circular—a copy of which will be found inclosed herewith—to which your attention is directed. In putting the special-delivery system into operation at your office and in the management of it the following instructions must be observed:

1. The service contemplated by the law requires that all special-delivery letters shall reach their addressees with the greatest possible expedition after the letters arrive at your office. You will therefore open all mails at once on their arrival, as is required by the regulations, and immediately separate the letters bearing special-delivery stamps, and put on the receiving stamp of your office, showing name of the office and date and hour of the letter's arrival. Next, you will number such letters so arriving, and enter them according to number in the record-book, as hereinafter mentioned. Next enter each respectively in the delivery-books of the messengers who are to carry them, and immediately dispatch the messengers. In all this you must secure the utmost expedition, so that not a moment shall be lost from the time the mail-bag is opened which could be employed to hasten the letter to the addressee. Like diligent attention must be given to drop letters bearing special-delivery stamps from the time they are deposited in the post-office,

On the return of the messenger, the time of delivery and the name of the person who receipts for the letter should be at once entered in the record-book, or if not delivered, or if delay shall occur in delivery, the reason should be promptly stated therein, and a particular note made of whatever is subsequently done with such letter.

2. You will provide, before the first day of October next, and from time to time thereafter, as many messenger boys as in your judgment will be necessary to secure the prompt delivery of special-delivery letters, observing that, aside from drop letters, their services will be necessary only for a brief time after the arrival of any mail, which in many offices will be for but a portion of the day, and that a proper force must be ready for all mails arriving between 7 a. m. and 12 midnight and for all drop letters requiring special delivery. The number of messengers necessary and arrangements for their attendance and service may vary at different offices to such an extent that minute instructions cannot be here laid down; but it must be by experience and careful observation only that you can correctly adjust the force and methods at your office. It will probably be best to arrange the messengers in tours of duty, assigning appropriate hours to each, so that a suitable force may be on hand to secure immediate delivery at all times within the prescribed hours of the day.

You will require each messenger, before he enters into service, to take the oath prescribed by law, blanks for which will be furnished you. None but reputable, active, and intelligent boys should be employed, and they should in no case be under the age of thirteen years. Substitute letter-carriers, when not on duty in place of regular carriers, may be employed as messengers in the special delivery, and receive the same compensation as other messengers; provided that such employment will not interfere with the work of the free-delivery or the special-delivery system.

3. Messengers will not be required at present to be uniformed except in such special cases as may be ordered, but you should require all to be decently and comfortably clad. As the service develops at different points, proper instructions for uniforming will be given. Substitute letter-carriers, when employed as messengers for special delivery, may wear their uniforms.

4. A special place will be provided in the post-office for the accommodation of the messengers, and, if practicable, it should be so arranged as to prevent their access to other parts of the office and to mail matter other than that in which they are immediately concerned. Orderly conduct of the messengers while on their trips should be strictly enforced. The necessity of good behavior in the streets when making deliveries or returning should be enjoined, and your strict attention to their conduct generally is required; and no one should be retained who is not diligent, faithful, courteous, and well-behaved.

5. Each messenger will be provided with a delivery book (a supply of which will be sent you as soon as practicable), in which will be entered at your office the number and address of each letter, and the date and hour of its receipt by the messenger, and any balance of due-postage, stamps for which must be affixed to the letter; and the messenger will collect the amount of such due-postage before delivery. Blank spaces will also be provided for the signature of the person to whom the letter is delivered. The books will be retained in the post-office when not in use by the messengers, and after the use has been discontinued for any reason they must be carefully preserved in the post-office, subject to call by the Department. The messengers should be required to promptly return the book to the office after every tour.

6. A record must be kept by you in the post-office, for which an appropriate book will be furnished by the Department, in which will be entered, in consecutive numbers according to the receipt by your office of the letters, each and every letter bearing a special-delivery stamp; and this record will show in columns under appropriate headings the number, the postmark, the full address of the letter, the date, and precise time of its receipt at your office, the name (or number) of the messenger to whom handed for delivery, and also the precise time when it was delivered, if delivered, and the name of the person signing the receipt therefor, and, under the head of "Remarks," the reason for its non-delivery, or for any delay in its delivery, if either occurred, and a statement of what subsequent action was taken with regard to such letter in each case. The time of its delivery and name of the receptor will be transcribed from the messenger's book immediately upon his return of it in all cases. If a letter is also a registered letter, that fact should be noted, and a proper entry also made in the regular record of registered letters. This record book will be carefully preserved in the post-office.

7. If a letter for special delivery can be expeditiously delivered by a carrier in his regular trip, it may be turned over to such carrier for such purpose—a delivery-book to be provided for him and a receipt to be taken by him the same as in case of delivery by messenger. Such carrier will not be entitled to any compensation for such delivery.

8. Special-delivery letters must be delivered to the addressee, or to any one specially authorized to receive his mail matter. In his absence and that of any one

having such special authority, such letters may be delivered to any responsible member of the addressee's family, or any partner or clerk of his, or responsible person employed in his office; and to the officer or agent of any firm, incorporated company, or public institution to which addressed. In the case of registered letters received for special delivery, the usual registered receipts in addition to the special-delivery receipts must be taken, and all other requirements of registry regulations must be observed.

At free-delivery offices delivery of special-delivery letters must be made within the carrier limits of the office; but at all other offices they are required to be delivered only within a radius of one mile from the post-office.

If a letter bearing special-delivery stamp is directed to an address beyond the carrier limits in the one case, or beyond one mile from the post-office in the other, such letter need not be specially delivered, unless the delivery can be made to the person addressed within the limits.

9. Letter-carriers, whether assigned to delivery or collection duty, shall receive all prepaid letters bearing also special-delivery stamp, which may be handed them on their trips; shall keep such letters separate from other mail matter, and hand them over to the proper officer immediately upon their arrival at the post-office. In no case is a letter-carrier to turn over directly to a messenger a local letter for special delivery, even though he may be satisfied that such letter will be more speedily delivered. He must turn over to the main office or station where he is employed all special-delivery letters which he may collect.

10. Compensation of messengers employed can be made only after the end of each calendar month. When the month has expired, you will compute the total amount of special-delivery stamps on all letters specially delivered from your office as herein directed during such month, and eighty per centum thereof may be applied, if necessary, to the payment of the messengers who made such deliveries. This is the utmost limit of the appropriation for messengers' compensation in total, and you will observe that the act further provides. "that in no case shall the compensation so paid to any one person exceed thirty dollars per month."

Circumstances are likely to be so varying among the different special-delivery offices that it would be inconvenient if not impracticable to prescribe minute general directions for the hiring of messenger boys applicable to all the various offices. Postmasters will therefore exercise their best judgment to secure the highest measure of success possible in their communities, keeping in view the limitations prescribed by the act of Congress, and carefully observing and reporting the practical effects of the action taken, with a view to securing the improvements which the Department may be able to provide as the result of the general experience of many offices. It is advised that in most offices, in the beginning, messengers be employed with the understanding they shall receive the full eight cents per letter actually delivered, not exceeding thirty dollars during any one month. But where the business may be reasonably expected or shall prove sufficient at any office to warrant it the postmaster may employ his messengers at a less rate per letter, or by the hour (at not exceeding twelve and one-third cents per hour, calculating eight hours' service per day) or by the month—being certain not to exceed the total permissible allowance.

Two objects must be principally and strenuously sought: the first, the most efficient delivery service, and second, to bring the service up to a revenue-yielding condition. The success in the first will easily accomplish the second object if postmasters shall be diligent and skillful in management. They should take pains to secure the greatest service from each messenger fairly to be required; to employ no more than shall be actually necessary; and to prevent any combinations or arrangements between the messengers with a view to securing division of the total permissible compensation of the month. You should, by distribution of work and allotment of hours of duty, equalize as far as practicable the compensation of the messengers. To this end, a messenger should not always be assigned to duty during the same periods of each day; but alternations should be made daily, or less frequently, whereby a messenger employed during the busy hours of one day may be assigned to the duller hours of another day. So, too, changes should be made in assignments to night duty, it being the aim to distribute the burdens as well as the compensations impartially among the messengers, so far as the same can be done without detriment to the service.

No car-fare or other incidental expenses can in any case be allowed to any messenger.

11. In settling with the messengers at the close of each month you will take receipts from each one, on a regular pay-roll, showing the name of the messenger, the number of letters delivered by him as ascertained from the messenger's book and your record, and the amount paid, which must not exceed \$30 per month to any one messenger; and the aggregate of the pay-roll must not exceed 80 per cent. of the total value of the special-delivery stamps on letters actually delivered during the month. The pay-roll will be in triplicate, one copy to be retained by you, one copy to be transmitted

to the Postmaster-General, and the remaining copy sent to the Auditor with your quarterly account of the pay-roll.

12. You are urgently enjoined to give your best judgment and diligent attention to this system of special delivery now sought to be established by the Government. It is an object of great importance and general desire that the system should prove of high public utility. Although the ends sought by it are of unquestionable value, the system introduced is necessarily an experiment, and its success depends largely upon the postmasters; and its success or failure in any locality will indicate the postmaster's official value. You are specially requested to report month by month, by letter to the Postmaster-General, a brief statement of the business done and the average time of the delivery of letters after their arrival, with any observations or suggestions you may think proper to make. You will also advise the Department of the number of messengers employed by you, the method of compensation, and the distribution of their work.

As soon as practicable after the receipt of these instructions you will carefully consider and report for approval the number, names, and ages of messengers whom you think proper to employ to inaugurate the service, with any special suggestions you may desire to make.

WILLIAM F. VILAS,
Postmaster-General.

The announcement of the action taken by the Department in the matter was immediately followed by strong manifestations of popular approval. Postmasters, almost without exception, exhibited a commendable zeal in preparing for the new system, and gave assurances that if possible it should succeed. Applications for employment as messengers, particularly at the larger offices, were very numerous, and of such a character as to yield excellent selections. Instances were not wanting of good will to the system in letters from intelligent private persons. And above all the public press gave much notice to every feature of the system, and with surprising unanimity bespoke for it favorable consideration and patronage. Pending the action mentioned, the new special stamp was in course of preparation, and the first issue of the stamps began on the 29th of August, leading to supplies before the 1st of October to all the post-offices of any considerable importance. The necessary books for the messengers and for records in the post-offices were also in the hands of postmasters in ample season for use. In short, by the 1st of October, when the system was to begin, postal officials and the public seemed to be thoroughly informed as to its objects and the general manner of its operation, and all the necessary facilities were provided to give it an auspicious beginning.

Although somewhat foreign in nature to the general business of this office, the details of conducting the new system in its inception were temporarily placed in my charge, and it therefore devolves upon me to report upon the progress made during the short time that the system has been in operation. Much correspondence from postmasters and other persons has resulted with regard to points not fully covered by the instructions, the replies being in consonance with the general policy originally laid down for conducting the system.

At the outset, in order to get early information of the workings of the special-delivery system, postmasters at all offices where the letter-carrier system is in operation were requested to make weekly reports to the Department, in addition to the monthly reports required from all the offices where the system of special delivery exists. In this way the Department has obtained reports of the first two weeks' business from 174 out of the 178 letter-carrier offices, and reports for the month ended October 31 from nearly all of the 555 special-delivery offices, which reports upon tabulation and analysis show the following results:

First. The number of letters received for delivery at all the special-delivery offices during the month aggregates 140,820. Of these, 98,906,

or 70.2 per cent., were letters arriving in the mails at the several offices from other places, and 41,914, or 29.7 per cent., were letters deposited for local delivery. Of the gross number of letters received, 129,812, or 92.1 per cent., were at the letter-carrier offices, and 11,008 were at the remaining offices. The gross value of the special stamps on letters received for immediate delivery during the month was \$14,082, of which \$12,981.20 is from the letter-carrier offices, and \$1,100.80 is from the others. The receipts from the sale of special-delivery stamps at all the special-delivery offices were \$6,400.90, or 45.4 per cent., in excess of the value of such stamps on all special-delivery letters actually mailed during the month. This is accounted for by purchases made in anticipation of future use.

Second. The average number of letters received for special delivery at 25 of the principal free delivery offices during the first two weeks in October was 122 per day, while the average number during the remaining portion of October was 124 per day. These figures must be accepted as an indication of growing confidence in the system, since it was only reasonable to expect that many special-delivery letters would be mailed at the start just for the novelty of the privilege.

Third. The total number of messengers employed is 1,731. The amount of compensation paid them is \$11,253.68. Their average compensation for the month is, therefore, about \$6.50. Excluding the free-delivery offices, the compensation of the messengers has been quite insignificant.

Fourth. The net income to the Government on the month's deliveries, assuming that there has been no other expense than the pay of messengers, is \$2,828.32.

Fifth. The average time consumed in the delivery of letters after their receipt at the special-delivery offices has been about 17 minutes.

Sixth. The amount of special-delivery stamps sold at all the special-delivery offices during the month is \$20,482.90.

Seventh. The number of special-delivery letters mailed from all the special-delivery offices during the month is 66,075.

Eighth. The average number of letters delivered on a trip by each messenger is a very small fraction over 1.

Ninth. The number of letters for local delivery deposited during the month at all the offices after the arrival of the last mails before midnight is a trifle over 500, nearly all of which were at the letter-carrier offices.

The results for the month of October at each office separately will be found in Table No. 22, appended to this report.

From the above figures, and from other information derived from the separate reports of postmasters, the following deductions, even at this early stage of the special-delivery business, may be made:

1. That at the larger post-offices, perhaps at most of the letter-carrier offices, the system has been reasonably successful, and with proper management the business is likely to increase.

2. That the system has been fairly started and efficiently managed by the postmasters; there has been shown in the delivery of letters particularly a very commendable promptness.

3. That at the smaller offices, say at all other than the letter-carrier offices, or at places having a population of less than 20,000, the system as now constituted by law has been, and probably will continue to be, of no great practical value.

4. That if the system is to continue at these smaller offices, the amount of the local business alone is not likely to be sufficient to justify the keeping open of the offices after the arrival of the last mail before mid-

night, or after the usual hours of business. This remark will perhaps also apply to most of the postal stations in all the cities where postal stations exist.

There have been some suggestions, too, from postmasters and others that would seem to indicate the propriety of so amending the law or the regulations governing the system as to permit of the allowance of car-fare to messengers in the larger cities where great distances have to be traveled; of the collection as well as the delivery of letters, particularly in answer to telegraphic or other calls, in the large cities; and of the possible establishment of a tariff of rates, graduated according to the distance to be traveled, for the service of messengers on local business; and this may involve some inquiry as to whether the local messenger companies now doing business in most of the large cities are not really trespassing, in the delivery of written messages, upon the right of the Government to the exclusive carriage of letters. The information, however, as to these several matters in the possession of the Department is not sufficiently comprehensive to justify any present recommendations concerning them.

I refrain from making more definite recommendation upon all the subjects presented, for the reasons, first, that the special-delivery system is only temporarily in charge of this office; and, second, that much time will intervene to further test the system before action can be taken by Congress with reference to any needed modifications of the system. It may be well, however, before leaving the subject, to explain the influence of the system upon the exhibits of revenue and expenditure of the postal service. The appropriation of a specific amount to pay the messengers does not seem to be needed, an indefinite amount being authorized by the language of the act, the expenditure being governed within certain limitations by the number of letters received for immediate delivery. While, therefore, the item need not be included in the appropriation acts, it should be stated among the various objects of expenditure at the close of each year. From the foregoing it will appear that the gross proceeds of the sale of special-delivery stamps will appear in the postal revenues, it being impracticable to make the adjustment between expenditure and revenue so as to credit only the net revenue and make no charge for the expenditure.

INCREASE OF UNIT OF WEIGHT OF FIRST-CLASS MATTER.

Under the act of March 3, 1885, the unit of weight of first-class matter (letters and sealed packages) was increased from half an ounce to one ounce, to go into effect on and after the 1st July, 1885. In its bearings upon the revenue the measure affected only such first-class matter as exceeded half an ounce in weight, the charge for any fraction being the same as for the full unit in each case. An increase of the average weight of matter designed to go at a single rate of postage was to be expected as a natural result of the change, from the liability to additional inclosures and to the use of heavier stationery, without the fear of incurring an extra rate; but the tendency of this was to operate upon the cost of transportation, rather than upon the revenue. Partial compensation, at least, for the loss suffered by the increase of the unit was to be expected from the inclosure under seal, at letter rates, of packages and other matter previously sent unsealed at the cheaper rates charged on third and fourth class matter.

With the view of laying the foundation for approximating the effects of the change, the separate pieces of the various classes of matter likely

to be affected were counted and weighed at 20 of the leading post-offices in the country for the six days ended June 27, 1885, just prior to the change in the unit, and again for the six days ended September 27, 1885, nearly three months after the change had gone into effect. The work was done by direction of the Department, and under special injunctions to the postmasters to secure accuracy in the results. The figures appear fully in tables Nos. 19 and 20 in the appendix to this report. From these figures some interesting deductions may be made.

SIX DAYS IN JUNE.

The total number of pieces (excluding second-class matter and postal cards) mailed at the 20 offices for the six days in question was 11,111,466, weighing $439,593\frac{1}{2}$ pounds, or an average of .632 of an ounce per piece. They consisted of 7,878,191 pieces of first-class matter (letters and sealed parcels), weighing $153,136\frac{1}{8}$ pounds, or an average of .31 of an ounce per piece; 815,718 unsealed parcels, weighing $222,425\frac{3}{8}$ pounds, or an average of 4.3 ounces per piece; and 2,417,557 unsealed circulars, weighing $64,031\frac{3}{4}$ pounds, or an average of .42 of an ounce for each circular.

The letters and sealed parcels (first-class matter) represented 70.9 per cent. in number and 34.8 per cent. in weight; the unsealed parcels 7.3 per cent. in number and 50.6 per cent. in weight; and the circulars 21.7 per cent. in number and 14.5 per cent. in weight, of the whole number and weight of pieces.

The first-class matter was subdivided into sealed letters and sealed parcels, of which there were 7,861,583 sealed letters, weighing $149,622\frac{1}{8}$ pounds, or an average of .30 of an ounce per letter, and 16,608 sealed parcels, weighing $3,514\frac{3}{4}$ pounds, or 3.38 ounces per parcel. The sealed letters represented 99.78 per cent. of the whole number of pieces, and 97.70 per cent. of the total weight, and the sealed packages .21 per cent. of the pieces, and 2.29 per cent. of the weight of all the first-class matter. The letters and sealed parcels were each further subdivided into three classes, with results as follows:

1. *Sealed letters.*—First, those weighing half an ounce or less, numbering 7,517,658, and weighing $127,123\frac{3}{4}$ pounds, or an average of .27 of an ounce for each letter; second, those weighing not less than half an ounce and not more than 1 ounce, numbering 254,623, and weighing $12,392\frac{3}{4}$ pounds, or an average of .77 of an ounce for each letter; and third, those weighing over 1 ounce, numbering 89,302, and weighing $10,105\frac{1}{4}$ pounds, or an average of 1.81 ounces per letter. Of all the sealed letters those weighing half an ounce or less represented 95.6 per cent. in number and 84.9 per cent. in weight; those weighing between half an ounce and 1 ounce represented 3.2 per cent. in number and 8.3 per cent. in weight; and those weighing 1 ounce and over represented 1.1 per cent. in number and 6.7 per cent. in weight.

2. *Sealed parcels.*—First, those weighing 2 ounces or less, numbering 9,391 and weighing $828\frac{2}{8}$ pounds, or an average of 1.41 ounces for each parcel; second, those weighing 2 ounces, but not exceeding 6 ounces, numbering 4,785 and weighing $1,056\frac{5}{4}$ pounds, or an average of 3.53 ounces for each parcel; and, third, those weighing 6 ounces and over, numbering 2,432 and weighing $1,630\frac{1}{2}$ pounds, or an average of 10.7 ounces for each parcel. Of all the sealed parcels, those weighing 2 ounces or less represented 56.5 per cent. in number and 23.5 per cent. in weight; those weighing 2 ounces, but not exceeding 6 ounces, represented 28.8 per cent. in number and 30 per cent. in weight; and those

weighing 6 ounces or over represented 14.6 per cent. in number and 46.4 per cent. in weight.

3. *Unsealed parcels.*—The unsealed parcels were also subdivided into three classes, as follows: First, those weighing 2 ounces or under, numbering 427,173, and weighing $39,603\frac{1}{8}$ pounds, or an average of 1.4 ounces for each parcel; second, those weighing not less than 2 ounces, but not exceeding 6 ounces, numbering 235,171 and weighing $53,753\frac{3}{8}$ pounds, or an average of 3.6 ounces for each parcel; third, those weighing not less than 6 ounces, numbering 153,374 and weighing 129,068 $\frac{1}{4}$ pounds, or an average of 13.4 ounces for each parcel. Of all the unsealed parcels, those weighing 2 ounces or less represented 52.3 per cent. in number and 17.8 per cent. in weight; those weighing not less than 2 ounces, but not exceeding 6 ounces, represented 28.8 per cent. in number and 24.1 per cent. in weight; and those weighing 6 ounces or over represented 18.8 per cent. in number and 58 per cent. in weight. The unsealed parcels exceeded the sealed parcels 4811 per cent. in number and 27.2 per cent. in average weight.

4. *Circulars.*—The circulars were 190 per cent. more in number and 90.3 per cent. less in average weight than the parcels, sealed and unsealed.

SIX DAYS IN SEPTEMBER.

The following are the results for the six days from September 21 to September 26, inclusive, to wit: The number of pieces (excluding second class matter and postal cards) mailed was 13,318,752, weighing $650,620\frac{3}{4}$ pounds, or an average of .856 of an ounce per piece. The whole was composed of 9,165,127 pieces of first-class matter (letters and sealed parcels), weighing $210,618\frac{5}{8}$ pounds, or an average of .36 of an ounce per piece; 1,171,283 unsealed parcels, weighing 357,155 $\frac{1}{2}$ pounds, or an average of 4.87 ounces per piece, and 2,982,342 unsealed circulars, weighing $82,846\frac{3}{4}$ pounds, or an average of .44 of an ounce per piece. The letters and sealed parcels (first-class matter) represented 68.8 per cent. in number, and 32.3 per cent. in weight; the unsealed parcels 8.7 per cent. in number and 54.8 per cent. in weight, and the circulars 22.3 per cent. in number, and 12.7 per cent. in weight, of the total number and weight of pieces.

In first-class matter, separately, there were 9,142,373 sealed letters, weighing 205,600 $\frac{1}{4}$ pounds, or an average of .35 of an ounce per letter, and 22,754 sealed parcels, weighing 5,017 $\frac{1}{2}$ pounds, or an average of 3.52 ounces per parcel. Of the total of the two kinds, sealed letters represented 99.75 per cent. in number, and 97.61 per cent. in weight, and the sealed parcels .25 per cent. in number and 2.39 per cent. in weight. Subdividing the sealed letters and sealed parcels each into classes, the results are as follows:

1. *Sealed letters.*—First, those weighing half an ounce or less, numbering 8,486,673, and weighing $171,672\frac{3}{4}$ pounds, or an average of .32 of an ounce for each letter; second, those weighing not less than half an ounce and not more than 1 ounce, numbering 498,258, and weighing $17,225\frac{1}{8}$ pounds, or an average of .55 of an ounce for each letter; and third, those weighing over 1 ounce, numbering 157,442, and weighing $16,702\frac{1}{8}$ pounds, or an average of 1.71 ounces per letter. Of all the sealed letters, those weighing half an ounce or less represented 92.8 per cent. in number and 83.5 per cent. in weight; those weighing between half an ounce and 1 ounce represented 5.4 per cent. in number and 8.3 per cent. in weight; those weighing 1 ounce and over represented 1.7 per cent. in number and 8.1 per cent. in weight.

2. *Sealed parcels.*—First, those weighing 2 ounces or less, numbering 12,861, and weighing $1,232\frac{3}{4}$ pounds, or an average of 1.53 ounces for each parcel; second, those weighing 2 ounces, but not exceeding 6 ounces, numbering 6,454, and weighing $1,483\frac{1}{4}$ pounds, or an average of 3.67 ounces for each parcel; and third, those weighing 6 ounces and over, numbering 3,439, and weighing $2,301\frac{7}{8}$, or an average of 10.7 ounces for each parcel. The average weight of all sealed parcels was 3.52 ounces.

Of all the sealed parcels, those weighing 2 ounces or less represented 56.5 per cent. in number and 24.5 per cent. in weight; those weighing 2 ounces, but not exceeding 6 ounces, represented 28.3 per cent. in number and 29.5 per cent. in weight; and those weighing 6 ounces and over represented 15.1 per cent. in number and 45.9 per cent. in weight.

3. *Unsealed parcels.*—First, those weighing 2 ounces or less, numbering 648,887, and weighing $58,545\frac{3}{4}$ pounds, or an average of 1.44 ounces for each parcel; second, those weighing 2 ounces, but not exceeding 6 ounces, numbering 306,948, and weighing $72,678\frac{2}{3}$ pounds, or an average of 3.78 ounces for each parcel; and third, those weighing not less than 6 ounces, numbering 215,448, and weighing $225,931\frac{1}{8}$ pounds, or an average of 16.77 ounces for each parcel.

Of all the unsealed parcels, those weighing 2 ounces or less represented 55.4 per cent. in number, and 16.4 per cent. in weight; those weighing more than 2 ounces but not exceeding 6 ounces represented 26.2 per cent. in number, and 20.3 per cent. in weight; and those weighing more than 6 ounces represented 18.3 per cent. in number, and 63.2 per cent. in weight. The unsealed parcels exceeded the sealed parcels 5047 per cent. in number, and 38.3 per cent. in average weight.

4. *Circulars.*—The circulars were 149 per cent. more in number and 90 per cent. less in average weight than the parcels, sealed and unsealed.

COMPARISONS BETWEEN JUNE AND SEPTEMBER.

The following comparisons are made between the results of the six days in June and the six days in September, viz :

There was an increase for the six days in September of 2,207,286, or 19.8 per cent., in the whole number of pieces; of 211,027 pounds, or 48 per cent., in the total weight; and of .224 of an ounce, or 35.4 per cent., in the average weight per piece.

In the first-class matter as a whole, the increase was 1,286,936, or 16.3 per cent., in the number of pieces; 57,481 pounds, or 37.5 per cent., in the average weight; and .05 of an ounce, or 16.6 per cent., in the average weight per piece.

In sealed letters alone the increase was 1,280,790, or 16.2 per cent., in number; 55,978 pounds, or 37.4 per cent., in weight; and .05 of an ounce in the average weight of each letter.

In sealed parcels alone, there was an increase of 6,146, or 37 per cent., in number; of 1,503 pounds, or 42.7 per cent., in weight; and of .14 of an ounce in the average weight per parcel.

In letters weighing half an ounce or less there was an increase of 969,015, or 12.8 per cent., in number; of 44,549 pounds, or 35 per cent., in weight; and of .05 of an ounce in the average weight per piece.

In letters weighing over half an ounce and not exceeding one ounce there was an increase of 243,635, or 95.6 per cent., in number; of 4,833 pounds, or 39 per cent., in weight; and a decrease of .22 of an ounce in the average weight per piece.

In letters weighing more than one ounce, there was an increase of 68,140, or 76.3 per cent., in number; of 6,597 pounds, or 65.2 per cent.,

in weight; and a decrease of .1 of an ounce in the average weight per piece.

In unsealed parcels there was an increase of 355,565, or 43.5 per cent., in number; of 134,730 pounds, or 60.5 per cent., in weight; and of .57 of an ounce, or 13.2 per cent., in the average weight per parcel.

In unsealed circulars there was an increase of 564,785, or 23.3 per cent., in number; 18,815 pounds, or 29.3 per cent., in weight; and .02 of an ounce in the average weight per piece.

These comparisons, while interesting enough in themselves, cannot be used as a basis upon which to estimate the loss by the increase in the unit of weight, for the reason that the latter part of June usually marks a period of stagnation in the use of the mails for business purposes, while the necessities of the fall trade greatly affect the volume of the matter committed to the mails during the latter part of September. To illustrate this statement, the records of this office show that in the issue of special-request envelopes, which are used essentially for business purposes, there was an increase for the month of September as compared to the month of June, of 665, or 8.5 per cent., in the number of individual orders, and of 1,248,000, or 11.4 per cent., in the total number of envelopes called for.

The following are the striking facts shown in the record for September as compared to the record for June:

1. There was a large increase in the number of pieces and in the weight of matter mailed, and also a large increase in the average weight of all the pieces.

2. There was a decrease in the proportionate number of letters weighing less than half an ounce, although there was a considerable increase in the number of such letters mailed.

3. There was an extraordinary increase in the number of letters weighing more than half an ounce. How many of these letters were drawn from those that but for the ounce unit would have weighed less than half an ounce, and how many from circulars that would have been sent unsealed except for the ounce unit, it is impossible to determine.

4. There was a very large increase in the number of parcels sent under seal; how many of these parcels would have been sent without the seal except for the ounce unit cannot be estimated.

5. While there was a large increase in the number of sealed parcels, there was a still greater increase in the number of unsealed parcels.

6. Considering the demands of business, the increase of unsealed circulars was disproportionately low; the small increase in the average weight of circulars, added to the comparatively small increase in the number, would indicate that much of this class of matter had been transferred to first-class matter under the advantages afforded by the seal.

Owing to the different conditions of business prevailing during the periods in which the counts were made, no comparison, as before stated, can be made between the results to determine the effects of the increase in the unit of weight. That must be left to the future to be ascertained by a comparison between corresponding periods of different years. A rough estimate made upon figures which I need not give here, and based upon the proportion of letters exceeding one-half ounce, as appearing in the record for June, would place the loss somewhere near \$800,000 for the first year, without allowing, however, any compensation for the substitution of sealed for unsealed matter. It is evident, however, that these compensations have already begun to manifest themselves, and they must be expected to grow as time progresses. Whether or not

they will eventually offset the loss suffered by the increase in the unit, must be left for the future to determine.

In view of the premises, and in order to estimate the effects of the change in the unit with a reasonable degree of accuracy, I would respectfully recommend that the counts be made in June and September of next year, at the same offices, and under the same conditions, as the counts of the present year.

REDUCTION OF POSTAGE ON SECOND-CLASS MATTER.

The prepayment of postage at pound rates on second-class matter went into effect on the 1st January, 1875, under the act of June 23, 1874. The rates fixed by the act were 2 cents per pound for newspapers and 3 cents per pound for periodicals. The amount collected for the six months ended June 30, 1875, was \$486,443.49, and it was estimated that the collections for the next year would reach \$1,000,000. The amount actually collected during the year ended June 30, 1876, was \$1,014,154.27, or \$788,891.98 on 39,444,599 pounds at 2 cents, and \$225,262.29 on 7,508,743 pounds at 3 cents, per pound—a total of 46,953,342 pounds.

By the act of March 3, 1879, the postage on newspapers and periodicals was made uniform at 2 cents per pound, to take effect on the 1st of May of that year. The collections for the year ended June 30, 1879, amounted to \$1,104,184.67. This was on 42,958,033 pounds at 2 cents and 8,167,467 pounds (to May 1) at 3 cents per pound. The total weight was 51,125,500 pounds, an increase over 1876 of 4,172,158 pounds, or 8.8 per cent., and an average annual increase of 2.8 per cent. for the three years. The increase for 1880 was at the rate of 19.9 per cent.; for 1881 it was 14.07 per cent.; for 1882 it was 11.8 per cent.; for 1883 it was 9.01 per cent.; for 1884 it was 10.82 per cent.; and for 1885 it was 6.96 per cent. This is an average annual increase for the six years of 12.09 per cent.

The number of pounds mailed during the last fiscal year was 101,057,963, an increase over the year ended June 30, 1876, the first full fiscal year of the pound rates, of 54,104,621 pounds (27,052 $\frac{221}{1000}$ tons), or 115 per cent.

By the act of March 3, 1885, the postage on second-class matter was reduced to 1 cent per pound, to take effect July 1, 1885. On the weights and amounts collected for 1876 and 1885, respectively, the reduction was at the rate of 55 per cent. from the charges fixed by the act of June 23, 1874. The indications are that the reduction in the rate has thus far at least not led to an abnormal increase in the volume of matter committed to the mails.

Advanced returns have been obtained from 30 of the largest post-offices, covering the business from July 1 to October 31, inclusive. These 30 offices embrace most of the principal cities, and they collected 72.4 per cent. of the entire revenue realized on second class matter during the last fiscal year. During the quarter ended September 30, 1885, the 30 offices in question mailed 18,697,250 pounds of second-class matter, an increase of 412,900 pounds, or 2.2 per cent., as compared to the quarter ended September 30, 1884. During the month ended October 31 the number of pounds mailed at the same offices was 6,447,767, an increase of 98,050 pounds, or 1.5 per cent., as compared to October, 1884. For the four months ended October 31 the total increase was 511,169 pounds, or 2 per cent., as compared to the corresponding period of the

previous year. An increase is shown at 15 and a decrease at a like number of the 30 offices.

The following exhibit of some of the leading offices separately may be of interest, viz :

New York.—For quarter ended September 30, 1885, decrease 4.2 per cent. ; for month ended October 31, decrease 2.3 per cent. ; total for four months ended October 31, decrease 3.7 per cent. ; for year 1885 over 1884, increase 5.42 per cent. ; for 1884 over 1883, 4.38 per cent. ; for 1883 over 1882, 5.9 per cent. ; for 1882 over 1881, 10 per cent. ; and for 1881 over 1880, 11.6 per cent. Average annual increase for five years from July 1, 1880, to June 30, 1885, 7.46 per cent. The decrease for the four months ended October 31, 1885, from the average of the year ended June 30, 1885, was at the rate of 1.9 per cent., and over the average of the year ended June 30, 1884, it was 3.3 per cent. For the month of October, 1885, alone, the increase was 9.2 per cent. over the average of the quarter ended September 30, 1885 ; 4.7 per cent. over the average of the year ended June 30, 1885, and 10.3 per cent. over the average of the year ended June 30, 1884.

Chicago.—For quarter ended September 30, 1885, increase 24.1 per cent. ; for month ended October 31, decrease 3.5 per cent. ; total for four months ended October 31, increase 17.5 per cent. ; for year 1885 over 1884, increase 16.02 per cent. ; for 1884 over 1883, increase 24.56 per cent. ; for 1883 over 1882, decrease 8 per cent. ; for 1882 over 1881, increase 10.8 per cent., and for 1881 over 1880, increase 21.2 per cent. Average annual increase for five years from July 1, 1880, to June 30, 1885, 12.91 per cent. For the four months ended October 31, 1885, the increase over the average of the year ended June 30, 1885, was 16.5 per cent., and over the average of the year ended June 30, 1884, it was 35.2 per cent. For the month of October, 1885, there was a decrease of 27.5 per cent., as compared to the average of the quarter ended September 30, 1885, and also a decrease of 9.2 per cent., as compared to the average of the year ended June 30, 1885. There was an increase of 5.2 per cent. for the month of October, 1885, as compared to the average of the year ended June 30, 1884.

Boston.—For quarter ended September 30, 1885, increase 9.6 per cent. ; for month ended October 31, increase 3.2 per cent. ; total for four months ended October 31, increase 7.8 per cent. ; for 1885 over 1884, increase .19 per cent. ; for 1884 over 1883, increase 9.01 per cent. ; for 1883 over 1882, increase 15.5 per cent. ; for 1882 over 1881, increase 15.3 per cent. ; and for 1881 over 1880, increase 10.9 per cent. Average annual increase for five years from July 1, 1880, to June 30, 1885, 10.18 per cent.

Philadelphia.—For the quarter ended September 30, 1885, decrease 1.7 per cent. ; for month ended October 31, increase 27.8 per cent. ; total for four months ended October 31, increase 6.3 per cent. ; for 1885 over 1884, increase 3.56 per cent. ; for 1884 over 1883, increase 8.34 per cent. ; for 1883 over 1882, increase 4.8 per cent. ; for 1882 over 1881, increase 20.5 per cent. ; and for 1881 over 1880, increase 10.7 per cent. Average annual increase for the five years from July 1, 1880, to June 30, 1885, 9.58 per cent.

Saint Louis.—For the quarter ended September 30, 1885, decrease 5.6 per cent. ; for month ended October 31, decrease 9.3 per cent. ; total for four months ended October 31, decrease 6.5 per cent. ; for 1885 over 1884, increase 10.5 per cent. ; for 1884 over 1883, increase 13.2 per cent. ; for 1883 over 1882, increase 12.2 per cent. ; for 1882 over 1881, increase 7.7 per cent. ; and for 1881 over 1880, increase 19.5 per cent. Average

annual increase for the five years from July 1, 1880, to June 30, 1885, 12.6 per cent.

Cincinnati.—For the quarter ended September 30, 1885, increase 2.4 per cent.; for month ended October 31, increase 15.9 per cent.; total for four months ended October 31, increase 5.6 per cent.; for 1885 over 1884, decrease 7.7 per cent.; for 1884 over 1883, increase 6.14 per cent.; for 1883 over 1882, increase 12.8 per cent.; for 1882 over 1881, increase .4 per cent.; and for 1881 over 1880, increase 6.9 per cent. Average annual increase for the five years from July 1, 1880, to June 30, 1885, 3.7 per cent.

San Francisco.—For the quarter ended September 30, 1885, increase .2 per cent.; for month ended October 31, decrease 8.8 per cent.; total for four months ended October 31, decrease 2.1 per cent.; for 1885 over 1884, increase 2.59 per cent.; for 1884 over 1883, increase 12.05 per cent.; for 1883 over 1882, increase 14 per cent.; for 1882 over 1881, increase 12.5 per cent.; for 1881 over 1880, increase 1.3 per cent. Average annual increase for the five years from July 1, 1880, to June 30, 1885, 8.48 per cent.

Milwaukee.—For the quarter ended September 30, 1885, increase 7.8 per cent.; for month ended October 31, decrease 10 per cent.; total for four months ended October 31, increase 2.8 per cent.; for 1885 over 1884, increase 9.87 per cent.; for 1884 over 1883, increase 23.6 per cent.; for 1883 over 1882, increase 22.4 per cent.; for 1882 over 1881, increase 13.8 per cent.; and for 1881 over 1880, increase 8.8 per cent. Average annual increase for the five years from July 1, 1880, to June 30, 1885, 15.7 per cent.

Cleveland.—For the quarter ended September 30, 1885, increase 18.9 per cent.; for the month ended October 31, decrease 2.9 per cent.; total for four months ended October 31, increase 12.2 per cent.; for 1885 over 1884, increase .66 per cent.; for 1884 over 1883, increase 5.03 per cent.; for 1883 over 1882, increase 41.5 per cent.; for 1882 over 1881, decrease 11.2 per cent.; and for 1881 over 1880, increase 13.9 per cent. Average annual increase for the five years from July 1, 1880, to June 30, 1885, 9.99 per cent.

Taking the thirty offices as a whole, the increase for the four months ended October 31, 1885, was 3 per cent. over the average of the year ended June 30, 1885, and 10.5 per cent. over the average of the year ended June 30, 1884. For the month ended October 31, 1885, the increase was 3.4 per cent. over the average of the quarter ended September 30, 1885; 5.6 per cent. over the average of the year ended June 30, 1885; and 13.3 per cent. over the average of the year ended June 30, 1884.

Allowing for an increase of 8 per cent. on the number of pounds (101,057,963) mailed at all the post-offices during the year ended June 30, 1885, would give 109,142,600 pounds for the current year. At an increase of 10 per cent. on this latter number, the total weight for the year ended June 30, 1887, would be 120,056,860 pounds, the postage on which would amount to \$1,200,568.60, and this amount would also represent the loss for that year caused by the reduction in the rate. The ratios of increase just assumed are, however, purely conjectural, sufficient time not having elapsed to estimate the results of the change in the rate with any degree of certainty.

Concerning the system of prepayment at pound rates, and its immediate effects, the following from the report of the Postmaster-General for the year ended June 30, 1875, may be of interest:

The act of June 23, 1874, requiring prepayment in stamps of postage on newspapers and periodical publications, mailed from known offices of publication or news

agencies, and addressed to regular subscribers or news agents, went into effect on the 1st of January, 1875, and from present indications it will realize about \$1,000,000 for the first calendar year. This is not a material variation from the average results of the old law, though during the last year in which this latter was in operation the amount was increased by the payment of postage on newspapers circulating within the county of publication—a requirement that was discontinued at the end of one year. While, therefore, there has been no increase in the aggregate receipts, there has been a large net gain by saving the commissions on collections allowed by the old law, as under the present law the great bulk of postage is paid at the large offices, whose salaries are not affected by this item. Under the old law there was no check to insure collections at the office of destination, and the consequence was that much matter went unpaid; and it is a satisfaction that, under the present more equitable mode, the universal collections have made up for the reduction in the rates.

The new system has worked so admirably, and has given such general satisfaction, that no change is deemed necessary.

REVENUES OF THE PAST.

The exhibits of revenue in the past may not only aid in the quest for information as to the receipts for the future, but they will prove of lasting value for the statistical purposes of the Department. To correctly appreciate the growth in the ordinary postal revenue, it will be necessary to eliminate from the gross receipts of the postal service two elements, whose influence is not only important but greatly misleading, upon superficial examination, in considering the revenue immediately or nearly relating to the subject of postages paid directly by the public. These two elements are the net profits from the money-order business, and the revenue derived for a series of years from official postage-stamps and stamped envelopes. The former should be excluded not only because they are irregular in amount as between the different years, but for the reason that the amount for any particular fiscal year is not ascertained until after the close of the year, when it is credited as a whole to the last quarter, giving to that quarter an undue proportion of the gross receipts of the entire year. The official postage-stamps and stamped envelopes deserve more extended notice in view of their effect upon the postal receipts during the period in which they were used.

OFFICIAL POSTAGE-STAMPS AND STAMPED ENVELOPES.

The use of official postage-stamps and stamped envelopes having ceased on the 30th of June, 1884, and the same having been declared invalid for postages by the act of July 5, 1884, the stock remaining in the hands of the stamp and envelope contractors was destroyed in February last under the supervision of a committee appointed by the Postmaster-General. The report of the committee, covering other subjects also, is on the files of this office, and a copy is to be found on pages 71 to 86 of Ex. Doc. No. 264, House of Representatives, second session, Forty-eighth Congress. The stamps and envelopes were issued to prepay postages on official matter for the several Executive Departments of the Government under the act of March 3, 1873, following the repeal of the franking privilege. The amounts were credited to the postal revenue, appropriations for the purchase of the articles at their representative values having been made by Congress. In this the Post-Office Department was included with the other Departments until 1876, when further appropriations for the purpose were denied to the Department by Congress, although the use of the stamps was still required. Subsequent to that date, therefore,

the official stamps and stamped envelopes for the Post-Office Department do not appear in the statements of postal revenue.

The subjoined table will show the value of all the official stamps and stamped envelopes issued for each of the several Executive Departments from 1873 to 1884, inclusive, with the revenue derived therefrom. The issue of the stamps and envelopes was begun on the 24th of May, 1873, in anticipation of their use on the 1st of July following. The stamps issued during May and June, 1873, are included in the revenue for 1874, for which latter year the appropriations were first made. The revenue shown in the table represents the value of the stamps issued for the years respectively in which they were issued, without regard to the particular time at which payment was made for them by the several Departments, as shown in the reports of the Auditor. The latter credits the amounts to the year in which they were paid, while the table shows the amounts properly chargeable to the service of each year, as appearing on the books of this office :

Official postage-stamps and stamped envelopes issued to Executive Departments, with revenue derived therefrom.

Year ended—	Executive, amount in postal revenue.	State Department, amount in postal revenue.	Treasury Department, amount in postal revenue.	War Department, amount in postal revenue.	Navy Department, amount in postal revenue.	Interior Department, amount in postal revenue.
	June 30, 1874	\$600 00	\$23,389 70	\$499,600 00	\$74,571 66	\$21,179 00	$129,991 50
June 30, 1875	.....	12,520 00	190,750 00	73,265 43	16,620 00	\$4,870 00
June 30, 1876	600 00	3,060 00	97,900 00	80,486 93	14,464 00	700,960 00
June 30, 1877	600 00	12,300 00	196,850 00	79,498 11	14,360 00	60,675 00
June 30, 1878	.....	.....	199,000 00	90,782 60	4,550 00	16,174 00
June 30, 1879	.....	.....	200,000 00	141,497 80	6,950 00	35,999 80
June 30, 1880	.....	.....	39,150 00	96,193 48	890 00	17,090 00
June 30, 1881	.....	88 00	.....	136,282 82	.....	5,400 00
June 30, 1882	.....	2,040 00	.....	143,041 25	680 00	21,997 00
June 30, 1883	.....	2,500 00	.....	125,242 85	1,800 00	26,610 00
June 30, 1884	.....	4,440 00	20,600 00	103,710 26	.....	33,855 00
	1,800 00	68,337 70	1,442,650 00	1,144,573 19	81,493 00	533,622 30

Year ended—	Department of Justice, amount in postal revenue.	Department of Agriculture, amount in postal revenue.	Post-Office Department.		Total.	
	Amount in postal revenue.	Amount not in postal revenue.	Amount in postal revenue.	Amount not in postal revenue.	Amount in postal revenue.	Amount not in postal revenue.
June 30, 1874	\$5,890 00	\$34,680 00	\$980,000 00	.....	\$1,769,301 86	.....
June 30, 1875	5,124 00	40,300 00	765,953 00	.....	1,189,492 43	.....
June 30, 1876	3,476 00	1,400 00	790,599 50	.....	1,692,946 43	.....
June 30, 1877	4,840 00	1,250 00	.....	\$656,095 50	370,373 11	\$656,095 50
June 30, 1878	2,470 00	1,500 00	.....	778,171 10	314,476 00	778,171 10
June 30, 1879	3,620 00	1,900 00	.....	704,044 25	389,067 60	704,044 25
June 30, 1880	.....	1,500 00	.....	.....	154,823 48	.....
June 30, 1881	.....	162 00	.....	.....	141,932 82	.....
June 30, 1882	.....	1,540 00	.....	.....	169,298 25	.....
June 30, 1883	.....	2,357 55	.....	.....	158,510 40	.....
June 30, 1884	50 00	120 00	.....	.....	160,175 26	.....
	25,470 00	66,799 55	2,536,552 50	2,138,310 85	5,911,298 24	2,138,310 85
Grand total					\$8,049,609 09	

The amount shown as revenue, \$5,911,298.24, is subject to a reduction of \$79,838.02 on account of stamps and stamped envelopes returned for exchange for other denominations, leaving the net amount realized \$5,831,460.22. The method of conducting the exchanges was to credit the value of the stamps that were returned as unsuitable, in stating the account to the Auditor for supplies furnished upon the next requisition in the case of any particular Department of the Government. Thus the net amount realized was less than the value of the stamps furnished upon the requisition. The stamps that had been returned were carefully counted by and destroyed under the supervision of a committee, and the facts were duly certified. The amount credited to the postal revenue was \$5,831,460.22; the amount returned for redemption by the other Departments and not in the postal revenue was \$79,838.02; and the amount issued for use of the Post-Office Department, and also not credited to the postal revenue, was \$2,138,310.85, making the total amount issued during the whole period \$8,049,609.09.

The use of official stamps and stamped envelopes was wholly discontinued by this Department, and substantially so by the other Departments, on the 30th of June, 1879, under the act authorizing the use of official penalty envelopes.

It will be observed that the official stamps constituted an important element in the receipts of the Department during a portion of the time they were in existence. Under the changing conditions governing their use during the whole time, the amounts afford no criterion of the service they may be supposed to represent. This service did not vary greatly in quantity from year to year, the only change being in the direction of an increase, while, at the same time, the revenue from official stamps is shown to have been mainly on a descending scale.

GROSS RECEIPTS OF POSTAL SERVICE.

The annexed table will show the gross receipts of the postal service, the receipts from official postage-stamps and stamped envelopes, the profits of the money-order system, and the net ordinary postal receipts, by annual periods from July 1, 1869, to June 30, 1885, with the amounts and rates of increase or decrease separately in the gross receipts and in the net ordinary postal revenue for each year, as compared to the immediately preceding year. The fluctuations in the rates between the gross receipts and the ordinary postal revenue are especially noticeable.

TABLE A.—Showing gross receipts and net ordinary postal revenues from July 1, 1869, to June 30, 1885, with amounts and ratios of increase.

Year ended June 30—	Gross receipts as shown by Auditor's reports.	Receipts from official stamps and stamped envelopes.	Receipts from money-order business.	Ordinary postal revenue, exclusive of official stamps and money-order business.	Increase.			
					Gross receipts.		Ordinary postal revenue.	
					Amount.	Per cent.	Amount.	Per cent.
1870.....	\$19,772,220 05	.....	\$892,843 00	\$18,879,377 65	.....	.....	.....	.....
1871.....	20,037,045 42	.....	.....	20,037,045 42	\$264,824 77	1.3+	\$1,157,667 77	6.1+
1872.....	21,915,426 37	.....	443,307 63	21,472,028 74	1,878,380 95	9.3+	1,434,983 32	7.1+
1873.....	22,996,741 57	.....	68,584 00	22,928,157 57	1,081,315 20	4.9+	1,456,128 83	6.7+
1874.....	26,471,071 82	\$1,759,301 86	105,198 12	24,696,571 84	3,474,330 25	15.1+	1,678,414 27	7.3+
1875.....	26,791,360 59	1,011,045 47	120,142 09	25,660,173 07	320,288 77	1.2+	1,053,601 23	4.1+
1876.....	28,644,197 50	1,281,389 43	190,770 84	27,172,037 23	1,852,836 91	6.9+	1,511,864 16	5.8+
1877.....	27,531,585 26	370,730 47	172,409 85	26,988,444 94	1,112,612 24	3.8+	*183,592 29	0.6+
1878.....	29,277,516 95	364,923 90	209,647 89	28,762,945 16	1,745,931 69	6.3+	1,774,500 22	6.5+
1879.....	30,041,982 86	388,167 66	219,226 83	29,434,618 43	764,465 91	2.6+	671,763 27	2.3+
1880.....	33,315,479 34	111,534 72	269,205 25	32,934,739 37	3,274,496 48	10.8+	3,500,090 94	11.8+
1881.....	36,785,397 97	138,857 96	295,581 39	36,350,958 62	3,469,918 63	10.4+	3,416,219 25	10.3+
1882.....	41,876,410 15	169,154 48	360,767 35	41,349,488 32	5,091,012 18	13.8+	4,998,529 70	13.7+
1883.....	45,508,692 61	145,144 11	411,619 37	44,951,929 13	3,632,282 46	8.6+	3,602,440 81	8.7+
1884.....	43,325,958 81	154,270 26	507,323 81	42,664,364 74	*2,182,733 80	*4.7+	*2,287,564 39	*5.0+
1885.....	42,560,843 83	.....	408,933 30	42,151,910 53	*763,114 98	*1.7-	*512,454 21	*1.2-
Total	496,851,931 70	5,831,460 22	4,675,650 72	486,344,820 76	22,788,623 18	.....	23,272,532 88	.....

*Decrease.

ORDINARY POSTAL REVENUE.

The receipts from official postage-stamps and stamped envelopes and the profits from the money-order system having been excluded, the following table will be useful in showing the amount of ordinary postal revenue collected in each quarter, and the proportion of such amount to the total amount for the entire year, with the amount and rate of increase, by fiscal years, from July 1, 1869, to June 30, 1885, viz :

TABLE B.—Table showing the ordinary postal revenue (exclusive of official stamps and money-order receipts), by quarterly and annual periods, from July 1, 1869, to June 30, 1885, with the proportion of revenue in each quarter to the revenue for the entire year, and the increase for each year over the immediately preceding year.

Fiscal year ended June 30—	Quarter ended Septem-ber 30.		Quarter ended Decem-ber 31.		Quarter ended March 31.		Quarter ended June 30.		Total postal revenue for the year.	Amount.	Per cent.
	Amount.	Per cent. of total.	Amount.	Per cent. of total.	Amount.	Per cent. of total.	Amount.	Per cent. of total.			
1870	\$4,520,763 25	22.9	\$4,739,948 85	25.1	\$4,910,709 45	24.0	\$4,707,656 10	25.0	\$18,878,377 85	\$1,157,667 77	6.1
1871	4,678,481 15	23.8	4,978,659 07	24.8	5,278,640 91	26.3	5,101,064 59	25.4	20,037,045 42	1,484,968 32	7.1
1872	4,945,625 29	23.0	5,462,198 05	25.4	5,683,885 77	26.4	5,390,419 11	25.0	21,472,028 74	1,456,136 83	6.7
1873	5,430,174 70	23.6	5,647,198 05	24.6	5,972,763 59	26.0	5,892,103 63	25.6	22,828,157 57	1,678,414 27	7.3
1874	6,047,608 89	24.5	5,998,103 02	24.3	6,438,191 62	26.1	6,132,768 31	24.9	24,606,571 84	1,053,601 23	4.1
1875	6,118,046 55	23.8	6,463,296 73	25.1	6,657,347 67	25.9	6,421,433 12	25.0	25,660,173 07	1,611,864 16	5.8
1876	6,431,424 89	23.6	6,868,495 70	25.2	7,163,140 85	26.3	6,708,975 79	24.6	26,988,444 94	*183,502 29	+0.6
1877	6,539,171 38	24.2	6,634,431 10	24.5	7,088,064 13	26.1	6,726,178 33	24.9	28,762,945 16	1,774,500 22	6.5
1878	6,693,093 16	23.2	7,821,470 70	26.4	7,525,942 02	26.1	7,222,439 29	26.0	29,494,648 48	671,703 27	2.3
1879	6,863,107 39	23.8	7,348,184 05	24.9	7,803,969 89	26.6	7,418,367 10	25.2	32,854,739 37	8,500,060 94	11.8
1880	7,563,315 55	22.9	8,224,434 43	25.2	8,409,973 61	26.7	8,237,065 88	25.0	36,350,958 62	8,416,219 25	10.3
1881	8,351,587 76	22.9	9,096,906 05	24.9	9,420,498 35	26.9	9,491,966 46	26.1	41,349,486 82	4,998,529 70	13.7
1882	9,450,556 95	22.8	10,577,562 25	25.5	10,956,286 80	26.4	10,368,138 32	25.0	44,931,929 13	3,602,440 81	8.7
1883	10,510,527 60	23.8	11,438,815 78	25.4	11,887,860 51	26.4	11,116,205 24	24.7	42,664,364 74	*2,367,564 39	+5.0
1884	10,522,006 45	24.6	11,131,202 60	26.0	10,808,861 31	25.3	10,201,294 38	23.9	42,161,910 53	*512,454 21	+1.2
1885	9,974,210 09	23.6	10,721,203 89	25.4	10,963,648 34	26.0	10,472,946 21	24.8	486,344,820 76	23,272,532 88	.....
Total	114,686,461 04	23.57	132,742,297 44	25.23	127,379,793 72	26.19	121,686,268 56	25.00	.....	.....	.....

* Decrease.

As will be observed in the footings of the table, taking the sixteen years from July 1, 1869, to June 30, 1885, as a whole, 23.57 per cent. of the ordinary postal revenue was collected in the quarter ended September 30; 25.23 per cent. in the quarter ended December 31; 26.19 per cent. in the quarter ended March 31; and 25 per cent. in the quarter ended June 30. The revenue for the year ended June 30, 1885, exhibits an increase over the revenue for the year ended June 30, 1870, of \$23,272,532.88, or 123.2 per cent.

In pursuing the comparisons of the postal revenue, it will be proper to show the increase or decrease at the larger and the smaller offices separately. The ordinary receipts, by quarters, since July 1, 1875, have been obtained from the books of the Auditor's office at 30 of the larger post-offices in the country, collecting nearly 40 per cent. of the entire postal revenue. From these figures and the foregoing table, the following supplemental tables have been prepared, viz:

TABLE C.—Table showing the ordinary postal revenue (exclusive of official postage-stamps and net money-order receipts) collected at thirty of the larger post-offices, by quarterly and annual periods, from July 1, 1875, to June 30, 1885, with the proportion of revenue in each quarter to the revenue at such offices for the entire year, and the increase for each year over the immediately preceding year.

Fiscal year ended June 30—	Quarter ended September 30.	Percentage of total revenue collected for the year.	Quarter ended December 31.	Percentage of total revenue collected for the year.	Quarter ended March 31.	Percentage of total revenue collected for the year.	Quarter ended June 30.	Percentage of total revenue collected for the year.	Total receipts for the year.
1876	\$2,531,176 29	23.6	\$2,743,441 83	25.6	\$2,762,753 51	25.8	\$2,650,282 02	24.7	\$10,687,653 65
1877	2,504,026 78	24.5	2,562,759 63	25.1	2,649,235 81	26.0	2,468,546 52	24.2	10,184,568 74
1878	2,417,863 03	23.6	2,642,605 68	25.8	2,656,923 93	25.9	2,520,821 26	24.8	10,238,213 90
1879	2,486,123 94	22.6	2,881,985 87	26.04	2,935,767 40	26.7	2,703,809 14	24.6	10,987,686 35
1880	2,821,578 82	22.2	3,132,947 40	25.7	3,200,491 15	26.4	2,906,826 88	24.6	12,151,844 25
1881	3,103,913 88	23.9	3,449,975 47	25.4	3,462,815 06	25.6	3,518,787 66	26.0	13,535,492 07
1882	3,538,686 07	22.8	4,041,184 01	26.1	4,011,933 81	25.9	3,884,740 20	25.1	15,470,544 09
1883	3,949,874 98	23.4	4,429,715 31	26.2	4,348,535 21	25.7	4,137,735 22	24.5	16,865,860 72
1884	3,977,863 73	24.2	4,378,579 31	26.9	4,111,735 31	25.9	3,939,173 28	24.0	16,407,351 03
1885	3,858,352 70	23.6	4,274,211 54	26.1	4,129,664 55	25.0	4,092,118 21	25.0	16,354,847 00
Total	31,189,960 22	23.5	34,517,406 05	25.8	34,269,855 74	25.7	32,912,840 39	24.7	132,890,062 40

TABLE D.—Table showing the ordinary postal revenue (exclusive of official postage-stamps and net money-order receipts), collected at all other than the thirty large post-offices in the foregoing, by quarters and annual periods, from July 1, 1875, to June 30, 1885, with the proportion of the revenue in each quarter to the revenue at all such offices for the entire year, and the increase or decrease for each year over the immediately preceding year.

Fiscal year ended June 30—	Quarter ended September 30.	Percentage of total revenue collected for the year.	Quarter ended December 31.	Percentage of total revenue collected for the year.	Quarter ended March 31.	Percentage of total revenue collected for the year.	Quarter ended June 30.	Percentage of total revenue collected for the year.	Total receipts for the year.
1876	\$3,900,248 60	23.6	\$4,125,053 87	25.0	\$4,400,387 34	26.6	\$4,058,693 77	24.6	\$16,484,383 58
1877	4,035,144 60	24.0	4,071,671 47	24.2	4,439,428 32	26.4	4,257,631 81	25.3	16,803,876 20
1878	4,275,230 12	23.0	4,678,865 02	25.2	4,869,018 09	26.2	4,701,618 03	25.3	18,524,731 26
1879	4,376,983 45	23.7	4,466,198 18	24.3	4,868,222 40	26.3	4,715,557 96	25.2	18,446,962 08
1880	4,741,736 73	22.8	5,191,487 03	24.9	5,009,432 36	26.0	5,240,239 00	25.2	20,782,895 12
1881	5,247,073 88	23.0	5,636,390 58	24.7	5,957,683 29	26.1	5,973,178 80	26.1	22,815,496 55
1882	5,911,870 88	22.8	6,536,378 24	25.2	6,944,301 99	26.8	6,480,393 12	25.0	25,872,444 23
1883	6,560,032 62	23.3	7,009,100 47	24.9	7,538,845 30	26.8	6,977,470 02	24.8	28,086,068 41
1884	6,545,142 72	24.9	6,752,623 29	25.7	6,697,126 00	25.5	6,202,121 10	23.8	26,157,013 11
1885	6,115,357 39	23.7	6,446,992 35	24.9	6,853,963 79	26.5	6,380,730 00	24.7	25,797,063 58
Total	51,710,040 90	23.5	54,935,300 50	24.9	58,178,428 97	26.4	55,047,633 61	25.0	219,871,404 07

THE POSTAL REVENUE AS AN INDICATOR OF PRIVATE BUSINESS.

In no other statistics of either Government or private business are the pulsations of trade so readily and so unerringly distinguishable as in the postal revenues. The entire country is tributary to them, and every department of life, whether of a business or social nature, feels the need of the service which they represent. They derive their sustenance, however, largely from the demands of business, and hence they are quick to respond to the changes from normal conditions. In view, therefore, of the present strong indications of a revival of prosperity, it may be well to trace the course of the postal revenues for the past few years, not only as a matter of general interest, but in order to determine how far these indications may throw light upon the future of the revenue.

To properly estimate the influences of business, it will be necessary to examine the figures from the larger and the smaller offices separately as well as in conjunction. In this examination the foregoing tables, marked C and D, will be found of service. The figures from the larger offices were obtained specially from the Auditor's Office, and not without much labor; and I regret that the time at my disposal would not permit their extension back to 1870, when the general exhibits in Table B begin. The comparisons by quarters will in all cases be made with those of the corresponding period of the immediately preceding year, unless otherwise specially stated. It will also be well to bear in mind that the comparisons are based upon the ordinary postal revenue alone, exclusive of the receipts from official stamps and the net profits of the money-order business.

THE PANIC OF 1873.

Prior to the autumn of 1873 the country had enjoyed a long season of uninterrupted and unexampled prosperity. The war had been followed by the restoration of business and social intercourse throughout the entire land, and the utmost activity prevailed in all the branches of private industry. Immigration was pouring in, our unoccupied territory was rapidly filling up, and our products were sought in all the markets of the world. Money was plentiful, and there seemed to be no end to the possibilities of business. All this was suddenly checked by the failure, in September, 1873, of a large banking-house having branches in Philadelphia, New York, and Washington, with extensive and influential connections both in this country and in Europe, and whose credit had once been regarded as hardly second to that of the Government. This failure precipitated a large number of others, and financial disorder became everywhere prevalent. Credit was gone, and without credit business must suffer.

The crisis found the postal revenues in a most flourishing condition. The average annual rate of increase for the three years prior to the 30th of September, 1873, was 7.3 per cent. The ordinary revenue for the year ended September 30 amounted to \$23,549,531.76, an increase of \$1,596,893.61, or 7.2 per cent. over that of the preceding year. The increase for the quarter ended September 30 alone was \$621,374.19, or 11.4 per cent. The effects of the commercial disaster were not long in making themselves felt—the revenue for the quarter ended December 31 exhibiting an increase of only \$350,917.37, or 6.2 per cent. For the quarter ended March 31, 1874, there was an increase of \$455,458.03, or 7.6 per cent. The quarter ended June 30 showed an increase of only \$250,664.68, or 4.2 per cent. There was an increase of only \$70,537.66, or 1.1 per cent., for the

quarter ended September 30. The increase for the year ended September 30, 1874, the first year of the panic, was \$1,127,577.74, or 4.7 per cent. Here it may be well to notice the effects of a new element entering into the postal revenue. Postal cards were introduced in 1873, the first shipments to postmasters having been made under date of May 17 of that year. The issues to the 30th of June were 31,094,000 cards, but it is not likely that any considerable portion of these was used prior to the 1st of July. For the year ended June 30, 1874, the issues numbered 91,079,000, making a total to that date of 122,173,000 cards, valued at \$1,221,730.00. The ordinary revenue for the year ended June 30, 1874, embracing the first nine months of the panic, showed an increase of \$1,678,414.27, or 7.3 per cent. as compared to the previous year.

The quarter ended December 31, 1874, showed an increase of \$465,192.71, or 7.7 per cent. For the quarter ended March 31, 1875, there was an increase of \$229,156.05, or 3.5 per cent.

The quarter ended June 30 exhibited an increase of \$288,714.81, or 4.7 per cent. For the quarter ended September 30 there was an increase of \$313,378.34, or 5.1 per cent. The revenue for the year ended September 30, 1875, amounted to \$25,973,551.41, an increase of \$1,296,441.91, or 5.2 per cent., and the increase for this year was founded upon the revenue for the first year of the stringency.

The quarter ended December 31, 1875, showed an increase of \$405,199.97, or 6.2 per cent. There was an increase for the quarter ended March 31, 1876, of \$505,793.18, or 7.5 per cent. For the quarter ended June 30 the increase was \$287,492.67, or 4.4 per cent. The quarter ended September 30 exhibited only the slight increase of \$107,746.49, or 1.6 per cent. The revenue for the year ended September 30, 1876, was \$27,279,783.72, an increase of \$1,306,232.31, or 5 per cent. The business engendered by the Centennial Exposition at Philadelphia undoubtedly contributed much to this increase. The issue of postal cards alone showed an increase for the year over the year ended September 30, 1875, of 43,919,000, or 38 per cent. The 30th September, 1876, closed the first three years of the panic. The average annual rate of increase in revenue during the three years was 4.9 per cent. If surprise be felt that even so great an increase was exhibited, it must be remembered that the postal service profited largely by the correspondence growing out of the adjustments between debtor and creditor, and the complicated proceedings of the bankruptcy act, necessitating the use of the mails. The benefits in this direction, however, were apparently at an end, and the first epoch of the depression had closed.

For the first time an actual falling off was exhibited; the quarter ended December 31, 1876, showing a decrease of \$234,064.60, or 3.4 per cent. At this point the tables marked C and D may be used to trace the increase or decrease as between the larger and smaller offices. The 30 larger offices showed a decrease of \$180,682.20, or 6.5 per cent., while the decrease at the remaining offices was \$53,382.40, or 1.2 per cent. The quarter ended March 31, 1877, exhibited a net decrease of \$74,476.72, or 1 per cent; the large offices showing a decrease of \$113,517.70, or 4.1 per cent., and the smaller offices an *increase* of \$39,040.98, or .8 per cent. The total falling off for the six months ended March 31, was \$308,541.32, or 2.1 per cent.; the large offices showing a *decrease* of \$294,199.90, or 5.3 per cent., and the smaller offices a *decrease* of \$14,341.42, or .16 per cent. This was the period of extreme depression, and it was also the period covered by the Presidential election of 1876, and the settlement of that question by the Electoral Commission. But this was not the end of the depression. For the quarter ended

June 30, 1877, there was a slight net increase of \$17,202.54, or .2 per cent.; the larger offices showing a *decrease* of \$181,735.50, or 6.8 per cent., and the smaller offices an *increase* of \$198,938.04, or 4.8 per cent. For the quarter ended September 30, there was a net increase of \$153,921.77, or 2.3 per cent.; the larger offices showing a *decrease* of \$86,163.75, or 3.4 per cent., and the remaining offices an *increase* of \$240,085.52, or 5.9 per cent. The revenue for the year ended September 30, 1877, was \$27,142,366.71, a decrease of \$137,417.01, or .5 per cent. The larger offices showed a decrease running throughout the entire year of \$562,099.15, or 5.2 per cent., and there was a *net increase* for the year at the smaller offices of \$424,682.14, or 2.5 per cent.

For the quarter ended December 31, 1877, there was an increase of \$687,039.60, or 10.3 per cent.; the larger offices showing an increase of \$79,846.05, or 3.1 per cent., and the smaller offices \$607,193.55, or 14.9 per cent. For the quarter ended March 31, 1878, there was an increase of \$437,277.89, or 6.1 per cent.; the larger offices showing an increase, however, of only \$7,688.12, or .2 per cent., and the remaining offices of \$429,589.77, or 9.6 per cent. The quarter ended June 30, exhibited an increase of \$496,260.96, or 7.3 per cent.; the larger offices showing an increase of only \$52,274.74, or 2.1 per cent., and the remaining offices \$443,986.22, or 10.4 per cent. For the quarter ended September 30, the total increase was \$170,014.24, or 2.5 per cent.; the larger offices showing an increase of \$68,260.91, or 2.8 per cent., and the smaller offices \$101,753.33, or 2.3 per cent. For the year ended September 30, 1878, the revenue amounted to \$28,932,959.40. This was an increase of \$1,790,592.69, or 6.5 per cent. This increase was, however, founded upon the revenue of a year (ended September 30, 1876) of the most extreme depression. The increase indicated no revival of business, since the larger offices showed an increase of only \$208,069.82, or 2 per cent., while that of the smaller offices was \$1,582,522.87, or 9.2 per cent. As compared to the year ended September 30, 1876, the increase for the intervening two years to September 30, 1878, was only \$1,653,175.68, or 6 per cent., an average annual increase of 3 per cent.

The quarter ended December 31, 1878, exhibited an increase at the larger offices of \$219,380.19, or 8.3 per cent., and at the smaller offices a *decrease* of \$192,666.84, or 4.1 per cent. The net increase at all the offices was, therefore, only \$26,713.35, or .3 per cent. The quarter ended March 31, 1879, showed an increase of \$278,047.87, or 3.6 per cent.; there being an increase of \$278,843.47, or 10.4 per cent., at the larger offices, and a *decrease* of \$795.60, or .01 per cent., at the smaller offices. For the quarter ended June 30, there was an increase of \$182,987.88, or 7.2 per cent., at the larger offices, and of only \$13,939.93, or .2 per cent., at the smaller offices. The total increase at all the offices was \$196,927.81, or 2.7 per cent. For the quarter ended September 30, there was an increase of \$700,208.16, or 10.2 per cent.; the larger offices showing an increase of \$335,454.88, or 13.4 per cent., and the smaller offices of \$364,753.28, or 8.3 per cent. The receipts for this quarter indicated a marked revival in the business prosperity of the country, after a stagnation lasting nearly six years, and these indications will appear more strongly in the results of succeeding periods.

For the year ended September 30, 1879, the revenue amounted to \$30,134,856.59, an increase of \$1,201,897.19, or 4.1 per cent.; the larger offices showing an increase of \$1,016,666.42, or 9.8 per cent., and the smaller offices an increase of only \$185,230.77, or .9 per cent. The increase during the year at the larger offices will be especially noticeable. The comparatively slight increase at the smaller offices will also be noticed, and

it is partially explained by the fact that prior to July 1, 1878, postmasters at offices of the fourth class were compensated by commissions on the amount of stamps sold, the rates ranging from 40 to 60 per cent. From the date mentioned, under the act of June 17, 1878, they were allowed commissions on the amount of stamps canceled. Prior to the change, large quantities of stamps had been sold to get the benefits of the commissions, and in large part they were outstanding at the time that the change went into effect, thus reducing the subsequent sales. This matter was fully discussed in my report for the year ended June 30, 1877, suggesting a change in the method of compensating postmasters at fourth class offices.

The revenue for the year ended September 30, 1879, was \$2,855,072.87, or 10.4 per cent., in excess of that for the year ended September 30, 1876. To recapitulate: For the year ended September 30, 1877, there was a decrease from 1876 of .5 per cent.; for 1878 there was an increase of 6.5 per cent.; and for 1879 there was an increase of 4.1 per cent. This was an average annual rate of increase for the three years of 3.3 per cent. This rate was augmented by the revival of prosperity shown at the larger offices during the year ended September 30, 1879.

The revenue for the year ended September 30, 1879, was \$6,585,324.83, or 27.9 per cent., in excess of that for the year ended September 30, 1873. This was an average annual rate of increase for the intervening six years of 4.1 per cent. The second epoch of the depression had passed, and an era of prosperity had begun.

For the quarter ended December 31, 1879, there was an increase of \$976,250.38, or 13.2 per cent.; the larger offices showing an increase of \$270,961.53, or 9.4 per cent., and the remaining offices \$705,288.85, or 15.7 per cent. The quarter ended March 31, 1880, showed an increase of \$1,005,933.62, or 12.8 per cent.; the large offices showing an increase of \$264,723.75, or 9 per cent., and the remaining offices \$741,209.87, or 15.2 per cent. The quarter ended June 30 exhibited an increase of \$817,698.78, or 11 per cent.; the increase at the larger offices being \$293,017.74, or 10.8 per cent., and at the smaller offices \$524,681.04, or 11.1 per cent. For the quarter ended September 30 there was an increase of \$788,272.21, or 10.4 per cent.; an increase of \$282,335.06, or 10 per cent., being shown at the large offices, and of \$505,937.15, or 10.6 per cent. at the remaining offices. The revenue for the year ended September 30, 1880, was \$33,723,011.53, an increase of \$3,588,154.99, or 11.9 per cent.; the larger offices showing an increase of \$1,111,038.08, or 9.8 per cent., and the remaining offices \$2,477,116.91, or 13.3 per cent.

The quarter ended December 31, 1880, exhibited an increase of \$762,471.62, or 9.1 per cent.; the larger offices showing an increase of \$317,028.07, or 10.1 per cent., and the smaller offices \$445,443.55, or 8.5 per cent. For the quarter ended March 31, 1881, there was an increase of \$610,574.84, or 6.9 per cent.; the large offices showing an increase of \$262,323.91, or 8.1 per cent., and the remaining offices \$348,250.93, or 6.2 per cent. For the quarter ended June 30 there was an increase of \$1,254,900.58, or 15.2 per cent.; the larger offices showing an increase of \$521,960.78, or 17.4 per cent., and the smaller offices \$732,939.80, or 13.9 per cent. Especial reasons for this hitherto unparalleled increase will appear hereafter under the head of section 232 of the Postal Regulations. The quarter ended September 30 exhibited an increase of \$1,098,969.19, or 13 per cent.; the large offices showing an increase of \$434,772.19, or 14 per cent., and the remaining offices \$664,197, or 12.6 per cent. The revenue for the year ended September 30, 1881, amounted to \$37,449,927.81, an increase of \$3,726,916.23, or 11 per cent. The in-

crease at the larger offices was \$1,536,084.95, or 12.3 per cent., and at the smaller offices \$2,190,831.28, or 10.2 per cent.

The quarter ended December 31, 1881, showed an increase of \$1,490,656.20, or 16.4 per cent.; the increase at the large offices being \$591,208.54, or 17.1 per cent., and at the remaining offices \$899,447.66, or 15.9 per cent. For the quarter ended March 31, 1882, the increase was \$1,535,737.45, or 16.3 per cent.; for the larger offices it was \$549,118.75, or 15.8 per cent., and for the smaller offices \$986,618.70, or 16.5 per cent. For the quarter ended June 30 there was an increase of \$873,166.86, or 9.1 per cent.; the large offices showing an increase of \$365,952.54, or 10.3 per cent., and the remaining offices \$507,214.32, or 8.4 per cent. For the quarter ended September 30 there was an increase of \$1,059,970.65, or 11.2 per cent., the increase at the larger offices being \$411,188.91, or 11.6 per cent., and at the smaller offices \$648,781.74, or 10.9 per cent. For the year ended September 30, 1882, the revenue amounted to \$42,409,458.97, an increase of \$4,959,531.16, or 13.2 per cent. The increase at the large offices was \$1,917,468.74, or 13.7 per cent., and at the remaining offices \$3,042,062.42, or 12.9 per cent. The particular cause for the abnormal increase appearing in the last six months of the year ended September 30, 1882, will be seen hereafter, under the caption of section 232 of the Postal Regulations above referred to.

For the quarter ended December 31, 1882, there was an increase of \$861,253.53, or 8.1 per cent., the larger offices gaining \$388,531.30, or 9.6 per cent., and the smaller offices \$472,722.23, or 7.2 per cent. For the quarter ended March 31, 1883, there was an increase of \$931,144.71, or 8.4 per cent.; the large offices showing an increase of \$336,601.40, or 8.3 per cent., and the remaining offices \$594,543.31, or 8.5 per cent. The quarter ended June 30 exhibited an increase of \$750,071.92, or 7.2 per cent.; the larger offices showing an increase of \$252,995.02, or 6.5 per cent., and the smaller offices \$497,076.90, or 7.6 per cent. The quarter ending September 30 showed a net increase of only \$12,478.85, or .1 per cent.; there being an increase of \$27,988.75, or .7 per cent., at the larger offices, and a decrease of \$15,509.90, or .2 per cent., at the remaining offices. The influence of the approaching change in the letter rate of postage from 3 to 2 cents had operated detrimentally upon the revenue for this quarter. For the year ended September 30, 1883, the revenue was \$44,964,407.98, an increase of \$2,554,949.01, or 6 per cent.; the increase at the large offices being \$1,006,116.47, or 6.3 per cent., and at the smaller offices \$1,548,832.54, or 5.8 per cent.

During the intervening time, from 1873 to 1883, there were no such changes by legislation in the rates of postage (if the issue of postal cards in 1873 is not to be taken as an exception) as to perceptibly affect the flow of the postal receipts, although there were some slight modifications among the classes of matter which yield but a comparatively insignificant portion of the revenue.

The course of the revenues from October 1, 1883, by quarterly and other periods, will be traced hereafter under the caption of two-cent postage.

SECTION 232 OF THE POSTAL REGULATIONS.

What seems upon cursory examination to be a curious fact in the table is that an abnormal increase is shown during the year ended June 30, 1882, the revenue of that year being \$4,998,529.70, or 13.7 per cent., in excess of that of the year ended June 30, 1881, in the midst of the new era of prosperity, while the increase for the year ended June 30,

1880, the first full fiscal year after the era had begun, was only \$3,500, 090.94, or 11.8 per cent., over the year ended June 30, 1879, during a portion of which year the stagnation of business was shown to have unfavorably affected the postal revenue. A partial explanation, at least, of the anomaly is to be found in the operations of section 232 of the Postal Regulations (page 81, Postal Laws and Regulations, edition of 1879), to which reference has been made.

The influence of this section will justify some mention of it here. The regulation was adopted on the 1st of July, 1879, and it was in force until near the 1st of March, 1881. It admitted into the mails as third-class matter, at a charge of 1 cent for each 2 ounces or fraction thereof, a great variety of partially written and partially printed matter of a business character, which had previously been subject to letter rates of postage (3 cents for each half ounce or fraction thereof).

Among the articles whose classification was thus changed were the following, showing the sweeping effect of the regulation :

Commercial papers, when not wholly in writing, such as invoices, price-lists, bills of lading, bills and statements of account, promissory notes (not completed), shipping directions attached to bills of merchandise, policies of insurance, notices of premiums due, notices of assessment, notices of promissory notes due, notices of accounts overdrawn, notices of dividends, &c., circulars of all kinds, partly in writing, signed or unsigned, legal papers, when not wholly in writing, and not having the expression of monetary value, such as powers of attorney (not completed), deeds, mortgages, leases, &c. (not completed), transcripts of evidence, &c.

The regulation was made under cover of section 22 of the act of March 3, 1879 (20 Stat., page 360), but so strained was thought to be the interpretation of the law that it was made the subject of an inquiry by resolution of the House of Representatives (January 9, 1880). Instead of benefiting the mass of letter-writers, it was in the interest of the business classes, and it is difficult to see why, for instance, a notice from a bank to a stockholder of a dividend due him should be privileged in the mails over an application to the bank from a debtor for the extension of his loan.

Liberal as had been the construction of the law by the Department, the regulation was still more liberally construed by its intended beneficiaries, advantage having been taken of it to such an extent that many business men, firms, and corporations were reported by postmasters as doing their entire business correspondence under the new privilege. So uncertain was the line of demarcation established by the section between first and third-class matter that it is little to be wondered that it was frequently lost sight of altogether. The public, added to the excuse of ignorance, had the inducement of self interest for transgressing, and postmasters, though better informed, were left sufficiently in doubt to prevent them from rigid discriminations. Moreover, it was practically impossible for them to devote the time and labor necessary to properly examine matter involved in the regulation. The loss of revenue was immediately felt, and it continued to grow in magnitude while the regulation lasted.

The regulation was revoked by formal order of the Postmaster-General, dated February 21, 1881, and while, so far as the Department was advised, the act excited no unfavorable comment from the public, it at once produced a largely beneficial effect upon the postal revenues, contributing in good part to the self-sustaining condition in which the postal service was found within the year immediately thereafter.

The revenue for the quarter ended June 30, 1881, shows an increase of \$1,254,900.58, or 15.2 per cent., over that of the quarter ended June 30, 1880. The increase of the latter quarter over the corresponding quarter of 1879 was only \$317,698.78, or 11 per cent. The increase for the quarter ended March 31, 1881, the last quarter of the existence of section 232, was only \$610,574.84, or 6.9 per cent., over the corresponding quarter of the previous year. The increase for the year beginning on the 1st of April, 1881, was \$5,380,263.42, or 15.3 per cent., over the revenue of the year ended March 31, 1881. The increase for the year beginning on the 1st of April, 1882, was only \$3,725,535.75, or 9.2 per cent., over the revenue of the year beginning April 1, 1881.

From an examination of Tables C and D, and from what has previously been said, it will be seen that the larger offices were the greater sufferers by the regulation. This is natural, since they represent more than a proportionate share of the entire business correspondence of the country. It will be evident that the late regulation was an important actor in the postal revenues while it was in existence.

1879 TO 1882.

Despite the injurious effects of section 232 of the Postal Regulations, already referred to, the three years ended September 30, 1882, constitute a golden era in the history of the postal revenue. The ordinary revenue for the three years ended on that date amounted to \$113,582,398.36, and for the three years ended September 30, 1879, it amounted to \$86,210,182.70. This was an increase for the three years of \$27,372,215.66, or 31.7 per cent. The revenue for the year ended September 30, 1882, amounted to \$42,409,458.97, and this was an increase of \$12,274,602.38, or 40.7 per cent., over the revenue for the year ended September 30, 1879. The increase for the year ended September 30, 1880, was 11.9 per cent.; for 1881, 11 per cent.; and for 1882, 13.2 per cent.; an average annual rate of increase for the three years of 12 per cent.

The gross revenue for the three years ended June 30, 1856, amounted to \$19,818,544.01, and for the three years ended June 30, 1859, it amounted to \$22,809,228.69. This was an increase of \$2,990,684.68, or 15 per cent., for the latter over the former three years. For the three years ended June 30, 1862, the gross revenue amounted to \$25,167,184.70, and this was an increase over the three years ended June 30, 1859, of \$2,357,956.01, or 10.3 per cent. For the three years ended June 30, 1865, the gross revenue amounted to \$38,158,202.07. This was an increase of \$12,991,017.37, or 51.6 per cent., over the revenue for the three years ended June 30, 1862, and no similar period has ever witnessed so large a rate of increase. This was due, however, to the unusual activities of the war. The gross revenue for the three years ended June 30, 1868, amounted to \$46,026,613.88, and this was an increase of \$7,868,411.81, or 20.6 per cent., over that of the preceding three years. For the three years ended June 30, 1871, the revenue amounted to \$58,153,776.79, an increase of \$12,127,162.91, or 26.3 per cent., over that of the preceding three years. The progress of the revenue since 1871 has already been shown.

DEPRESSION OF BUSINESS.

The stagnation of business had set in before the 2-cent rate for domestic letters went into effect, and the new measure was therefore inaugurated under most adverse circumstances, so far, at least, as mak-

ing a favorable exhibit of revenue was concerned. In the opinion of many competent authorities, the falling off in trade began during the summer of 1881; but, if this is so, any loss that may have resulted immediately to the postal revenues was lost sight of in the great gain shown to March 31, 1882, under the influence of the revocation of section 232 of the Postal Regulations just explained.

As compared to corresponding periods in the immediately preceding year, the increase of revenue for the quarter ended June 30, 1882, had fallen to 9.1 per cent.; for the quarter ended December 31, to 8.1 per cent.; for the quarter ended March 31, 1883, to 8.4 per cent.; for the quarter ended June 30, to 7.2 per cent.; and for the quarter ended September 30, to 0.1 per cent.; the revenue, however, for the latter quarter at least, having suffered in anticipation of the change in the rate of postage.

The effects of the stagnation are seen in all the exhibits of the postal service within the past two years, and they appear to have been particularly severe during the year just closed. The increase in the number of registered letters and parcels mailed for the year 1884 over that of 1883 was only 6.2 per cent., and for 1885 as compared to 1884 there was a decrease of 1.8 per cent. The average annual rate of increase for the four years prior to July 1, 1883, was 18.58 per cent. In domestic parcels alone the increase for 1884 over 1883 was 6 per cent., and for 1885 there was a decrease of 2.2 per cent. The average annual rate of increase for the four years prior to July 1, 1883, was 52.7 per cent. on this class of matter.

Equally depressing results are seen in the statistics of the money-order business. For the year ended June 30, 1884, as compared to the previous year, the rate of increase in the value of domestic money orders issued was only 4.08 per cent., and for the year ended June 30, 1885, there was a decrease of 3.49 per cent. as compared to the year ended June 30, 1884. For the four years prior to July 1, 1883, there was an average annual increase of 7.45 per cent., and for the year 1880 alone the increase over the previous year was 13.71 per cent. The results are still more conspicuous in the values of money orders issued in this country and payable abroad. In the amount of these there was a decrease of 0.8 per cent. for the year ended June 30, 1884, as compared to the previous year, and for the year ended June 30, 1885, the decrease was at the rate of 11 per cent. as compared to 1884. The average annual rate of increase for the four years previous to July 1, 1883, was 35.7 per cent. In 1880 alone there was an increase of 54 per cent. as compared to the year 1879. The late decline in the value of foreign orders is suggestive of the lack of employment among the laboring classes of people, by whom the money-order system is extensively patronized.

The statistics of private business also show a great falling off in volume, and they all point to the conclusions reached through the medium of the postal exhibits. In view, therefore, of the depressed condition of business, it is evident that had the 3-cent rate continued, there would have been but a comparatively small increase in the postal revenue for the year ended June 30, 1884, over that of the year 1883, and that there would have been a still smaller increase, if indeed there had been any increase at all, for the year ended June 30, 1885, over the previous year.

REVENUE UNDER 2-CENT POSTAGE.

The course of the revenue will now be followed, quarter by quarter, from the 1st of October, 1883, when the 2-cent rate of postage took effect.

The quarter ended December 31, 1883, exhibits a decrease of \$307,613.18, or 2.6 per cent., as compared to the quarter ended Decem-

ber 31, 1882, the large offices showing a decrease of \$51,136.00, or 1.1 per cent., and the remaining offices \$256,477.18, or 3.6 per cent. That the decrease was not greater was undoubtedly due to the fact that the purchase of stamps by the general public immediately following the change of rate was in such quantities as to greatly outlast the current needs. This will account for much of the falling off seen in the immediately succeeding quarters. For the quarter ended March 31, 1884, the decrease was \$1,078,519.20, or 9 per cent., as compared to the revenue of the corresponding quarter of the previous year. The large offices showed a decrease of \$236,799.90, or 5.4 per cent., and the remaining offices \$841,719.30, or 11.1 per cent. For the quarter ended June 30, there was a decrease of \$913,910.86, or 8.2 per cent., the large offices exhibiting a decrease of \$198,561.94, or 4.7 per cent., and the smaller offices \$715,348.92, or 10.2 per cent. For the quarter ended September 30, there was a decrease of \$548,796.36, or 5.2 per cent., the large offices showing a decrease of \$119,011.03, or 2.9 per cent., and the smaller offices \$429,785.33, or 6.5 per cent. The revenue for the year ended September 30, 1884, the first full year of 2-cent postage, amounted to \$42,115,568.38, a decrease of \$2,848,839.60, or 6.3 per cent., as compared to the previous year. The large offices exhibited a decrease of \$605,508.87, or 3.5 per cent., and the smaller offices \$2,243,330.73, or 7.9 per cent.

The decrease of revenue for the first year after the reduction of postage in 1845 was at the rate of 18.7 per cent., and for the first year after the reduction of 1851 it was 19.1 per cent. For the quarter ended December 31, 1884, there was a decrease of \$409,998.71, or 3.6 per cent.; the large offices showing a decrease of \$104,367.77, or 2.3 per cent., and the remaining offices of \$305,630.94, or 4.5 per cent. From this point the revenue was on an ascending scale. The quarter ended March 31, 1885, showed an increase of \$174,787.03, or 1.6 per cent., an increase of \$17,929.24, or .4 per cent., being shown at the larger offices, and of \$156,857.79, or 2.3 per cent., at the smaller offices. For the quarter ended June 30, there was an increase of \$271,553.83, or 2.6 per cent., the large offices showing an increase of \$152,944.93, or 3.8 per cent., and the remaining offices an increase of \$118,608.90, or 1.8 per cent. The considerable gain shown at the large offices, as compared to the smaller offices, affords indications of a revival in business, and these indications are still more strongly manifested since the 30th of June, as will be shown shortly hereafter.

GENERAL CONCLUSIONS.

As a new era of prosperity has apparently set in, it may be well to draw here some general conclusions from the figures of postal revenue exhibited for the past twelve years or more, taking into account the special causes which operate to disturb the regular flow of revenue, as follows:

1st. During periods of commercial depression the larger offices are the first to feel the effects of the change. They also suffer at a disproportionate rate while the depression continues, and they are the first to respond to the renewal of activity in industry and commerce.

2d. As a corollary to the foregoing, the smaller offices, at places where little commercial business is done, while slower to feel the effects of general depression, also respond more slowly to the stimulus of a general revival of business. They also manifest a disproportionately large increase during the full tide of business activity.

RESULTS OF 2-CENT POSTAGE.

Taking into account the depression in business, the results of the reduction of the rate on domestic letters are not such as to afford discouragement to the advocates of that measure.

When the letter-rate was reduced it was expected that compensations would follow from three sources, viz, first, an increase in the number of letters mailed; second, the substitution of sealed matter for postal cards; and, third, the substitution of sealed matter for unsealed circulars. The results as to the increase of letters are not easy to ascertain, but evidence of the substitution of sealed letters for postal cards and unsealed circulars is to be found in the record of postal issues. The number of 1-cent postal cards issued during the year ended June 30, 1882, was 351,394,500. This was an increase of 129,597,500, or 53.47 per cent., as compared to the year ended June 30, 1879. For the year ended June 30, 1885, the issues of 1-cent cards numbered only 339,336,500, a decrease of 12,058,000, or 3.43 per cent., as compared to the year ended June 30, 1882.

During the year ended June 30, 1882, ungummed envelopes for circulars represented 12.5 per cent. of all the stamped envelopes issued; and in the issues for the year ended June 30, 1885, the ungummed envelopes represented only 10.3 per cent. of all the stamped envelopes issued. The issues of ungummed envelopes for circulars during the year ended June 30, 1882, numbered 27,021,750, an increase of 8,563,500, or 46.3 per cent., as compared to the year ended June 30, 1879. The increase in the issues of these envelopes for the year ended June 30, 1885, over those for the year ended June 30, 1882, was only 1,840,250, or 6.8 per cent.

The total number of all the postage stamps (exclusive of newspaper and periodical stamps for second-class matter, which stamps should not enter into the computation), stamped envelopes, newspaper wrappers, and postal cards issued during the year ended June 30, 1882, was 1,733,999,090. This was an increase of 544,613,760, or 45.7 per cent., as compared to the year ended June 30, 1879. The whole number issued during the year ended June 30, 1885, was 2,139,961,576, an increase of 405,962,486, or only 23.4 per cent., over the issues of 1882. This diminished rate of increase, in face of the stimulus of a lower rate of postage, bears incontestable evidence of the great depression in business within the past three years.

The average value of all the stamps (exclusive of newspaper and periodical stamps) and stamped envelopes of the denomination of 2 cents and upwards issued during the year ended June 30, 1882, was 3.083 cents, while the average value of the same in the issues for the year ended June 30, 1885, was 2.211 cents. This was a decrease in average value of 0.872 of a cent, or 28.2 per cent. This ratio is nearly equal to that of the reduction of 33½ per cent. in the rate of postage on domestic letters; and, moreover, it is to be remembered that large numbers of 2-cent stamps were used for drop-letter postages in both 1882 and 1885, the rate on local letters having been the same for both years.

The ordinary postal revenue for the year ended June 30, 1883, amounted to \$44,951,929.13. Considering the advanced stage of the depression of business, it is not likely that there would have been an increase of more than 5 per cent. in the revenue for the next year had the 3-cent rate of postage continued to prevail. At an increase of 5 per cent., the revenue for the year ended June 30, 1884, would have amounted to \$47,199,525.58. The actual ordinary revenue for the year ended June 30, 1884, was \$42,664,364.74. This was only \$4,535,160.84, or 9.6 per cent., less than the es-

timated revenue (\$47,199,525.58) just shown upon the basis of a continuation of 3-cent postage. The revenue for the first quarter (ended September 30, 1883) of the fiscal year ended June 30, 1884, was \$190,779.64, or 1.7 per cent., less than the average of the three succeeding quarters under the 2-cent rate of letter postage, and hence it is not unfair, in estimating the results of 2-cent postage, to date the reduction from July 1, 1883.

Considering the large proportion of revenue yielded by domestic letters, the loss following the change in the rate does not seem large. Especially is this so when the stagnation of business is remembered.

The reduction in the letter rate to 2 cents and the increase of the unit to one ounce give to this country literally the penny postage of Great Britain, the unit of weight being one ounce in that country and the English penny being the equivalent of 2 cents of our currency. A substantial advantage in favor of our people is, however, to be found in the much greater expanse of territory over which letters may be conveyed at the same charges as in Great Britain.

PAST REDUCTIONS OF POSTAGE.

It may be instructive to look into the effects of past reductions in the letter rates of postage. The first material reduction took effect on the 1st of July, 1845, under the act of March 3 of that year. The rates previous to that time had been exceedingly onerous. These rates, with those substituted for them by the act referred to, were as follows, viz:

"For every letter composed of a single sheet of paper conveyed" not exceeding 30 miles, 6 cents; over 30 miles and not exceeding 80 miles, 10 cents; over 80 miles and not exceeding 150 miles, 12½ cents; over 150 and not exceeding 400 miles, 18¾ cents; and for all distances over 400 miles, 25 cents; and "for every double letter, or letter composed of two pieces of paper, double these rates," and in proportion for additional pieces of paper.

The act of March 3, 1845, reduced the charge to 5 cents "for any distance under 300 miles," and to 10 cents "for any distance over 300 miles, for every single letter in manuscript, or paper of any kind, by and upon which information shall be asked for or communicated in writing, or by marks or signs, conveyed in the mails." For additional matter the rates to be charged were in proportion.

The revenue for the year ended June 30, 1845, the last year of the old rates, amounted to \$4,289,841.80. This was \$257,007.85, or 5.6 per cent., less than the revenue for 1842. In 1848, three years after the change, the revenue amounted to \$4,555,211.10. This was an increase of \$265,369.30, or 6.1 per cent., over the revenue of 1845, and \$1,068,011.75, or 30.6 per cent., over the revenue of 1846. In 1851 the revenue amounted to \$6,410,604.33. This was an increase of \$1,855,393.23, or 40.7 per cent., over the year 1848, and \$2,120,762.53, or 49.4 per cent., over the year 1845. It was also \$2,923,404.98, or 83.8 per cent., in excess of the revenue for the year 1846, the first year of the new rates. The revenue for the year 1846 amounted to \$3,487,199.35, and this was \$802,642.45, or 18.7 per cent., less than the revenue for the year 1845, the last year of the old rate. The expenditures of the postal service for the year 1846 amounted to \$4,076,036.91, and the deficiency supplied out of the general Treasury was therefore \$588,837.56, or 14.4 per cent. of the expenditures.

Letter postage was again reduced under the act of March 3, 1851, to take effect on the 1st of July of that year, which provided that the charge should be "for every single letter in writing, marks, or signs,

by mail, not exceeding 3,000 miles, postage prepaid, 3 cents; not prepaid, 5 cents; for any greater distance, double these rates."

The revenue for the year ended June 30, 1851, amounted to \$6,410,604.33. The revenue for the year ended June 30, 1854, three years after the change, amounted to \$6,255,586.22. This was \$155,018.11, or 2.4 per cent., less than the revenue for the year 1851 under the old rates, and \$1,071,059.38, or 20.6 per cent., in excess of the revenue of the year 1852. The revenue for the year 1857 amounted to \$7,353,951.76. This was \$1,098,365.54, or 17.5 per cent., in excess of the revenue for the year 1854, and \$943,347.43, or 14.7 per cent., in excess of that of the year 1851. It was also \$2,169,424.92, or 41.8 per cent., in excess of the revenue for the year 1852, the first year of the new rates. The revenue for the year 1852, the first year of the new rates, was \$5,184,526.84. This was \$1,226,077.49, or 19.1 per cent., less than the revenue for 1851, the last year under the old rate. The expenditures of the postal service for the year 1852 amounted to \$7,108,459.04. The revenue was \$1,923,932.20, or 27 per cent., short of the expenditures for the year.

The total expenditures for the year ended June 30, 1884, were \$47,033,205.07, and the total cost of the service for 1884 (including amount paid to Pacific railroads) was \$48,576,622.67. The gross revenue for that year fell \$3,695,077.99, or 7.8 per cent., short of the expenditures, and \$5,238,495.59, or 10.7 per cent., short of the total cost of the service.

It would appear that under both of the reductions of 1845 and 1851 the falling off in revenue for the first year was proportionately much greater than for the first year after the reduction of 1833, and also that the deficiencies of revenue in both cases were much larger than that following for the first year of the reduction of 1833. It will also be noticed that a large increase of revenue followed within two years after the reductions of 1845 and 1851. In the light of the experience of these two reductions in the rate of postage, there should under any circumstances be a large increase of revenue for the present year. Two special causes, not operative in the previous reductions of postage, should contribute to this increase: First, the extra gain through the substitution of sealed or unsealed matter, and second, the revival already in progress in the business industries of the country.

REVENUE SINCE JUNE 30, 1885, AT LARGE OFFICES.

The change of elements entering into the revenues have all been considered, and still uncertainties remain, the great one being the future condition of the general business of the country. Special effort has been made to gain light from results in the postal revenue accruing since the close of the last fiscal year. The statistics of special delivery, of the change in the unit of weight on letters, and in the rate of postage on second-class matter, have all been shown. Exhibits will now be made of the ordinary postal revenue at some of the large offices since July 1.

It has already been seen that there was a gain, however slight, during the six months ended June 30. The figures for all the offices since that time are not available, for the reason that the Auditor is still engaged on the adjustments for the quarter ended September 30, and the exact results will not be known until early in January. Special returns have, however, been received by this office direct from the postmasters at thirty of the principal post-offices to show the revenue, first, for the quarter ended September 30, and, second, for the month ended October 31. These thirty offices are the same as those statistics of which ap.

pear in the foregoing table marked C, and they collected 38.8 per cent. of the entire (ordinary) postal revenue for the year ended June 30, 1885.

Exclusive of postage on second-class matter, which has already been stated separately, the revenue at the thirty offices for the quarter ended September 30, 1885, amounted to \$3,638,785.30; an increase of \$127,083.75, or 3.6 per cent., as compared to the quarter ended September 30, 1884. For the month of October the revenue amounted to \$1,500,794.39; an increase of \$135,390.19, or 9.9 per cent., as compared to October of last year. The total amount collected, therefore, for the four months to October 31 was \$5,139,579.69; an increase of \$262,473.94, or 5.3 per cent., over the corresponding four months of 1884.

To ascertain how far these figures may be relied on to furnish an index to the currents of business, it will be necessary to refer to the table marked C, making the comparison on the years 1883 and 1884. It will be well to remember that the revenue in this table includes the receipts from second-class matter, the rate of postage upon which, however, was uniform at 2 cents per pound for several years prior to July 1, 1885. This element will not, accordingly, affect the proportions in the comparisons.

For the year ended June 30, 1885, the thirty offices in question collected \$16,354,847.00; a decrease of \$52,504.63, or 0.3 per cent., as compared to the year ended June 30, 1884. By quarters separately there was a decrease of \$119,011.03, or 2.9 per cent., for the quarter ended September 30, 1884; of \$104,367.77, or 2.3 per cent., for the quarter ended December 31, 1884; an increase of \$17,929.24, or 0.4 per cent., for the quarter ended March 31, 1885; and also an increase of \$152,944.93, or 3.8 per cent., for the quarter ended June 30, 1885, as compared to the corresponding quarters of the previous year. The decrease for the six months to December 31 amounted to \$223,378.80, or 2.6 per cent., and the increase for the six months ended June 30 amounted to \$170,874.17, or 2.1 per cent.; leaving the net decrease \$52,504.63, or 0.3 per cent., as previously shown.

For the remaining offices there was a decrease of \$735,416.27, or 5.5 per cent., for the six months ended December 31, 1884, as compared to the corresponding six months of the previous year. At the same offices there was an increase for the six months ended June 30, 1885, of \$275,466.69, or 2.1 per cent., as compared to the six months ended June 30, 1884. Thus for the six months ended December 31, 1884, the large offices showed a decrease of 2.6 per cent., and the remaining offices a decrease of 5.5 per cent. The rate of increase for the six months ended June 30 was the same at both the larger and the smaller offices.

Taking the year as a whole, the decrease at all the offices was \$512,454.21, or 1.2 per cent. The rate of decrease was 0.3 per cent. at the larger offices, and 1.7 per cent. at the smaller offices. By reference to the table it will be seen that the two quarters ended December 31, 1884, represent about the usual proportions of a whole year's business, and it would therefore appear that the comparisons from July 1 to October 31 of the present with the corresponding period of the previous year are not made upon an unfair basis. A uniform increase of 2.1 per cent., at both the large and small offices, was shown for the six months ended June 30, and a still more marked and growing improvement appears in the larger offices for the four months ended October 31. What renders the decided increase of the latter period more conspicuous is the fact that it immediately follows the increase in the unit of weight on letters from half an ounce to one ounce.

From these indications it is reasonable to presume that the resump-

tion of business prosperity has gained a firm basis, and if this prosperity should continue a large increase in the postal receipts may reasonably be expected within the next two years. What the exact rate of increase will be, however, is entirely conjectural.

Since the revenue is to furnish the means for meeting the expenditures of the service, ordinary prudence requires that it should not be overestimated. It is better that the chances should be on the side of caution. It will probably be entirely safe to estimate the rate of increase at 6 per cent. for the current year, and at 8 per cent. for the next year. At these rates the estimates may be stated as follows:

ESTIMATED GROSS REVENUE FOR THE YEAR ENDING JUNE 30, 1886.

Amount of ordinary postal revenue (inclusive of revenue on second-class matter) for year ended June 30, 1885	\$42, 151, 910 53
Deduct postage collected on second-class matter.....	2, 021, 159 26
<hr/>	
Amount of ordinary revenue exclusive of postage on second-class matter	40, 130, 751 27
Add estimated increase of 6 per cent.	2, 407, 845 07
Add estimated revenue on second-class matter, 109,142,000 pounds, at 1 cent per pound (see page 665)	1, 091, 426 00
<hr/>	
Gives estimated total ordinary revenue.....	\$43, 630, 022 34
Add estimated money-order receipts (see Report of Postmaster-General for year ended June 30, 1884, page 40).....	400, 000 00
<hr/>	
Estimated total gross revenue.....	44, 030, 022 34

ESTIMATED GROSS REVENUE FOR THE YEAR ENDING JUNE 30, 1887.

Estimated amount of ordinary postal revenue (inclusive of revenue on second-class matter) for year ended June 30, 1886, as above	\$43, 630, 022 34
Deduct estimated revenue on second-class matter, as above	1, 091, 426 00
<hr/>	
Estimated amount of ordinary revenue, exclusive of postage on second-class matter for year ended June 30, 1886	42, 538, 596 34
Add estimated increase of 8 per cent.	3, 403, 087 70
Add estimated revenue on second-class matter (see page 665).....	1, 200, 568 60
<hr/>	
Gives estimated total ordinary revenue for year ending June 30, 1887.	\$47, 142, 252 64
Add amount of money-order receipts as estimated by Superintendent of Money-order System	400, 000 00
<hr/>	
Gives estimated total gross revenue for year ending June 30, 1887.....	47, 542, 252 64

ESTIMATED DEFICIENCY OF REVENUE.

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

Amount of estimated expenditures payable out of appropriations, as shown in table of estimates submitted to the Secretary of the Treasury	\$54, 986, 166 89
Estimated gross revenue, as above.....	47, 542, 252 64
<hr/>	
Leaves estimated deficiency	7, 443, 914 25

These last figures represent 13.5 per cent. of the estimated total expenditures for the year ended June 30, 1887. The actual deficiency will be much less than the sum given. Two causes will contribute to this: first, the estimate of revenue for proper reasons is extremely conserva-

tive; and, second, in estimating for expenditures it is only proper to allow a sum that will exceed rather than fall short of the actual requirements, ascertainable only in the future.

For the last fiscal year the unexpended balances of appropriations, as seen in the financial exhibits, are estimated at \$545,211.59, or 1.0 per cent. of the appropriations, after allowing for the discharge of all outstanding indebtedness. Unless there should be a decided reaction in business, I should be surprised to see the deficiency to be supplied from the general treasury for the year 1887 exceed the sum of \$5,000,000, and I should not be astonished, in the light of present indications, if it should fall much below that amount.

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, 1885. The number of ordinary postage-stamps issued for sale to the public was 1,465,122,935, valued at \$28,429,628; of newspaper and periodical stamps, 2,717,314, valued at \$2,047,268.50; of stamped envelopes, plain, 142,372,150, valued at \$2,767,161.44; of stamped envelopes bearing a printed return request, 136,796,750, valued at \$3,006,096.10; of newspaper-wrappers, 43,582,500, valued at \$506,705; of postage-due stamps, 12,670,741, valued at \$308,492; of postal cards, 339,416,500, valued at \$3,394,965; making a total number of 2,142,678,890, and a total value of \$40,460,316.04. The issues are more fully detailed in Tables Nos. 5 to 7, appended hereto.

The increase in the value of the above issues over those of the preceding year is as follows: Of newspaper and periodical stamps, \$124,050.70, or 6.45 per cent.; of stamped envelopes bearing a printed return request, \$87,335.55, or 2.99 per cent.

There was a decrease in the value of the issues of ordinary postage-stamps, amounting to \$647,816, or 2.22 per cent.; of stamped envelopes, plain, amounting to \$140,178.88, or 4.82 per cent.; of newspaper wrappers, amounting to \$38,983.25, or 7.14 per cent.; of postage-due stamps, amounting to \$45,119, or 12.75 per cent.; and of postal cards, amounting to \$234,675, or 6.46 per cent.

In comparing the issues it is well to note that the official stamps and stamped envelopes, in use since the repeal of the franking privilege in 1873, were discontinued on the 30th of June, 1884. The value of such stamps and stamped envelopes issued during the year ended on that date was \$160,175.26. The net decrease in the value of the ordinary issues was, therefore, \$895,385.88, or 2.16 per cent. Including the official stamps and stamped envelopes issued during the year ended June 30, 1884, the net decrease in the value of all issues was \$1,055,561.14, or 2.54 per cent.

In addition to the articles above enumerated, there were issued for official use 8,622,000 registered-package envelopes; 707,000 tag envelopes for registered parcels; 19,762,850 official envelopes for postmasters and other postal officers; 1,662,000 envelopes for returning dead letters; 928,000 official envelopes for the several bureaus of this Department; and 2,616 newspaper and periodical receipt books. There was a decrease from the preceding year in the number of registered-package and tag envelopes issued of 1,604,660, or 14.6 per cent., and of official and dead-letter envelopes, 5,883,450, or 21.5 per cent., making the decrease in the total of all kinds 7,340,110, or 18.8 per cent. This large decrease was effected by cutting down the requisitions of postmasters,

on account of unfavorable contract prices, as will be explained more fully hereafter. There was an increase in the issue of departmental envelopes of 148,000, or 18.9 per cent.

The requisitions upon which the foregoing supplies were issued numbered as follows:

For ordinary postage-stamps	150, 176
For postage-due stamps	14, 519
For newspaper and periodical stamps.....	10, 046
For stamped envelopes, plain	75, 731
For stamped envelopes, special request.....	99, 156
For postal cards	70, 008
For registered-package envelopes.....	57, 304
For tag envelopes for registered parcels	1, 926
For official envelopes	24, 911
For newspaper and periodical receipt-books.....	2, 074
Total	505, 851

These supplies were made up and forwarded in the following number of parcels:

Of ordinary postage-stamps	153, 420
Of postage-due stamps	14, 520
Of newspaper and periodical stamps.....	10, 046
Of stamped envelopes, plain	111, 131
Of stamped envelopes, special request.....	94, 400
Of postal cards.....	77, 362
Of registered-package envelopes.....	} 61, 663
Of tag envelopes for registered parcels.....	
Of official envelopes	29, 382
Of newspaper and periodical receipt-books.....	2, 080
Total	554, 004

The following is a comparative statement of the number of requisitions filled during the past and preceding fiscal years:

Articles.	Requisitions filled during year ended June 30, 1885.	Requisitions filled during year ended June 30, 1884.	Decrease.
For ordinary postage-stamps.....	150, 176	105, 922	15, 746
For postage-due stamps	14, 519	15, 107	588
For newspaper and periodical stamps.....	10, 046	9, 594	*432
For stamped envelopes, plain	75, 731	83, 689	7, 958
For stamped envelopes, request.....	99, 156	100, 630	1, 480
For postal cards	70, 008	78, 111	8, 103
For registered-package envelopes	57, 304	57, 438	134
For tag envelopes.....	1, 926	2, 169	183
For official envelopes.....	24, 911	26, 008	1, 097
For newspaper and periodical receipt-books	2, 074	1, 613	*461
Total	505, 851	538, 427	32, 576

* Increase.

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 101,057,963 pounds, or 50,528,981 tons, the postage on which was \$2,021,159.26, an increase of \$131,567.12, or 6.96 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 was 6,085, an increase of 300, or 5.19 per cent., over the number for the previous year.

During the year the sum of \$1,090.37 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 twenty of the principal post-offices in the United States:

Post-office at--	Year ending June 30, 1884.		Year ending June 30, 1885.		Increase for 1885.			Per-centage of total amount collect- ed in the United States.
	Number of pounds mailed.	Amount of postage collected.	Number of pounds mailed.	Amount of postage collected.	Number of pounds.	Amount of postage.	Per-centage of in-crease.	
New York, N. Y.	23,529,581	\$470,591 62	24,805,636	\$496,112 72	1,276,055	\$25,521 10	5.42+	24.54+
Chicago, Ill.	8,887,165	177,742 10	10,311,186	206,223 72	1,424,021	28,481 62	16.02+	10.20+
Boston, Mass.	6,066,420	121,326 40	6,078,035	121,561 70	11,665	233 30	0.19+	6.01+
Philadelphia, Pa.	4,860,286	96,019 72	4,872,161	99,443 22	11,175	3,423 50	3.56+	4.92+
Saint Louis, Mo.	4,413,045	88,260 90	4,877,101	97,512 02	464,056	9,251 12	10.51+	4.82+
Cincinnati, Ohio	3,336,610	66,732 20	3,077,050	61,541 00	-259,560	*5,191 20	7.7-	3.04+
San Francisco, Cal.	1,721,512	34,470 24	1,766,176	35,223 52	44,664	895 28	2.59+	1.74+
Milwaukee, Wis.	1,462,279	29,245 58	1,666,719	32,134 38	144,440	2,888 80	9.87+	1.59+
Detroit, Mich.	1,431,770	28,635 40	1,500,801	30,016 02	69,031	1,380 62	4.82+	1.48+
Louisville, Ky.	1,251,155	25,023 10	1,461,469	29,229 38	210,314	4,206 28	16.80+	1.45-
Toledo, Ohio	994,702	19,814 04	1,277,477	25,549 54	282,775	5,635 50	28.44+	1.20+
Washington, D. C.	1,082,924	21,658 48	1,269,412	25,388 24	186,488	3,729 76	17.22+	1.26-
Saint Paul, Minn.	1,032,811	20,658 22	1,213,123	24,262 46	180,312	3,608 24	17.48-	1.20+
Cleveland, Ohio	1,138,918	23,178 96	1,160,595	23,231 90	7,647	152 94	0.66-	1.15+
Kansas City, Mo.	1,003,317	21,040 34	1,106,986	22,130 72	23,669	472 38	2.18+	1.09+
Elgin, Ill.	1,137,042	22,740 84	1,084,756	21,695 12	*52,288	*1,045 72	(?)	1.07+
Pittsburgh, Pa.	991,684	19,333 68	1,037,304	20,746 08	45,620	892 40	4.60+	1.02-
Augusta, Me.	1,092,016	20,040 38	931,160	18,623 20	*70,850	*1,417 18	(?)	0.92+
Baltimore, Md.	635,137	16,682 74	894,018	17,800 36	60,881	1,217 62	7.30+	0.88+
New Orleans, La.	677,459	13,549 98	788,400	15,768 18	110,940	2,218 20	16.37+	0.78+
Total	66,894,546	1,337,890 92	71,225,624	1,424,512 48	4,331,078	86,621 56	6.47	70.48-

* Decrease.

ONE-CENT NEWSPAPER AND PERIODICAL STAMP.

To provide for wants that were certain to arise from the change in the rate of postage on newspapers and periodicals sent by publishers and news agents to actual subscribers, authorized by the act of Congress of March 3, 1885, the Department began issuing, on the 3d of June, 1885, newspaper and periodical postage-stamps of the denomination of 1 cent, for use after July 1, 1885. This new denomination is of the same design and color as the stamps of the denominations from 2 to 10 cents in the same series; the only difference is in the numeral and the word indicating the value.

SPECIAL-DELIVERY STAMP.

Soon after the close of the fiscal year the Department began preparations for introducing the system for the special delivery of letters, provision for which was made in the post-office appropriation act approved March 3, 1885. The special stamp required by this act was prepared by the contractor for furnishing stamps, and issue of the same was commenced on the 29th of August, 1885, in ample season for use on the 1st of October, the date on which the special-delivery system had been established to take effect. The following is a description of the stamp: A line engraving on steel, oblong in form; dimensions, $1\frac{1}{8}$ by $1\frac{7}{8}$ inches; color, dark blue. Design: On the left an arched panel bearing the figure of a mail messenger boy on a run, and surmounted

by the words "United States"; on the right an oblong tablet, ornamented with a wreath of oak and laurel surrounding the words "Secures immediate delivery at a special-delivery office." Across the top of the tablet is the legend "Special Postal Delivery," and at the bottom the words "Ten Cents," separated by a small shield bearing the numeral "10."

NEW DESIGN OF POSTAL CARD.

Concurrently with the determination to procure a better quality of paper for use of postal cards, referred to in another place, it was decided to further add to the attractiveness of the cards by substituting for the old design of engraving a new one of finer style and workmanship. The new design was prepared, and the plates for printing executed, by the Bureau of Engraving and Printing of the Treasury Department, at the expense of the contractor. The issue of the new cards was begun August 24, 1885, under the new contract.

The design, printed in dark brown, is as follows: On the upper right-hand corner of the card in an oval frame is the head of Thomas Jefferson, the face of which is three-quarters full, looking to the left, and surrounded with a wreath of oak and laurel, tied with a ribbon bearing the words "One Cent" and the numeral "1." On the left at the top of the card are the words "United States Postal Card," the words "United States" being in plain white letters on a curved and partly-folded scroll, and the words "Postal Card" being in dark, ornamental letters, inclosed in straight unshaded lines, with a rosette at each end. Immediately under the scroll is a small white star, below which is a long tablet containing thirteen stars. Below the whole design are these words: "Nothing but the address to be on this side." The new design has received many expressions of popular favor.

REVIEW OF NEW CONTRACTS.

A great saving of money has been effected by new contracts, entered into near the close of the last fiscal year, for furnishing adhesive postage-stamps, postal cards, and registered package, registered tag, official and dead-letter envelopes. This result was due very largely to a favorable condition of the paper market, but in no small degree to the careful measures taken under your direction and supervision to ascertain the just and reasonable wants of the public and the postal service, and to provide for them at a minimum of cost. It cannot fail to serve some good purpose to briefly record here the means through which the new contracts were secured, and the results accomplished by them.

NEW CONTRACT FOR ADHESIVE POSTAGE-STAMPS.

The late contract for furnishing adhesive postage-stamps expired on the 30th of June, 1885. Sealed proposals were invited by public advertisement of March 30, 1885, to be received until 12 m. on the 29th of April, for a new contract for the four years commencing July 1, 1885. The specifications attached to the blank form of proposals furnished to bidders recited in minutest detail every stipulation of the proposed contract. Among the more important conditions were those in relation to the preparation, renewal, use, custody, ownership, and final disposition of the dies, rolls, and plates for printing (all of which are constituted the property of the Government as soon as manufactured, and are at all times subject to the control of the Postmaster-General); the

mode of manufacturing the stamps in all its several branches; the manner of packing, storing, and issuing the stamps; the sufficiency of the stock on hand to promptly meet the requisitions of postmasters; the right of inspection and rejection by the Government; and the disposition of the spoiled work and of the stock remaining on hand at the close of the contract.

It was provided that the stamps should be manufactured and stored in a fire-proof building, and in apartments to be devoted exclusively to the purpose. Suitable and properly furnished office rooms connected with the premises were to be provided for the use of the Government agency charged with supervising the execution of the contract. A definite standard of paper to be used for printing the stamps was prescribed, the sample attached to the specifications having been made from an approved formula under the direction and supervision of the Department. It was provided that the specifications should be inserted in the contract and become a part of the same; in addition to which, it may be stated here, every requirement of the specifications was made a distinct article of agreement when the contract was subsequently drawn.

An important element of cost involved by the contract was the manner of printing the stamps. The two previous contracts expressly stipulated that the printing should be done on hand-roller presses, the use of steam presses under the contract immediately preceding the same, which was silent as to the mode of printing, having resulted in extremely unsatisfactory work. It was claimed, however, just prior to the issue of the advertisement for the present contract, by parties proposing to enter the competition, that recent inventions and improvements in steam machinery had resulted in presses that were capable of producing work equal to that done on hand-roller presses, and at much less expense. The claim involved two different styles of presses, on one of which the work was done partly by steam and partly by hand, and on the other wholly by steam.

The time remaining did not admit of such delay in the advertisement as was necessary to investigate and determine the suitability of the steam-power presses or the merits of their work as compared to each other and to that of the hand-roller presses. Accordingly, to afford the widest scope to the competition, and at the same time to protect the interests of the Government in any contingency, it was decided to invite proposals separately for each of the three methods of printing, and supplemental bids for each of the two kinds of steam printing, with the proviso that if the work should at any time prove unsatisfactory to the Postmaster-General, he might thereafter require it to be done on hand-roller presses, without extra charge to the Government.

The right was reserved to the Postmaster-General to make the award upon any one of the several classes of bids, thus leaving the question to be settled by the disclosures of the bidding, and a subsequent examination of the merits of the different methods of printing. To determine the lowest bid in the aggregate for all the several kinds of stamps required, it was provided that the basis of award should be the actual issues for the year ended December 31, 1884, except as to the special delivery stamps just authorized by the act of March 3, 1885, the number of which was estimated at 5,000,000 for one year. It was provided, however, that the contractor should furnish all the stamps that might be required during the contract term, without reference to the numbers specified as the basis of award.

The following in the blank form of proposals furnished to bidders will show the several kinds and numbers of stamps constituting the basis of award, and the classification of the bids for the various methods of doing the work, viz:

Description.	Number issued during year ended December 31, 1884.	Class No. 1.		Class No. 2.		Class No. 3.		Class No. 4.		Class No. 5.	
		Price per thousand for stamps printed on hand-roller presses. Marked No. 1 in accompanying specifications.		Price per thousand for stamps printed on steam-power presses with part hand-work. Marked No. 2 in accompanying specifications.		Price per thousand for stamps printed wholly by steam-power. Marked No. 3 in accompanying specifications.		Price per thousand for stamps printed by steam-power presses which require a portion of the work, such as wiping and polishing to be done by hand, with the right reserved to the Postmaster General to require the work to be done on hand-roller presses. Marked No. 4 in accompanying specifications.		Price per thousand for stamps printed by presses upon which all the work is done by steam-power, with the right reserved to the Postmaster General to require the work to be done on hand-roller presses. Marked No. 5 in accompanying specifications.	
		Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.
1. Ordinary stamps for use of the public	1, 452, 315, 150										
2. Newspaper and periodical stamps	2, 463, 385										
3. Postage-due stamps	12, 949, 270										
4. Special delivery stamps (estimated for one year)	5, 000, 000										

To insure the good faith of bidders, and the just performance of the contract, it was provided as follows:

Each proposal must be signed by the individual or partnership making it, and when made by a partnership the name of each partner thereof must be disclosed; and it must be accompanied with a guarantee, signed by at least two responsible guarantors, that the bidder shall, within ten days after being called upon to do so, execute a contract, with at least two good and sufficient sureties of the character, and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by a district or circuit judge of the United States; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations and agreements of said contract on the part of the said contractor to be performed as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the sum of \$200,000, for which said forfeiture the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$400,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided for, then the award may be annulled, and the contract let

to the next lowest responsible bidder, if not deemed too high by the Postmaster-General, and so on until the required contract is executed; and such next lowest bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded. The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

The Postmaster-General reserves the right to reject any and all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Department stamps inferior to those required by the contract.

Upon opening the proposals at the time appointed for the purpose, it was found that three bidders had competed for the contract, viz: The Secretary of the Treasury, on behalf of the Bureau of Engraving and Printing of the Treasury Department, and the Franklin and the American Bank Note Companies, both of New York. The bid of the Secretary of the Treasury, under class No. 1 (for printing on hand-roller presses), amounted to \$132,545.49; under class No. 2 (for printing partly by steam and partly by hand), to \$114,136.39; and under class No. 4 (for same kind of printing as in No. 2, with the right reserved to the Postmaster-General to require the work to be done on hand-roller presses), to \$132,545.49, being the same amount as the bid under class No. 1.

The bid of the Franklin Bank Note Company was under class No. 1 only, and amounted to \$135,724.78.

The American Bank Note Company bid under classes Nos. 1, 3, and 5; the bid under classes 3 and 5, however, being only for the ordinary stamps, the bidder proposing in any event to print the other stamps, of which comparatively insignificant numbers are required, by means of hand-roller presses at the prices in the bid under class No. 1. The amount of the American Bank Note Company's bid under class No. 1 was \$125,744.34; under class No. 3, \$103,959.61; and under class No. 5, \$121,532.63.

Under class No. 1, the bid of the American Bank Note Company was \$6,801.15 less than that of the Secretary of the Treasury, and \$9,980.44 less than that of the Franklin Bank Note Company.

For steam printing absolute, the bid of the American Bank Note Company under class No. 3 was \$10,176.78 less than the bid of the Secretary of the Treasury under class No. 2; and for steam printing, upon condition, the bid of the American Bank Note Company was \$11,012.86 lower under class No. 5 than the bid of the Secretary of the Treasury under class No. 4. As will be observed, the American Bank Note Company was the lowest bidder throughout; and its bid under class No. 3 was \$21,784.73 less than under class No. 1, and \$17,573.02 less than under class No. 5.

The large difference shown between the bids under classes Nos. 2 and 3 and classes Nos. 1, 4, and 5, led to a careful investigation as to whether suitable printing could be done by either or both of the two different methods of steam-power printing. The result was satisfactory in both cases; sample sheets of stamps submitted by the American Bank Note Company, and showing the quality of the printing proposed to be done, appearing to be fully equal, if not superior, to the stamps being furnished by the company under its contract then near a close. Moreover, it was proposed by the Bank Note Company, as a condition of the award, to attach these sheets to the contract, to be made a part thereof, and to serve as the standard of inspection of the stamps to be offered

for acceptance during the contract term. The contract was accordingly awarded upon the lowest bid, that of the American Bank Note Company, for the ordinary stamps under class No. 3, and for the remainder of the stamps under class No. 1.

The contract was duly executed, and is now being satisfactorily fulfilled, the printing on the stamps furnished having never been surpassed in quality under any former contract.

The prices per thousand of each of the several kinds of stamps, including everything required to be done and furnished under the contract, are as follows:

For ordinary postage-stamps, per thousand	6.99 cents.
For newspaper and periodical stamps, per thousand	18 "
For postage-due stamps, per thousand	8.49 "
For special-delivery stamps, per thousand	18 "

The cost of the stamps issued during the year ended December 31, 1884, under the late contract, was \$134,884.18, while the new award, made upon the basis of the number issued during that year, amounted, as already stated, to \$103,959.61, a reduction of \$30,924.57, or 22.9 per cent. The saving under the new contract for the current year, based upon the estimated issues, would amount to \$33,365.28. The price per thousand for the ordinary stamps in the late contract was 9.19 cents; in the contract for the four years ended April 30 (and extended by order of the Postmaster-General to June 30), 1881, it was 9.98 cents, and in the contract for the four years ended April 30, 1877, it was 14.99 cents. The cost per thousand of procuring the stamps has thus been reduced more than one half within the past nine years.

For printing by hand-roller presses in the late competition, the price bid by the American Bank Note Company for the ordinary stamps was 8.49 cents per thousand; by the Secretary of the Treasury, 9 cents per thousand; and by the Franklin Bank Note Company, 9.17 cents per thousand.

The stamps are manufactured in New York City, the regular place of business of the American Bank Note Company; and the point selected for the delivery of the stamps, under the options in the contract, is the post-office in that city, the stamps being put up by the contractor ready for mailing to postmasters.

While the cost of the stamps was much reduced by the adoption of steam printing, the bid of the Secretary of the Treasury for the Bureau of Engraving and Printing, in response to an invitation published in the specifications, may have had no small influence in securing low prices, as it was undoubtedly calculated to insure close competition by private bidders. The advantages of having the Bureau compete for the work under this and other contracts were the subject of a correspondence with the Treasury Department last winter; and the papers were transmitted to the Speaker of the House of Representatives by letter of the Postmaster-General, dated February 7, 1885, recommending legislation to carry out the purpose. (Ex. Doc. No. 202, House of Representatives, second session, Forty-eighth Congress.) Although favorably acted upon by the House, the proposed measure failed to become a law. The expediency of renewing the recommendation is respectfully submitted for your consideration.

CONTRACT FOR POSTAL CARDS.

The old contract for postal cards expiring by limitation on the 30th June, 1885, preparations were begun early in March for a new contract for the four years commencing on the 1st July. The cards then in use

not being entirely satisfactory, it was decided to replace them with others of better quality, and the selection of a suitable standard became a matter of nice consideration. It is essential that the cards should be of such texture and finish as to be well suited to writing with either pen or pencil, the qualities favoring the one condition militating against the other. The failure to attain always a proper medium had been the subject of much complaint. Moreover, a due regard for the postal revenue would not admit of the adoption of any of the finer and more expensive card-boards in commercial use, the cost of manufacturing postal cards being included with the postage in the low charge at which they are sold to the public, differing in this respect from stamped envelopes, the expense of procuring which is added to the postage and therefore reimbursed directly by the consumer.

As a preliminary to the adoption of a new standard, the aid of a leading paper manufacturer, of high reputation and acknowledged skill, was solicited in the production of a paper that would meet the just demands of the public at a minimum of expense to the Government. The invitation met with a willing response, and as the result of much thought and frequent experiments, he furnished samples in various grades and weights from which he thought a selection might safely be made. Each lot of samples was accompanied with a statement giving a list of the ingredients, the mode of manufacture, and the estimated market cost.

The different samples were carefully examined to determine their utility and comparative advantages. A choice was made, and upon being submitted, with the ready assent of the manufacturer, to a number of other leading paper manufacturers, it was warmly and unanimously approved, their judgment being based upon an inspection not only of the samples, but of the formulas from which they had been made. They also strongly commended the idea of inserting the formula in the specifications to bidders, as tending to more clearly establish the standard of the paper to be furnished under the contract. The idea was carried out, and new samples complying with the literal requirements of the formula were prepared for the use of bidders, under the supervision of an agent of the Department, by the manufacturer of the original samples. To the credit of this gentleman it should be mentioned that his entire work in connection with devising and furnishing the samples was done without charge to the Government.

The new samples were much superior to the standard under the old contract. The paper is well and compactly made, is clear and unspotted, showing cleanness and even distribution of fiber. It has a smooth, finely finished surface, and, besides being equally well adapted to the use of pencil and pen, it admits of press copy without blurring or defacing the handwriting. Notwithstanding its lighter weight (the old cards weighing $6\frac{1}{2}$ pounds per 1,000), the new paper is of nearly double the tensile strength of the standard under the old contract.

The following is the formula for making the new paper, as contained in the specifications to bidders, viz:

The cards must be 3 by $5\frac{1}{2}$ inches in dimensions, and must weigh $5\frac{1}{2}$ pounds per thousand finished cards, exclusive of bands and wrappers. The paper from which the cards are to be manufactured must be composed in the proportion of 25 per cent. of chemical wood-pulp, and 75 per cent. of rag stock made from what are known as "No. 2 country rags," composed of about one-half soiled whites and one-half blues (except that other rags of an equivalent character and quality may be used instead, after having been approved by the Postmaster-General in writing before being used), excluding all other material except the necessary coloring matter. The rags must be washed and beaten in the washing and beating engines not less than a total of

fourteen hours. The paper must be made on a Fourdrinier machine, and be sized by being run through a tub of animal sizing of the best quality, and it may be dried on the machine or in loft at the option of the contractor. The paper must also be clean and free from imperfections, run and calendered to a uniform weight and thickness, and finished on both sides suitable for printing and for writing with ink or pencil, and the same in color, quality, material, tensile strength, and in all other respects as the sample furnished to bidders, and to be made a part of the contract. The paper may also be required to be water-marked with such design as may be approved by the Postmaster-General. The right is also reserved to the Postmaster-General to change the color of the paper at any time during the existence of the contract. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being printed.

The Postmaster-General reserves the right to increase or diminish the standard weight of the cards at any time during the contract term, upon the condition that he shall pay to the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change.

In all other essential particulars the specifications were equally minute with those furnished to bidders for the contract for adhesive postage-stamps previously referred to. The penalty imposed upon the guarantors for the failure of the successful bidder to enter into contract was fixed at \$25,000, and in the bond to secure faithful performance of the contract at \$200,000. The basis fixed for the award was the issue for the year ended March 31, 1885, consisting of 333,629,500 of the one-cent cards for domestic use and 68,750 two-cent cards for international use.

The advertisement for proposals was issued under date of April 9, 1885, the proposals to be received until noon of May 13. Nine bidders competed for the contract. The lowest bid was that of Calvin C. Woolworth, of Albany, N. Y., at 47.71 cents per thousand for the one-cent and 40 cents per thousand for the two-cent cards, the next lowest bid being 57.40 cents per thousand cards, irrespective of denomination—the former bid amounting to \$159,202.13, and the latter to \$191,542.79, a difference of \$32,340.66 on the issues for the year ended March 31, 1885, and of nearly \$200,000 on the estimated issues for the period covered by the contract. The bid was therefore to be regarded as a most advantageous one to the Government.

The contract was awarded to Mr. Woolworth, the cards to be delivered at Castleton, N. Y., the place of manufacture. The cost of the estimated issues for the current year, at the new contract prices, will amount to \$168,413.04, while the cost of a like number of cards under the late contract would amount to \$192,134.17, a saving of \$23,721.13, or 12.3 per cent., by the new contract. The price paid under the late contract was 54.43 cents per thousand cards; under the contract for the four years ended June 30, 1881, it was 69.56 cents; and under the contract for the four years ended April 30 (and extended to June 30), 1877, it was \$1.39 $\frac{7}{8}$, postal cards having been first introduced in May, 1873. The present rate is, therefore, scarcely more than one-third of the original one.

NEW CONTRACT FOR REGISTERED-PACKAGE AND OFFICIAL ENVELOPES.

The contract for registered-package, registered tag, official, and dead letter envelopes is for one year only. Two contracts were in force during the last fiscal year. The first of these was awarded, after public advertisement, on May 31, 1884, to begin on July 1. There were six bids for all the envelopes called for, and two bids for a portion of them only. The contract prices were favorable to the Government, the successful bid amounting, on the issues for the year ended March 31, 1884,

to \$24,909.27, or 23.4 per cent., less than the amount of the next lowest bid, and \$26,195.76, or 24.3 per cent., less than the cost at the prices in the preceding contract.

Before the close of July, however, it was discovered that the official and dead-letter envelopes being furnished did not conform to the standard of the contract. Though equal in weight and general appearance, they were inferior in point of tensile strength, the deficiency having been detected by means of a paper-testing machine then newly invented. No defects were found to exist in the registered package and registered tag envelopes, which constituted more than one-half of the amount of the contract. The contractor offered to replace the defective envelopes with others that should comply with the terms of the contract, and to allow the Department to arrange for the paper at his expense. The offer was declined, and the contract was annulled. In settling the account of the contractor a deduction of \$337.77 was made to recompense the Government for the damage.

After some delay, arrangements were proceeded with for a new contract for the remainder of the fiscal year, pending which there was some embarrassment for the want of a supply of envelopes. In some instances temporary supplies were purchased in open market at somewhat expensive prices, and, as it has since appeared, were paid for out of appropriations other than those especially provided for envelopes of this kind. A change was made in the character of the contract samples for the official and dead letter envelopes. The paper in the new samples was the same in quality as that used for the first quality of stamped envelopes furnished to the public, and 20 per cent. heavier in weight. Slight changes were made in the sizes of some of the envelopes. The registered package and registered tag envelopes were left unchanged, the bidders' samples being taken from the lot prepared for the previous contract. The same basis of award was adopted as in the former letting—the issues for the year ended March 31, 1884.

In response to the call for proposals, published on the 22d of August, two bids were received on the 15th of September, for all the envelopes named by the schedule. The lesser bid, upon which the contract was awarded on the following day, amounted to \$116,013.81, an increase of \$34,495.05, or 42.3 per cent., over the amount of the former award. The increase in the official and dead letter envelopes was \$23,566.12, or 60.7 per cent., and in the registered package and registered tag envelopes \$10,929.93, or 25.5 per cent. The new contractors had held the contract for the year ended June 30, 1884 (and for some years prior), and it was discovered that the envelopes furnished during the latter portion of that year had the same fault as those which led to the abrogation of the succeeding contract. The damages in their case had been measured at \$2,928, which amount was deducted in the settlement of their final account. The deduction was based on the official envelopes alone, though the dead letter envelopes had been found equally defective, the failure to deduct in this case having probably been due to a misapprehension arising from a difference in the colors of the envelopes.

These contracts were inquired into by the House of Representatives under formal resolution of February 19, 1885, and the facts with relation to them appear fully in the reply of the Postmaster-General dated March 2, 1885, and the papers accompanying the same. (Ex. Doc. No. 264, House of Representatives, second session, Forty-eighth Congress.)

In view of the fact that the matter comes within the subordinate jurisdiction of this office, I deem it only due to myself to disavow all responsibility in connection with the late contract. The arrangements

leading to it were not entrusted to my care, and in the main they were not even within my knowledge during the time they were in progress.

The outlay under the contract was largely reduced by curtailing the issues, as far as practicable, in expectation of better prices at the end of the year. This expectation was abundantly realized in the contract for the year commencing July 1, 1885. The details entering into the new contract were considered with the most extreme care. A committee appointed to inquire into the expediency of a change of pattern in the registered package envelopes, and headed by the chief post-office inspector, reported in favor of the style in use for the past few years. Nothing, therefore, remained to be done in that direction except (with a due regard to expense) to procure paper of the greatest possible strength in the proper weight, excessive weight rendering the sealing less secure.

The old standard of paper in the official and dead-letter envelopes was discarded. The first step in the direction of new standards was to examine into the character of envelopes used by private corporations and other large consumers for corresponding purposes, and the sources from which they were procured. This was followed by personal visits to several of the principal paper mills and envelope manufactories, for the purpose of ascertaining the best means of securing desired results in the way of utility and cheapness; the just needs of the service being all the while held closely in view.

The great improvements in manila papers, fitting them for use in ordinary commercial envelopes, led to special investigation as to their adaptability to the purposes of the proposed contract. Samples of various and well-selected styles, both in rag and manila papers, were made by different manufacturers, at no appreciable cost, and submitted to the Department for examination. All were highly satisfactory; the choice, however, falling upon a line of finely finished papers composed mainly of jute butts and rope manila, and varying in weight, according to the requirements, from 29 to 47 pounds per ream, the paper for the official and dead-letter envelopes in the old contract having been uniform at 60 pounds.

The approximate cost of the old paper was about 13 cents, and of the new papers about 6 cents per pound. Corresponding reductions could not, however, be expected in the price of the finished work, since a large share of the cost is in manufacturing the paper into envelopes, and in preparing them for distribution to postmasters. The cost of manufacture is considerably enhanced by the great variety of printing required on the envelopes for the different post-offices.

The standards having been determined, the papers for use in the bidders' samples were then manufactured specially for the purpose, and converted into envelopes to accompany the specifications, the whole work being done under the eye of an agent of the Department. Some changes were made in the sizes. The extra-letter size was discontinued, the regular letter size meeting all the requirements. A special size between the official and the extra-official sizes was adopted for use of postmasters in inclosing money remittances. The wear of coin subjecting it to a severe test, it was made of the same paper as the registered-package envelope. So also was the extra-official size, used for inclosing money-order statements and other papers of great bulk. The needs of this envelope in the way of strength had led to an increase of the standard under the former contract. The envelope was also reduced somewhat in size to conform more nearly to the ascertained requirements. It represents one out of about every fifty envelopes in the contract.

- Taking the difference of weight into account, the tensile strength of the samples of official and dead-letter envelopes is more than double that of the samples in the late contract. The paper in the registered-package envelopes, though of the same weight, is fully 20 per cent. stronger than that in the former samples.

The new papers are more fully described in the following extract from the specifications to bidders, viz :

The paper from which the No. 1 envelopes are manufactured must be composed in the proportion of 95 per cent. of jute butts and 5 per cent. of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 29 pounds per ream of 500 sheets, measuring $22\frac{1}{4}$ by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed four hours in the washing-engines and beaten eight hours in the beating-engines, and the stock passed through a Jordan engine. The paper must be rosin-sized in the engine and made on a Fourdrinier machine. It must also be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects as the paper in the sample envelopes furnished to bidders and to be made a part of the contract.

The paper from which the Nos. 2, 5, and 6 envelopes are manufactured must weigh $34\frac{1}{4}$ pounds per ream of 500 sheets, measuring $22\frac{1}{4}$ by 30 inches, or in that proportion, and it must be composed of the same materials, and of the same proportions of materials, and made in the same manner, and be subject to the same conditions as the paper for the No. 1 envelopes described in the foregoing; and it must be the same in color, quality, tensile strength, calendering, and finish, and in all other respects, as the paper in the sample envelopes furnished to bidders and to be made a part of the contract.

The paper from which the Nos. 3 and 4 (for official letter and returns) and the No. 6 envelopes (for registered packages) are manufactured must be composed in the proportion of 30 per cent. of No. 1 rope manila, 30 per cent. of No. 2 rope (consisting of about equal parts of manila, hemp, and sisal), 30 per cent. of jute butts, and 10 per cent. of South Carolina clay, excluding all other material except the necessary coloring matter, and must weigh 47 pounds per ream of 500 sheets, measuring $22\frac{1}{4}$ by 30 inches, or in that proportion. In the process of manufacture the rope and jute butts must be washed six hours in the washing-engines and beaten nine hours in the beating-engines, and the ingredients passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Fourdrinier machine. It must be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects as the sample envelopes furnished to bidders and to be made a part of the contract.

The paper from which the tag envelopes for registered packages (No. 7) are to be manufactured must be composed wholly of jute butts (except the necessary coloring matter), and must weigh 90 pounds per ream of 500 sheets, measuring $22\frac{1}{4}$ by 30 inches, or in that proportion. In the process of manufacture the jute must be washed four hours in the washing engines and beaten five hours in the beating-engines, and passed through a Jordan engine. The paper must be rosin-sized in the engine. It must be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects as the sample envelopes furnished to bidders and to be made part of the contract.

All or any of the different papers used may be required to be water-marked with such design as may be approved by the Postmaster-General. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after manufactured into envelopes.

The specifications were complete with respect to all other requirements of the contract. On the 20th of May six bids for the contract were received, in pursuance of public advertisement of April 21, 1885. These bids, calculated upon the issues for the year ended March 31, 1885, ranged from \$55,667.80 to \$71,446.51 in amount, while the cost of like quantities at the prices in the old contract would have amounted to \$98,105.05. The contract was awarded to the Holyoke Envelope Company, of Holyoke, Mass., the lowest bidder, and duly executed. The contract is being carried out in a satisfactory manner, the envelopes furnished proving better adapted to the wants of the service than those lately in use, besides being much superior to those used by foreign Governments for corresponding purposes. The envelopes are delivered at the post office at Holyoke, Mass.

The following table will show, in detail of items, the prices in the new contract as compared to those in the late one:

Kinds of official envelopes.	Prices per 1,000 in contract ended June 30, 1885.	Prices per 1,000 in contract beginning July 1, 1885.	Reduction.	
			Per 1,000.	Per cent.
1. Letter size	\$1 82	\$0 74½	\$1 07½	59.0
Extra-letter size	1 95	Discontinued		
2. Official size	3 05	1 10½	1 94½	63.7
3. Official size for money remittances	New issue	1 65		
4. Extra-official size	3 60	2 00	1 60	44.4
5. For returning dead letters	2 48	80	1	67.8
6. For international money-order advices	3 12	1 85	1 27	40.7
7. Registered-package envelopes	4 80	3 72	1 08	22.5
8. Registered-tag envelopes	3 10	2 32	78	25.1

It may be well to note, in making contrasts in the foregoing, that the letter-size in the new contract supersedes the extra letter-size in the old contract, and also that the new envelope for money remittances is larger than the official-size envelope to which it is compared in price, and that it is made of the heaviest and best paper called for by the contract. The estimated number to be required for the year is 1,000,000.

In the official envelopes (embracing Nos. 1, 2, 3, 4, 5, and 6), the reduction was at the rate of 59.8 per cent., and in the registered-package and tag envelopes 22.6 per cent., as determined by the award. The difference between the amount of the successful bid and the cost of equal quantities of envelopes at the old contract prices was \$42,437.25; but this amount falls short of the actual saving by the new contract, the issues for the year ended March 31, 1885, upon which the award was made, having, as already mentioned, been reduced much below current needs because of the unfavorable contract prices prevailing during the latter portion of the year.

The actual cost of the envelopes issued during the quarter ended September 30, 1885, under the new contract, was \$15,858.71, while the cost of like numbers at the prices in the old contract would amount to \$29,148.85. At this rate the expenditure for the entire year would amount to \$63,434.84, and the saving for the year to \$53,160.56, or 45.5 per cent., as compared to the late contract. This large relative saving is unprecedented, and is a source of extreme gratification under all the circumstances.

SPECIAL FEATURES OF NEW CONTRACTS.

A leading feature in the new contracts that should be more particularly alluded to before leaving the subject—a feature that I believe is quite unusual to Government contracts for paper supplies—is the great exactness with which the standards are prescribed. The materials, in their proper proportions, of which the paper shall be composed, the treatment of the ingredients in the process of manufacture, the weight of the paper in reams of a specified number and size of sheets, are all explicitly defined by the letter of the contract.

To avoid all reason for subsequent dispute with contractors, the paper in the bidders' samples was made especially for the purpose by the most reputable manufacturers, under the personal supervision of trustworthy agents of the Department, and the results verified by the affidavits of the persons concerned in the manufacture.

The privilege of inspection is not confined to the finished work, the

contracts providing that the Postmaster-General shall have "the right to cause inspection to be made at any time by any agent or agents whom he may specially designate for the purpose, of the rooms, apartments, and vaults used for the manufacture and storage of the articles, and of the articles in course of manufacture or in stock," and that "he shall also have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished office-room in the mill without charge, and give him every needful facility for carrying out his duty."

This plan was first introduced in 1878 in the contract for stamped envelopes, in which it has operated most successfully. Its advantages are obvious. With respect to the quality of the goods offered for acceptance, experience has shown that when judged merely by sample it is not safe to depend upon even the best experts, among whom wide differences of opinion may honestly exist. The supplies are forwarded directly to postmasters, and the Government is therefore compelled to rely very largely for a faithful performance of the contract upon the fidelity, vigilance, and skill of its representatives stationed at the places of manufacture. Hence the expediency of confining all discretion within the narrowest possible limits.

The plan gives the Government the right to insist not only upon a certain result, but upon the employment of the necessary means for its accomplishment, and it is calculated not only to protect the interests of the Government, but to furnish a definite and equitable basis of competition. While it may be true that equally good results can be secured from different materials, and by other methods than those prescribed for the composition of the paper, yet the tendency, when governed by sample merely, is in the direction of furnishing inferior articles.

Another feature in the contracts worthy of special mention is a stipulation that "in the event that the exigencies of the public service shall require the acceptance by the Department of any articles which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior articles any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such articles."

The benefits of adjusting appliances to the reasonable wants of the service, through well considered methods, were forcibly illustrated in the contract entered into at the commencement of the present fiscal year for facing slips for the railway mail service. These slips are merely labels cut to about the size of an ordinary letter envelope, and are used for tying on the face of packages of letters and other mail matter to give them proper direction through the mails. It is necessary only that the paper in these slips should be of sufficient stiffness for easy manipulation, and with a surface finish suitable for printing and for writing with lead pencil—great strength not being an essential.

The slips were formerly made of the regular wrapping paper obtained by contract for use in post-offices and by the service generally. This paper had been selected with reference to its great tensile strength, a

prime requisite for wrapping. It was made of all-rope manila, and was comparatively expensive. The estimated consumption for the year was 10,000 reams for facing-slips, and only 6,000 reams for wrapping purposes. The radical difference in the requirements, and the large quantities involved, rendered it an object to contract for two different kinds of paper, each suited to its own particular need. This was accordingly done. The paper in the standard samples for facing slips was composed of equal proportions of jute butts and ground wood pulp to give it the proper strength and body. The conditions of the contract were modeled after those of the contract for registered package and official envelopes previously referred to. The price paid for the paper is \$1.18 per ream, amounting, on the estimated quantity required for the year, to \$11,800. This is a reduction of 76 cents per ream, or \$7,600 (39 per cent.), as compared to the price last year, and 67 cents per ream, or \$6,700 (36 per cent.), as compared to the price of the wrapping paper for the present year. The contract fell into competent and reliable hands, and the paper being furnished is found to be not only a superior one for the special purpose for which it is provided, but to be of such tensile strength and general excellence as to meet all the ordinary requirements of a wrapping paper.

The merits of the system employed in securing the present contracts are worthy of consideration in connection with the letting of all contracts in the line of paper supplies for the Government, and especially in cases where large quantities are required.

COMPARISONS OF NUMBER, VALUE, AND COST OF SUPPLIES.

The gross savings under the new contracts for postage-stamps, postal cards, and registered-package and official envelopes are shown to amount, upon the estimated issues for the current fiscal year, to \$110,246.97, or 24.7 per cent., as compared to the cost of an equal quantity of service under the late contracts. This amount will be augmented in the succeeding years of the contract periods in proportion to the increase of quantities to be required. The figures are shown more in detail in my letter, copy of which is attached to this report, submitting the estimates of appropriations for the service of this office for the next fiscal year.

The decrease of prices already made, together with an anticipated reduction under a new contract to be awarded for stamped envelopes for the four years commencing October 1, 1886 (the prices in the present contract being nearly 23 per cent. less than those in the contract in force in 1877), have led to a large diminution of the estimated expenditures for the ensuing year, despite the anticipated increase in the quantities of service to be performed. As will be noted, the estimates for this office are 25.6 per cent., or \$342,000 in amount, less than the appropriations for the current year, and 7.4 per cent., or \$79,738.75 in amount, less than the expenditures for the last fiscal year. The estimates are also only \$147,093.17, or 17.4 per cent., in excess of the expenditures for the fiscal year ended June 30, 1877, although contemplating considerably more than double the quantity of service to be required.

The number of adhesive postage-stamps, stamped envelopes (excluding official stamps and envelopes), newspaper-wrappers, and postal-cards issued for sale to the public during the fiscal year ended June 30, 1877, was 1,031,636,329, representing a value of \$25,499,367.86, while the number issued during the fiscal year ended June 30, 1885, was 2,142,678,890, valued at \$40,460,316.04. The increase was 1,111,042,561, or 107.6 per cent., in number, and \$14,960,948.18, or 58.7 per cent., in value; the dis-

parity of growth between numbers and values being due to the tendency during the intervening time to cheaper postages. The cost of manufacturing these articles was \$738,296.13 for the year ended June 30, 1877, and for the year ended June 30, 1885, it was \$946,925.39, an increase of \$208,629.26, or 28.2 per cent., as against an increase of 107.6 per cent. in the number of articles furnished.

Taking the items separately, during the year ended June 30, 1877, the number of adhesive postage stamps issued was 690,969,379, valued at \$19,182,281.10, and costing \$100,270.18 for manufacture; of stamped envelopes and newspaper wrappers the number issued was 170,651,450, valued at \$4,616,931.76, and costing \$400,216.81; and of postal-cards the number issued was 170,015,500, valued at \$1,700,155, and costing \$237,809.14.

During the year ended June 30, 1885, the number of adhesive postage-stamps issued was 1,480,510,990, valued at \$30,785,388.50, and costing \$136,058.96 for manufacture (not including \$1,694.51, being the cost of official and other obsolete stamps remaining in the hands of the contractor, and destroyed by a committee, as detailed in Ex. Doc. 264, H. R., 2d sess., 48th Cong., previously alluded to); of stamped envelopes and newspaper wrappers the number issued was 322,751,400, valued at \$6,279,962.54, and costing \$626,165.56; and of postal cards the number issued was 339,336,500, valued at \$3,393,365, and costing \$184,700.57 (exclusive of 80,000 2-cent cards previously in stock).

The increase in the issues of adhesive postage-stamps was 789,541,611, or 114.2 per cent., in number, \$11,603,107.40, or 60.4 per cent., in value, and \$35,788.78, or 35.6 per cent., in cost; of stamped envelopes and newspaper wrappers the increase was 152,099,950, or 89.1 per cent., in number, \$1,663,030.78, or 36 per cent., in value, and \$225,948.75, or 56.4 per cent., in cost; and of postal cards there was an increase of 169,321,000, or 99.5 per cent., in number, \$1,693,210, or 99.5 per cent., in value, and a decrease of \$53,108.27, or 22.3 per cent., in cost.

Of the total issues for the year ended June 30, 1877, adhesive postage-stamps represented 67 per cent. in number, 75.2 per cent. in value, and 13.5 per cent. in cost of manufacture; stamped envelopes and newspaper wrappers 16.5 per cent. in number, 18.1 per cent. in value, and 54.2 per cent. in cost; and postal cards 16.4 per cent. in number, 6.6 per cent. in value, and 32.2 per cent. in cost.

Of the total issues for the year ended June 30, 1885, adhesive postage-stamps represented 69.09 per cent. in number, 76.09 per cent. in value, and 14.3 per cent. in cost of manufacture; stamped envelopes and newspaper wrappers 15 per cent. in number, 15.5 per cent. in value, and 66.1 per cent. in cost; and postal-cards 15.9 per cent. in number, 8.3 per cent. in value, and 19.5 per cent. in cost.

As compared with the year ended June 30, 1877, the prices in the present contract for adhesive postage-stamps show a reduction of 51.6 per cent., and in the present contract for postal cards a reduction of 65.8 per cent., based upon like quantities. In the present contract (awarded in 1882) for stamped envelopes and newspaper wrappers the prices are 22.82 per cent. less than those in the contract in force during the year ended June 30, 1877.

In registered-package, official, and dead-letter envelopes (not including official stamped envelopes provided by separate contract), the prices in the present contract are 48.1 per cent. less than those in the contract for the year ended June 30, 1877, for like kinds and quantities. In the first contract for the year commencing July 1, 1884 (subsequently annulled), the prices were 36.7 per cent. less than those in the contract for

the year ended June 30, 1877. The total number of registered package, official, and dead-letter envelopes, and official stamped envelopes for the Post-Office Department, issued in 1877, was 28,152,400, costing \$88,292.94 for manufacture. The estimated number of registered package, registered-tag, official (the official envelopes now in use corresponding to both the ordinary official and the official stamped envelopes in use in 1877), and dead-letter envelopes to be required for the fiscal year ending June 30, 1886, is 39,529,000, at an estimated cost of \$63,434.84 for manufacture. This is an increase of 11,376,600, or 40.4 per cent., in the number of articles, and a decrease of \$24,858.10, or 28.1 per cent., in the cost of manufacture, as compared to 1877.

The saving is best exhibited by separating the registered-package envelopes from the envelopes for inclosing ordinary official matter. The number of registered-package envelopes issued in 1877 was 5,137,000, at a cost of \$35,548.04 for manufacture. The number contemplated by the estimates for the present fiscal year is 8,914,000. This is an increase of 3,777,000, or 73.5 per cent., in number, and a decrease of \$2,387.96, or 6.7 per cent., in cost of manufacture. The saving in this class of envelopes alone, as compared to 1877, is therefore at the rate of 46.2 per cent. Of the envelopes (both ordinary official and official stamped envelopes) for official correspondence, the number issued in 1877 was 23,015,400, costing \$52,744.90 for manufacture. The estimated number required for the present year is 30,615,000, at a cost of \$30,274.76 for manufacture. This is an increase of 7,599,600, or 33 per cent., in number, and a decrease of \$22,470.14, or 42.6 per cent., in cost of manufacture. The saving in the ordinary official envelopes in 1886, as compared to the ordinary official and official stamped envelopes in 1877, is therefore at the rate of 56.8 per cent.

The number of adhesive postage stamps, stamped envelopes, and postal cards to be required for sale to the public during the year ending June 30, 1886, is estimated at 2,228,386,045, an increase of 1,196,749,716, or 116 per cent., as compared to the issues of 1877. It will be seen that the increase in the number of envelopes to be required for ordinary official correspondence for the year 1886 is only at the rate of 33 per cent. over the number issued in 1877. This is not to be taken as an indication that the requirements of the postal service do not keep pace with those of the public, but it is explained by the fact that large quantities of official envelopes have been superseded by the use of card forms, or "official postal cards," for conveying information relating to postal business. These card forms were adopted in 1878, and were first applied to the business of the registry system. In this system alone the additional number of official envelopes that would be required, except for the substitution of these card forms, will reach fully 25,000,000 for the current year. For the return registry receipt a single card supersedes the use of two envelopes; one for returning the receipt of the addressee of a registered letter to the mailing office, and the other for inclosing it by the latter to the sender of the letter. The great saving effected in clerical labor by this substitution is of much more consequence than the saving in the cost of the envelopes.

For the year ended June 30, 1877, the expenditures for the service of this office amounted to \$845,306.83, representing 2.6 per cent. of the total expenditures (\$32,322,504.24) of the postal service. The estimated expenditures for the service of this office for the fiscal year commencing July 1, 1886, are \$992,400, or 1.8 per cent. of the total amount (\$54,986,166.89) of the estimated expenditures for the postal service.

DIVISION OF REGISTRATION.

There were registered during the year in all the post-offices of the country 11,043,256 letters and parcels. Of this number 7,794,067 were domestic letters, 983,303 were domestic parcels of third and fourth class matter, 475,806 were letters to foreign countries, 35,808 were parcels of third and fourth class matter to foreign countries, and 1,754,272 were letters and parcels of official matter forwarded for the Government and by law exempted from the payment of the registry fee.

The amount of registry fees collected during the year was \$928,898.40, which is \$28,160.90, or 2.9 per cent., less than the amount of fees collected during the previous year.

The decrease in the total number of letters and parcels registered was 203,289, or 1.8 per cent. Separately considered, the decrease of domestic letters and parcels was 296,833, or 3.2 per cent., and of foreign letters and parcels there was an increase of 15,224, or 3 per cent. The decrease of domestic letters alone was 274,271, or 3.3 per cent., and of domestic parcels 22,562, or 2.2 per cent. The increase of foreign letters was 8,904, or 1.9 per cent., and of foreign parcels 6,320, or 21.4 per cent.

In view of the great growth of the registry system within the past few years, the present decrease may seem somewhat surprising; but it is to be accounted for in the main by the extreme depression of the general business of the country, which affected all the channels of the postal revenue, and which it is to be hoped reached its lowest stage during the past fiscal year. Its effects were felt to a considerable extent during the previous fiscal year, when the increase of receipts of registration was only 3.3 per cent., as against an average annual increase of 16.7 per cent. for the six years immediately preceding.

A minor loss to the receipts from registered matter occurred through the operation of the act of Congress of July 5, 1884, providing for the free registration in general of official matter from the Executive Departments at Washington. This privilege had previously been confined to the official matter of the Post-Office Department, and of certain bureaus of the Treasury Department. The statistics of the Washington post-office show a loss of over \$10,000 in registry fees through the extension of the privilege.

LOSSES.

The following will show the classification and number of cases of supposed loss or depredation of registered matter that were reported during the fiscal year to the chief post office inspector for investigation: Losses of first-class matter, 2,731, and of third and fourth class matter, 377; separation or loss from registered package and tag envelopes, 243; rifling of registered letters and parcels, 1,373; tampering with registered letters and parcels, 52; wrongful delivery, 98; and detention, 38; a total of 4,912 cases. In 2,615 of these cases the investigations were finally closed, showing that 2,115 had been properly delivered or satisfactorily accounted for and that 500 had resulted in actual loss. Of the latter cases 350 were shown to have been due to unavoidable casualties, such as the burning of mail-pouches and postal cars, highway robbery, the burning or burglary of post-offices, &c., leaving only 150 cases chargeable to the negligence or dishonesty of postal employes.

With relation to the casualties during the year, 588 registered pieces were lost or destroyed by railroad accidents, resulting generally in

the burning of postal cars; 459 post-offices were robbed by burglars, and 256 were destroyed by fire.

Statistics more in detail in reference to this subject will be found in the report of the chief post-office inspector. The latter officer, upon the suggestion of this office, has established records to show more specifically in future the nature and extent of the losses due to the various causes.

INNER REGISTERED-SACK EXCHANGES.

A valuable adjunct to the system of registered-pouch exchanges has been provided by the introduction of a plan of inclosing within ordinary locked mail-bags small sacks of registered matter at designated points on the line of railway mail service where hand-to-hand receipts for such sacks cannot be obtained. By this plan, when an inner sack leaves a terminal office, the postal clerk will receipt for it as a hand or single piece, and upon reaching the railway station nearest the point of deflection he will inclose it, with a registered-package receipt, to be signed and returned to him by the postmaster, in an iron-locked pouch containing other mail matter destined to the post-office at such point. Postal clerks are thus saved the labor of entering, indorsing, and checking the several individual pieces, and of preparing separate registered-package receipts to go with them. The plan also relieves the postal clerks by restricting their responsibility; and as only dispatching and receiving clerks see and handle the registered package envelopes, the possibilities of loss or tampering are correspondingly lessened.

The increased security does not apply alone to registered matter addressed to the original point of destination, but extends also to matter going to more distant points, whether supplied by railroad or by star service. The inner sacks in use are of special pattern, secured at the mouth with special brass clasps, and locked with the tell-tale or rotary locks in use for the through registered pouches. One of the great advantages to be secured by the new plan comes from the large number of offices to which it can be extended, and to which the rules essential to the security of the regular through pouch system cannot be made applicable. The order carrying the new system into immediate effect, with appropriate regulations for its government, was issued by you under date of September 21, 1885, the necessary equipments having been previously provided. The benefits arising therefrom have already been sufficiently demonstrated to warrant the extension of the system greatly beyond its present limits.

MANIFOLD COUPON BILLS FOR THROUGH REGISTERED POUCHES.

This system of billing and recording, inaugurated during the last fiscal year, has proved to be a complete success. The substitution of manifold writing by the use of carbon paper for old press-copy methods permits of later closing of the registered mails, and through the device of a coupon receipt, to be returned to the dispatching office, the original bill can be retained at the receiving office, whereby the labor of transcribing and the danger of errors are avoided. Blank spaces are also provided on the new forms for signatures of clerks handling and transferring different classes of registered matter, thus fixing individual responsibility. Over 500,000 through registered pouch bills are used annually, and the saving in clerical labor, convenience, and cost of records by the new system aggregates a considerable item.

After a long correspondence with the general post-office of Great

Britain an agreement was reached by which the manifold coupon bill was substituted for Postal Union forms in dispatching registered matter to all of the different exchange offices of Great Britain. By this substitution our exchange offices receive direct and positive acknowledgment for all registered matter exchanged. The saving in clerical labor is also a considerable item.

REORGANIZATION OF REGISTRY DIVISIONS IN THE LARGER POST-OFFICES.

In order to fix individual responsibility at different stages of working the registered mails, institute daily balances of registered pieces, and provide conclusive evidence in case of loss, the work has been commenced of introducing in the twenty-five principal post-offices the system which has proven so successful in the registry divisions of the New York and Chicago post-offices; adapting the forms, records, and methods to the special requirements of each office.

THE INTERNATIONAL THROUGH REGISTERED-POUCH SYSTEM.

This system has been extended by the addition of exchanges under international rotary lock of through pouches between Detroit, Mich., and Windsor, Canada; Port Huron, Mich., and Sarnia, Canada; and Chicago, Ill., and Windsor, Canada. Twenty-four hours of delay has been saved for all registered matter passing between the western section of the United States and the eastern and central sections of Canada. This extension greatly enlarges the system of exchanges between the two countries, inaugurated to take effect on January 1, 1882, and fully explained in my report for the year ended June 30 of that year.

The system was designed to increase the security and facilitate the dispatch of international registered matter, and it has accomplished important results in both directions. The matter had previously been dispatched by circuitous routes, and was operated by methods foreign to those governing the treatment of domestic matter in transit. Over portions of the routes the registered mails were not in the special custody of a postal employé, as contemplated by the fundamental idea of our system. From Montreal, Canada, to Saint Albans, Vt., the registered pouches, fastened with lead seals, were sent in a United States bonded car. From Saint Albans, Vt., to Saint Armands, Canada, in the opposite direction, they were placed in the compartment of a car and locked with an iron lock. The connections were irregular and uncertain, often leading to great delays. These delays and the insecurity of the system led to frequent and well-founded complaints. Besides other misadventures, an entire registered mail was lost on the Canada side of the border in 1880, and no trace of it could subsequently be found.

The new system was arranged, after repeated failures by correspondence, through a personal conference at Montreal with representatives of the Canadian service. The new plan was modeled upon the general features of our through pouch-system, which had not been in use in the postal service of Canada. Each country was to furnish its own equipment, including the tell-tale or rotary lock just previously adopted in this country. The dispatches were to be direct and regular.

To illustrate the economy of time under the new arrangement, to say nothing of increased security, the previous time from New York to Montreal was reduced from 58 hours and 25 minutes to 24 hours and 50 minutes, a saving of 33 hours and 35 minutes; and from Montreal to New

York a reduction was made of 10 hours and 38 minutes, the previous time having been 36 hours and the new time being 25 hours and 22 minutes. The present time is 15 hours and 50 minutes from New York to Montreal, and in the opposite direction it is 20 hours and 15 minutes. Between New York and Montreal the present time is therefore 9 hours less than the original time under the new system, and 42 hours and 35 minutes less than the time prior thereto. The present time between Montreal and New York is 5 hours and 7 minutes less than the time originally required by the new system, and 15 hours and 45 minutes less than the time prior thereto.

In view of the success of the system of international through-pouch exchanges across our northern border, I would respectfully recommend that the necessary steps be taken looking to its extension to exchanges, under similar conditions, with Mexico and Cuba.

GENERAL FEATURES AND STATISTICS OF REGISTRATION.

Great strides have been made within the past few years in the registry system, which has now become one of the great arms of the postal service. It is founded upon the idea of individual responsibility upon the part of postmasters and postal employes, a chain of receipts accompanying registered matter from the moment of its original dispatch until the time of its final delivery. The sender is given a receipt by the mailing office, and is furnished with one from the addressee. The best reasons exist for carefully fostering the system. Not only does it afford a great convenience to the public for the transmission of valuable matter through the mails, but it is an important contributor to the postal revenue, the fees charged more than compensating for the expense of registration. Besides the registry fees, just how much is gained in the way of postages on matter that would otherwise be sent by private express must of course be left to speculation. For instance, a single registered parcel mailed in Philadelphia in September, 1879, contained, besides the registry fee, \$127.90 in stamps to prepay the postage at letter rates.

Unceasing efforts have been made to improve and simplify the methods, and to add to the security of the system. In its present state it scarcely retains a vestige of the plan upon which it was originally founded. Among the comparatively recent changes, in addition to those already noted, are the development of the through-pouch system (introduced in a limited way in 1875); the establishment of the brass-lock system on star routes; the abolition of distributing offices by substituting direct dispatches; the combination into one of the registered letter bill and the return registered letter bill, and of two separate records for the receipt and delivery of matter; the adoption of a combined tag and envelope to be attached to parcels in transit, and containing a pocket for inclosing the bill and receipt; and the adoption of a card form of the registered bill and the return registry receipt for letters, also a card form of registered package receipt, which led to the use of similar forms for various purposes in all the Departments of the Government.

The registry system was first introduced in 1855, the receipts for the first year amounting to \$31,465.50, and its abandonment was some years subsequently strongly urged because of its insecurity and the decline in its patronage. For the year ended June 30, 1877, the receipts amounted to \$367,438.80, while for the last fiscal year they amounted to \$928,898.40, an increase of \$561,459.60, or 152.8 per cent., and an average annual increase of 12.5 per cent. The average annual increase from 1877 to 1883 was 15.9 per cent. The increase for 1883 over 1882

was 18.04 per cent.; for 1884 over 1883 it was only 3.3 per cent.; and there was a decrease of 2.9 per cent. for 1885 as compared to 1884. The figures will be given hereafter in detail of the several classes of registered matter.

A most noticeable innovation was the extension of the system on the 1st October, 1878, to third and fourth class matter, it having previously been confined exclusively to matter chargeable at letter rates of postage. Besides providing the public with a valuable facility, it had the indirect benefit of stimulating competition by private enterprises, being immediately followed by a reduction of charges by some of the principal express companies.

The popularity of the new feature was attested by its rapid growth. The fees on this class of matter, domestic and foreign, amounted, for the nine months ended June 30, 1879 (at 10 cents for each piece), to \$20,659.40; for the year ended June 30, 1880, to \$45,690.30; for the year ended June 30, 1881, to \$65,697.20; for the year ended June 30, 1882, to \$82,175.40; for the year ended June 30, 1883, to \$97,088.10; for the year ended June 30, 1884, to \$103,535.30; and for the year ended June 30, 1885, to \$101,911.10. The average annual increase in the number of parcels of this class of matter from July 1, 1879, to June 30, 1885, was at the rate of 35.5 per cent. The decrease for 1885 from 1884 was 1.5 per cent., there having been a decrease of domestic parcels, as previously shown. The domestic parcels mounted from 448,656 pieces the first full year in 1880 to 983,303 pieces in 1885, the foreign parcels from 8,247 to 35,808 for the same time, and the total of the two kinds mounting from 456,903 to 1,019,111 pieces. The average annual increase of domestic parcels from July 1, 1879, to June 30, 1883, was 51.69 per cent.; for the year ended June 30, 1883, over 1882, the increase was 18.5 per cent.; for 1884 over 1883 it was 6 per cent.; and for 1885 there was a decrease of 2.2 per cent. from 1884.

For foreign parcels the average annual increase from July 1, 1879, to June 30, 1883, was 75.16 per cent.; for 1883 over 1882 it was 2.3 per cent.; for 1884 over 1883 it was 29.3 per cent.; and for 1885 over 1884 it was 21.4 per cent. For first-class (sealed) domestic matter alone the average annual increase from July 1, 1879, to June 30, 1883, was 16.8 per cent.; for 1883 over 1882 it was 9 per cent.; for 1884 over 1883 it was 2.7 per cent.; and for 1885 there was a decrease of 3.3 per cent. as compared to 1884. In foreign letters, or sealed matter, the average annual increase from July 1, 1879, to June 30, 1883, was 29.1 per cent.; for 1883 over 1882 it was 13.1 per cent.; for 1884 over 1883 it was 4.9 per cent.; and for 1885 over 1884 it was 1.8 per cent.

OFFICIAL REGISTERED MATTER.

Some idea of the extent to which the registry system is intrusted for transporting the official matter of the Government may be gained from figures in table No. 10 attached to this report. The number of packages of postage-stamps, stamped envelopes, and postal cards transmitted by registered mail from the several places of manufacture during the last fiscal year was 460,888, valued at \$40,460,316.04, and the amount of money order remittances by cash or draft from postmasters is approximated at \$100,300,000; making a total of \$140,760,316.04 for the postal service. This does not include the postal funds which postmasters are permitted to send by registered mail at their own risk to the designated depositories.

The number of packages containing national-bank notes, coin, internal-revenue stamps, &c., transmitted or received by the Treasury De-

partment and its several bureaus during the year, was 83,727, valued at \$442,937,490.56, of which, as far as known, not a single penny was lost. The total number of packages (excluding those for money-order remittances not ascertained) shown by the table is 927,075, representing a total value of \$711,642,035.46. All this matter (except the small portion received by the Treasury Department) was transported free of expense for postage and registration. The registry fees on the matter in the table would alone reach fully \$100,000, and this amount would perhaps be very much more than doubled if registry fees were collected on all the official matter transported for the Government. All duly authorized public officers at the seat of Government are entitled to register official matter free, but the privilege outside of Washington is confined to postmasters and other postal officers. It thus appears that the registry system, besides being a great convenience to the public, is a necessity to the Government for the safe transportation of its own matter.

DIVISION OF DEAD LETTERS.

The whole number of pieces of undelivered mail matter received in the dead-letter office (including 97,906 pieces on hand from the previous year) was 4,808,146. They were classified as follows:

Domestic mailed letters, including 3,582,834 ordinary unclaimed letters; 101,716 letters returned from hotels; 24,997 letters bearing fictitious addresses; 170,848 letters returned from foreign countries, and 4,041 registered letters.....	3,681,436
Domestic unmailable letters, comprising 117,558 held-for-postage letters; 1,765 letters containing unmailable articles; 284,358 misdirected letters, and 14,668 letters without address.....	418,349
Domestic parcels of third and fourth class matter.....	59,196
Letters mailed in foreign countries.....	412,612
Printed matter, samples, &c., mailed in foreign countries and returnable..	33,553
<hr/>	
Total, as before.....	4,808,146

The following was the disposition primarily of letters handled during the year:

Domestic mailed letters:	
Card and request letters delivered unopened.....	57,143
Letters opened.....	3,819,793
Letters left on hand.....	7,500
<hr/>	3,884,436
Domestic unmailable letters:	
Held-for-postage letters forwarded to address unopened on receipt of postage.....	4,636
Held-for-postage letters opened.....	112,712
Held-for-postage letters on hand awaiting return of notices.....	210
Letters containing unmailable articles opened.....	1,765
Misdirected letters forwarded unopened after correction of address.....	67,250
Misdirected letters opened.....	217,108
Letters without address opened.....	14,668
<hr/>	418,349
Domestic third and fourth class matter:	
Parcels opened and recorded.....	59,196
Foreign matter:	
Letters returned to country of origin or delivered to addressees.....	406,803
Letters still on hand.....	5,806
Parcels of printed matter, samples, &c., returned unopened or delivered to addressees.....	33,553
<hr/>	446,165
<hr/>	
Total.....	4,808,146

MATTER OPENED IN THE DEAD-LETTER OFFICE.

The following was the disposition of mail matter opened in the dead-letter office:

Delivered:	
Letters containing money	12,539
Letters containing drafts, notes, money orders, and other evidences of monetary value	17,588
Letters containing receipts, paid notes, &c.	21,680
Letters containing postage-stamps	105,334
Letters containing nothing of value	1,404,874
Photographs	25,947
Parcels of merchandise, books, &c.	33,451
	<hr/>
	1,621,393
Returned and awaiting evidence of delivery:	
Letters containing money	785
Letters containing drafts, checks, &c.	1,826
Parcels of merchandise, books, &c.	36
	<hr/>
	2,647
Under treatment looking to delivery:	
Letters containing money	1,175
Filed upon failure to deliver:	
Letters containing money	4,474
Letters containing drafts, checks, &c.	795
Letters containing receipts, paid notes, &c.	4,597
Letters containing postage-stamps	2,526
Photographs	6,784
Parcels of merchandise, books, &c.	34,407
	<hr/>
	53,583
Destroyed:	
Letters containing nothing of value which could not be returned to writers, including 166,600 letters forwarded to writers and returned upon failure to deliver	2,536,224
Parcels containing magazines, pamphlets, fruit, cake, seeds, &c.	13,772
	<hr/>
	2,549,996
FOREIGN DEAD MAIL MATTER.	
Returned to country of origin:	
Registered letters	12,235
Ordinary letters	381,543
Parcels of printed matter, &c.	30,304
	<hr/>
	424,082
Delivered to addressees upon their application:	
Registered letters	375
Ordinary letters	200
Parcels of printed matter	18
	<hr/>
	593
Misdirected matter forwarded to correct address:	
Registered letters	47
Ordinary letters	12,406
Parcels of printed matter, &c.	3,231
	<hr/>
	15,684
On hand under treatment:	
Registered letters	146
Ordinary letters	5,660
	<hr/>
	5,806
Total	<hr/>
	446,165

VALUE OF INCLOSURES IN MATTER RESTORED TO OWNERS.

The following is the amount of value of inclosures in letters restored to senders, or in course of restoration:

Number of letters containing money restored to owners	12,539
Amount of money inclosed therein	\$22,453 43
Number of letters containing money outstanding in the hands of postmasters for restoration to owners	785
Amount of money inclosed therein	\$2,641 62
Number of letters containing drafts, checks, notes, money orders, &c., restored to senders	17,588
Amount of value contained therein	\$1,795,764 51
Number of letters containing drafts, checks, notes, money orders, &c., outstanding in the hands of postmasters for restoration to senders	1,826
Amount of value inclosed therein	\$315,409 07

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	1,308
Ordinary letters	170,848
Parcels of printed matter, &c.....	34,665
	<hr/>
	206,821

DEAD REGISTERED MATTER.

Of the 16,487 unclaimed registered letters and parcels received there were—

Delivered to addressees or restored to senders.....	15,511
Returned to postmasters and awaiting receipts.....	74
Filed upon failure to discover ownership and subject to future reclamation..	902
	<hr/>
	16,487

REVENUE FROM DEAD MATTER.

The amount received in postage-stamps on insufficiently prepaid letters forwarded to destination, and upon articles of third and fourth class matter returned to senders, was \$1,064.93.

The money separated from dead letters that could not be restored to the senders, and turned over to the finance division for deposit in the United States Treasury, in compliance with law, amounted to \$8,141.74, to which was added \$1,250.87 realized from auction sale in January last of articles of merchandise for which no owners could be found, making a total revenue of \$9,392.61 from these sources. This does not include the sum of \$2,705.32, credited by the Treasury to the receipts from dead letters, the same having been received from post-office inspectors and other sources outside of the regular course. The total deposit amounted to \$12,097.93.

DEAD MATTER GIVEN TO CHARITABLE INSTITUTIONS.

During the year 17,305 magazines, pamphlets, illustrated papers, picture-cards, &c., which could not be restored to the senders, were distributed amongst inmates of the various hospitals, asylums, and other charitable and reformatory institutions in the District of Columbia, as heretofore, by order of the Postmaster-General. The following are the numbers of the several articles:

Magazines	1,152
Pamphlets, &c	2,754
Illustrated papers.....	3,114
Picture-cards, &c	10,285

DECREASE IN THE NUMBER OF HELD-FOR-POSTAGE LETTERS.

During the year there was a decrease in the number of held-for-postage letters of 16,028, which decrease, like that occurring in the preceding year, grows mainly out of the reduction to 2 cents in the letter rate of postage. Formerly, when there was a difference between the general and the local rate of postage, many letters mailed at letter-carrier offices for other places were inadvertently prepaid only at the local rate, and they were consequently held, under the law, on account of the deficiency. Now, however, with a uniformity of the drop and general letter rates, such mistakes are avoided, and considerable annoyance and inconvenience both to the public and the postal service are thereby saved. The statistics in 1883 showed that 45 per cent. of held-for-postage letters at the free-delivery offices were prepaid with 2-cent stamps.

The held-for-postage matter coming to the dead-letter office was greatly diminished by the system adopted in May, 1882, giving addressees the opportunity of receiving the matter direct from the mailing office, upon notice from the postmaster, by supplying the necessary amount of postage entitling it to be forwarded. The addressee is thus enabled to save the vexation and delay of obtaining the matter through the dead-letter office, the place appointed by law for its primary destination in case of non-delivery. This system, at first tried at the free-delivery offices, has since been extended to all post-offices. It was fully explained in my annual report for the year ended June 30, 1882, and its advantages are too obvious to require further comment here.

INDEPENDENT BUREAU OF DEAD LETTERS.

In the present organization of the Department, the work pertaining to the treatment of dead mail matter is performed under the immediate supervision of the chief of the division of dead letters, subject to my general direction and the ultimate control of the Postmaster-General. Good reasons exist for detaching the division of dead letters from the jurisdiction of this office. Through the natural increase of business incident to the general growth of the postal service, and the additions of new branches of business, arising from an enlargement of the functions of the service, and of improved methods in the collection of the postal revenue, during the past few years, this office has become somewhat disproportioned to the other organic branches of the service. In point of numbers, the clerical force is considerably more than double that of any other Bureau of the Department.

The more essential business of the office is in connection with the collection and disbursement of the postal revenues, to which the work of the dead-letter division is hardly analogous. Neither has this latter work any close relationship to that of any other of the present Bureaus of the Department. It belongs to a class of its own. The work is, however, of very great importance. To the employés of the division in the legitimate and proper administration of the service are committed the confidences and the property of the public, often of much interest in the one case and of large value in the other. The carelessness and misapprehension of the public, and the mistakes of postal employés and the casualties of the service, contribute in unequal proportions to the great volume of its business.

The total number of pieces of matter received for treatment during the past year, as previously shown, was 4,808,146. Among the sealed enclosures necessary to be opened was found money, or the representa-

tives of moneyed value, amounting to \$2,250,609.05. The number of articles of intrinsic worth was 248,514, and these articles were as diverse in character as they were in value. The number of employes engaged in the division is 110. A proper oversight of their labors, the extent and variety of the details of the business, and the care of the large interests involved, should, in my opinion, impose upon the officer immediately in charge a greater responsibility and a higher rank than he is now invested with.

Accordingly, I have the honor to recommend that the division be erected into a separate bureau, the officer in charge to be held directly accountable to the Postmaster-General. I would also suggest the propriety of changing the designation of the division to that of the dead-letter office, and the chief of the division to that of superintendent of the dead-letter office. I would further respectfully suggest for your consideration the propriety of increasing his compensation to correspond with the proposed measure of his responsibilities.

The tendencies of this recommendation should be to increase the efficiency of the service. In the nature of the case the head of this office is unable, consistent with the proper discharge of his other and more important duties, to give the great minutiae of the dead-letter division the close personal care and attention imposed by a due regard for the responsibilities he is called upon to assume in connection with them. The separation of the dead-letter division will still leave this office and its immediate dependencies (the postage-stamp, stamped-envelope, and postal-card agencies) the largest in respect to its clerical force of any of the several branches of the Department. The importance of the business that will remain to the office is too manifest to need elaboration.

In asking the separation, it is only just that I should testify to the faithfulness with which the employes of the dead-letter division have performed their duties. They have been attentive, diligent and ever mindful of the delicacy of the trusts severally confided to them.

It would be unfair not to include the employes throughout the entire office in this commendation. Generally they have been efficient, attentive (often working beyond the prescribed hours), and true to all their obligations of duty. If there have been exceptions, they were few in number, and I am glad to say they were greatly exceeded by the cases of rare merit and fidelity.

I have the honor to be, very respectfully, your obedient servant,
A. D. HAZEN,

Third Assistant Postmaster-General.

HON. WILLIAM F. VILAS,
Postmaster-General.

POSTSCRIPT.

Since the foregoing report was first put in type, special returns have been secured from nine of the principal post-offices, showing the revenue thereat for the twenty days from November 1 to November 20, inclusive, as compared to that of the corresponding twenty days in November, 1884.

In the ordinary revenue (exclusive of postage on second-class matter) there was an increase in the aggregate of the nine offices of \$87,491.01,

or 15.2 per cent. The total increase of revenue at the nine offices from July 1 to November 20, 1885, was \$293,056.36, or 7.2 per cent., as compared to the corresponding period of 1884. These figures should be considered in connection with those on pages 683 and 684 of the foregoing report. The nine offices in question collected 27.7 per cent. of the entire ordinary postal revenue for the year ended June 30, 1885. The exhibits of increase from July 1 to November 20, 1885, as compared to the corresponding time in the previous year, will be shown by periods in the following table, viz:

Name of office.	Quarter ended September 30.		Month of October.		November 1 to 20.		Total, July 1 to November 20.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
New York, N. Y.	\$32,380 05	3.6+	\$35,309 88	9.4+	\$26,772 37	12.5+	\$94,462 30	6.3+
Chicago, Ill.	22,544 84	5.3+	17,756 00	11.6+	24,145 46	27.3+	64,446 90	9.7+
Philadelphia, Pa.	8,713 92	2.5+	11,754 87	9.1+	7,253 38	8.9+	27,722 17	5.0+
Boston, Mass.	28,590 09	9.3+	9,427 82	7.5+	13,445 30	17.8+	51,463 21	10.1+
Saint Louis, Mo.	4,611 89	2.6+	2,322 20	3.5+	2,886 60	7.1+	9,820 69	3.5+
Cincinnati, Ohio	6,456 68	5.1+	10,523 08	23.3+	6,061 73	23.4+	23,041 49	11.7+
Brooklyn, N. Y.	*784 74	*0.9+	4,395 24	12.0+	3,281 43	16.3+	6,891 93	4.8+
Pittsburgh, Pa.	1,590 66	2.2+	1,234 51	4.1+	5,024 08	37.6+	7,849 25	6.8+
Buffalo, N. Y.	7,407 01	12.1+	1,330 75	4.5+	*1,379 34	*7.3+	7,358 42	6.7+
Total	111,510 40	4.5+	94,054 95	9.5+	87,491 01	15.2+	293,056 36	7.2+

* Decrease.

SECOND-CLASS MATTER.

The subjoined table will show by periods the increase or decrease at each of the nine principal post-offices in the number of pounds of second-class matter mailed from July 1 to November 20, 1885, as compared to the corresponding time in 1884. The figures for a portion of the time are referred to in pages 663 to 666 of the foregoing report. The nine offices named mailed 55.1 per cent. of all the second-class matter forwarded through the mails during the year ended June 30, 1884.

Name of office.	Quarter ended September 30.		Month of October.		November 1 to 20.		Total, July 1 to November 20.	
	Pounds.	Per cent.	Pounds.	Per cent.	Pounds.	Per cent.	Pounds.	Per cent.
New York, N. Y.	*266,488	*4.2+	*51,500	*2.3+	*94,700	*6.4+	*412,688	*4.1+
Chicago, Ill.	627,214	24.1+	*28,765	*3.5+	*170,482	*24.7+	427,967	10.4+
Philadelphia, Pa.	*21,464	*1.7+	127,192	27.8+	*3,233	*1.0+	102,495	5.2+
Boston, Mass.	141,500	9.6+	18,650	3.2+	42,514	13.4+	202,664	8.5+
Saint Louis, Mo.	*71,719	*5.6+	*39,382	*9.3+	13,217	5.1+	*97,884	*5.0+
Cincinnati, Ohio	19,660	2.4+	38,901	15.9+	*2,650	*1.5+	55,911	4.6+
Brooklyn, N. Y.	*5,028	*9.8+	5,614	40.7+	2,661	56.5+	3,247	4.6+
Pittsburgh, Pa.	*13,497	*5.1+	*9,687	*11.2+	*3,181	*5.3+	*26,365	*6.4+
Buffalo, N. Y.	16,892	19.7+	*408	*1.1+	10,272	60.7+	26,756	19.4+
Total	427,070	-----	60,615	-----	*205,582	*6.2+	282,103	1.2+

* Decrease.

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

NOVEMBER 25, 1885.

No. 1.—*Explanations of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1887.*

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 15, 1885.

SIR: Herewith I have the honor to submit the following estimates of appropriations required for the service of this office for the fiscal year ending June 30, 1887, to wit:

1. For manufacture of adhesive postage and special-delivery stamps...	\$116,700 00
2. For pay of agents and assistants to distribute stamps and expenses of agency.....	8,100 00
3. For manufacture of stamped envelopes, newspaper wrappers, and letter sheets	583,500 00
4. For pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, and letter sheets, and expenses of agency..	16,000 00
5. For manufacture of postal cards	188,600 00
6. For pay of agent and assistants to distribute postal cards and expenses of agency.....	7,300 00
7. For registered-package, tag, official, and dead-letter envelopes.....	67,200 00
8. For ship, steamboat, and way letters	2,000 00
9. For engraving, printing, and binding drafts and warrants.....	2,000 00
10. For miscellaneous items	1,000 00

As will be observed, the principal items in the foregoing estimates are for the manufacture of adhesive postage and special-delivery stamps, stamped envelopes and newspaper wrappers, postal cards, registered-package, tag, official, and dead-letter envelopes.

These articles are issued upon the requisitions of postmasters, and are furnished under contracts, the contracts for postage-stamps, stamped envelopes, newspaper wrappers, and postal cards being for a period of four years under special enactment (joint resolution, March 24, 1874), and the contract for registered-package, tag, official, and dead letter envelopes being for one year, under the law relating to stationery supplies (R. S., sec. 3735). New contracts were entered into, after public advertisement, in March and April last, to take effect on the 1st July, 1885, for postage-stamps and postal cards, respectively, and the estimates for these two items may, therefore, be based upon existing prices. The present contract for stamped envelopes will expire on the 30th September, 1886, and new contract prices will accordingly prevail during nine months of the fiscal year for which these estimates are made. So, too, the contract for registered-package, tag, official, and dead-letter envelopes being a yearly one, present prices afford no absolute criterion of cost under a new contract for the next fiscal year.

An element of uncertainty is, of course, to be found in the quantities that will be required. An increase is naturally to be expected, to keep pace with the general growth of the service, but past experience has shown a great irregularity in the issues, one item not increasing in the same proportion as another, and the general ratio of increase varying greatly at different periods. These fluctuations are due to a variety of causes, but principally to the changing conditions of the business industries of the country, by which the demands are, to a large extent, regulated. Thus, in numbers, the aggregate issues of the past fiscal year were nearly 1 per cent. less than those of the year ended June 30, 1884, while those of the latter year were 16.35 per cent. more than the issues for the year immediately preceding. The abnormal increase for the year ended June 30, 1884, was due to the unusual quantities of 2-cent and 4-cent stamps and stamped envelopes required to meet the reduction of letter postage to 2 cents, which went into effect on the 1st of October, 1883. The average annual

increase in the aggregate of all the items for the seven years ended June 30, 1885, was at the rate of 9.3 per cent. The decrease of the past year, in the face of a stimulus of a lower rate of letter postage, was owing, undoubtedly, to the extreme depression in the business interests of the country. While the issues to the 30th of September exhibited but a slight increase over those of the corresponding quarter of the previous year, the signs since the 1st of October point to a considerable augmentation in the near future to meet the revival of business prosperity. While an increase of only 4 per cent. will be assumed for the present year, it must be remembered, in view of the slight increase for the first quarter, that this is equivalent to more than 5 per cent. for the year as a whole. The estimates for the next year will be on a more liberal scale, assuming an increase of 8 per cent. in adhesive postage-stamps, and of 12 per cent. in postal cards, stamped envelopes, and newspaper wrappers, respectively, on the estimated issues of the current year. The appropriations for the present year are already made, and under the reduced prices in the new contracts they will be much in excess of actual requirements, however great the same may be. The estimates for the present year are therefore important, only as they constitute a base on which to estimate for the next year. Furthermore, should the indications at the time seem to require it, the needs of the next year in the way of postage-stamps and postal cards may be anticipated to some extent by unusually liberal supplies to the post-offices towards the close of the present year. As the prices will be the same during both years, such an anticipation will lead to no increase of cost. In no event will the expenditures be beyond actual necessities; and as the articles for which mainly the appropriations are asked underlie the foundations of the postal revenue, it will be true economy to provide the means for furnishing all the supplies that may be needed in any contingency.

The several items are considered in detail as follows:

ADHESIVE POSTAGE AND SPECIAL-DELIVERY STAMPS.

As already stated, a new contract for adhesive postage and special-delivery stamps for the four years beginning July 1, 1885, is now undergoing execution. The following are the prices in the new contract, viz:

For ordinary postage-stamps, 6.99 cents per 1,000.

For newspaper and periodical stamps, 18 cents per 1,000.

For postage-due stamps, 8.49 cents per 1,000.

For special-delivery stamps, 18 cents per 1,000.

The award was made on the basis of the numbers of the several kinds issued during the year ended December 31, 1884, amounting, at the prices specified, to \$103,959.61, a reduction of \$30,924.57, or 22.9 per cent., from the cost of like numbers under the old contract. The expenditure for the manufacture of adhesive postage-stamps for the year ended June 30, 1885, under the old contract, was \$137,753.47, and at the prices in the present contract the cost of the stamps issued would have amounted to \$103,976.96. The average annual rate of increase in the number of postage-stamps issued for the past seven years was 10.4 per cent., while for the last year alone the increase over the preceding year was less than 1 per cent. The issue for the quarter ended September 30, 1885, just closed, exhibits a very slight decrease as compared with the corresponding quarter of the preceding year. In view of this result for the first quarter of the year, it will probably be entirely safe to allow for an increase of 4 per cent. for the entire year, making the expenditure for the current year, on the figures previously shown (the cost

the issues for last year at present contract prices), \$108,136.04. Allowing for an increase of 8 per cent. in the issues for the next over the present fiscal year would give \$116,786.92 as the amount required for the manufacture of stamps for the ensuing year. I have placed the estimate, in even figures, at \$116,700. This estimate is \$21,053.47 less than the expenditure for the fiscal year, and \$57,300 less than the appropriation for the current fiscal year.

STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

While for several years past "letter sheets" (a letter sheet and envelope combined) have been included with the appropriation for stamped envelopes and newspaper wrappers, the Department has thus far failed to take advantage of the law authorizing the issue of such sheets, and the expenditure has accordingly been for the two former items only. The increase in the number of stamped envelopes and newspaper wrappers issued during the last over the previous fiscal year was less than 1 per cent., while the average annual increase for the past seven years was 8.7 per cent. The increase for the quarter ended September 30, 1885, was a little more than 3 per cent. over the corresponding quarter of 1884.

As previously stated, the present contract will expire on the 30th September, 1886. Should the present condition of the paper market continue, a great reduction of prices may be expected. The present contract was let more than three years ago, and since that time there has been a considerable falling off in the price of paper-stock. Moreover, I am satisfied, from a careful examination of the subject, that such a readjustment of the standards may be made as will tend still further to reduce the cost under the new contract. While I believe that the reduction will reach as much as 30 per cent., the more prudent and safer course for present objects is to allow for a lower rate. The estimate of appropriation will accordingly be based upon a reduction of only 20 per cent. in prices.

The expenditure for stamped envelopes and newspaper wrappers for the year ended June 30, 1885, was \$626,165.56. Assuming an increase of 4 per cent. in the issues would give the cost for the present year at \$651,212.18. Allowing for an increase of 12 per cent. for the next over the present fiscal year, would give the cost for the next year, *at present contract prices*, at \$729,357.64. Reducing this amount by 20 per cent., to correspond with the estimated reduction in prices, would leave the estimated amount required at \$583,486.11, which may be placed in even figures at \$583,500. This estimate is \$42,665.56 less than the expenditure for the last fiscal year, and \$161,500 less than the appropriation for the current fiscal year. It will be noticed that the deduction of 20 per cent. in prices has been made on the estimated issues for the entire year, although the present contract runs for one-quarter of the year; but it is to be observed that the requisitions for that quarter should be largely curtailed, with the view of exhausting the stock in post-offices anterior to the expected reduction of prices to the public. The allowance of an increase of 12 per cent. in the issues for the next year, while somewhat above the average of the past several years, is not unreasonable, considering the enhanced sales that may be expected to follow a reduction of prices.

POSTAL CARDS.

Postal cards were first introduced under the act of June 8, 1872, the issue beginning on the 1st May, 1873, and amounting, for the months

of May and June of that year, to 31,094,000 cards. The number of cards issued during the year ended June 30, 1874, was 91,079,000, and for the succeeding year (1875), 107,616,000, an increase of 16,537,000, or 18.15 per cent. The increase for the year ended June 30, 1876, over the preceding year was at the rate of 40 per cent.; for 1877 over 1876, 12.73 per cent.; for 1878 over 1877, 18 per cent.; for 1879 over 1878, 10.55 per cent.; for 1880 over 1879, 22.80 per cent.; for 1881 over 1880, 13.20 per cent.; for 1882 over 1881, 13.90 per cent.; and for 1883 over 1882, 7.97 per cent. The average annual rate of increase for the nine years to June 30, 1883, was 17.47 per cent., and the issues for the year ended on that date amounted to 379,516,750 cards. Since then, however, there has been a steady reduction; the issue for the year ended June 30, 1884, amounting to only 362,876,750, a decrease of 16,640,000, or 4.38 per cent., and for the year ended June 30, 1885, to 339,416,500 cards, a decrease of 23,460,250, or 6.46 per cent. This decrease was due in part to the depression in business, but very much more largely to the reduction on the 1st of October, 1883, in the letter rate of postage to 2 cents, leading to the substitution, to a considerable extent, of sealed letters and printed matter for written postal cards and unsealed circulars. It is probable, however, that sufficient time has elapsed for the public to become fully informed of the advantages of sealed matter over postal cards, and that the demand for the latter has reached a minimum. If so, the issue of cards must be expected to increase in the future; and, indeed, the present revival of business may lead to a large augmentation for the purposes of trade. It is deemed prudent, therefore, to estimate for an increase of 4 per cent. for the present over the last fiscal year, and for an increase of 12 per cent. for the next over the present year. At these rates the cards issued for the year ending June 30, 1886, would amount to 352,993,160, costing at the present contract price \$168,413.04, and for the year ending June 30, 1887, to 395,352,339 cards, costing \$188,622.60. The estimate is placed in an even amount at \$188,600. This amount is \$3,899.13 more than the expenditure for the last fiscal year, and \$50,400 less than the appropriation for the current year.

REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

The cost of registered-package, tag, official, and dead-letter envelopes for the last fiscal year was \$90,097.26; but this expenditure affords no clue to the needs of the service, inasmuch as on the one hand there was an exceedingly unfavorable contract during the greater portion of the year, and, on the other hand, because of the excessive prices the issues were largely curtailed with the effect of reducing the stock in post-offices. The circumstances of the late contract will be referred to somewhat fully in my forthcoming annual report, to which a copy of this letter will be appended, and they are detailed still more at length in Ex. Doc. No. 264, House of Representatives, second session Forty-eighth Congress. It will be sufficient here to say that this office was not responsible for the contract.

The present contract was awarded on the basis of the number of envelopes issued for the year ended March 31, 1885, amounting, at the lowest bid offered and accepted, to \$55,667.80, a reduction of \$42,437.25, as compared to the cost of like numbers of envelopes at the prices in the late contract.

This amount, however, does not fully represent the real saving by

the new contract, the issues of the year upon which the award was made having, as already explained, been reduced in consequence of excessive prices. The cost of envelopes issued for the quarter ended September 30, 1885, under the new contract, was \$15,858.71, while the cost of like numbers at the prices in the late contract would amount to \$29,148.85. At this rate the expenditure for the present fiscal year would amount to \$63,434.84, and the saving under the present contract to \$53,160.56, or 45.5 per cent., as compared to the late contract. Unless there should be an unfavorable change in the paper market, there is no reason to anticipate an increase of prices, though no appreciable reduction is at all probable under a new contract for the forthcoming year. Allowing for an increase of 6 per cent. upon the estimated cost of envelopes for the present year, to represent a probable increase in the quantities needed, would give \$67,240.93 as the amount of the appropriation required for the next fiscal year. The estimate is placed in even figures at \$67,200. This amount is \$22,897.26 less than the expenditure for the last fiscal year, and \$72,800 less than the appropriation for the current fiscal year.

POSTAGE-STAMP, STAMPED-ENVELOPE, AND POSTAL-CARD AGENCIES.

The estimates for the several agencies for the inspection and distribution of postage-stamps, stamped envelopes, and postal cards are placed at the same amounts (\$8,100, \$16,000, and \$7,300, respectively) as the appropriations for the current fiscal year. Indeed, there has been no increase in the appropriation for the postage-stamp and stamped-envelope agencies since the 1st July, 1878, and none in the postal-card agency since the 1st July, 1879. The expenditure for the postage-stamp agency during the last fiscal year was \$5,745.86; for the stamped-envelope agency, \$15,886.10; and for the postal-card agency, \$7,005.82. The large unexpended balance of \$2,354.14 in the postage-stamp agency was due to the fact that the position of agent in charge was allowed to go unfilled for the greater portion of the year, the duties having been performed in the interim by the principal clerk. The unexpended balance in the stamped-envelope agency was \$113.90, and in the postal-card agency \$294.18.

SHIP, STEAMBOAT, AND WAY LETTERS.

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 estimate for this purpose is placed at the same amount (\$2,000) as the appropriation for the present fiscal year. The expenditure for the last fiscal year was \$1,801.11.

ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

This appropriation is for the purchase of drafts and warrants used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the Department. The drafts and

warrants are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department, and the expenditure on this account for the last fiscal year was \$2,081.22. The appropriation for the present fiscal year is \$2,000, and the estimate for the next year is placed at the same amount.

MISCELLANEOUS.

The estimate for miscellaneous expenditures is left at the same amount (\$1,000) as the appropriation for the present fiscal year. The amount expended under this head during the last fiscal year was \$901.48, the items appearing in detail in the report of the Auditor. A large share of the expenditure was in connection with the late contract for official envelopes, and this office was not responsible for incurring it. The amount paid F. B. Conger, postmaster at Washington, was for postage-stamps to prepay official correspondence of the Department to foreign countries under article 8 of the convention of the Universal Postal Union, the stock of stamps on hand and purchased out of the appropriation for that purpose having been unwittingly destroyed by direction of the person in whose custody they had been placed. The miscellaneous expenditures for the year ended June 30, 1884, were \$201.05; for the year ended June 30, 1883, \$228; and for the year ended June 30, 1882, \$292.22, the appropriation having been \$1,000 in each case.

RECAPITULATION.

The decrease of the estimates for the next fiscal year from the expenditures for the last fiscal year is shown by the following table:

Comparative statement of expenditures for year ended June 30, 1885, and estimates of appropriations for year ending June 30, 1887.

Object.	Expenditure year ended June 30, 1885.	Estimates of appropriation year ending June 30, 1887.	Decrease.	
			Amount.	Per cent.
Adhesive postage and special-delivery stamps.....	\$187, 753 47	\$116, 700 00	\$21, 053 47	15. 2
Postage-stamp agency.....	5, 745 86	8, 100 00	*2, 354 14	*40. 9
Stamped envelopes, newspaper wrappers, and letter sheets.....	626, 165 56	583, 500 00	42, 665 56	6. 8
Stamped-envelope agency.....	15, 856 10	16, 000 00	*113 90	*0. 7
Postal cards.....	184, 700 87	188, 600 00	*3, 899 13	*2. 1
Postal-card agency.....	7, 005 82	7, 300 00	*294 18	*4. 1
Registered package, tag, official, and dead-letter envelopes.....	90, 097 26	67, 200 00	22, 897 26	25. 4
Ship, steamboat, and way letters.....	1, 601 11	2, 000 00	*198 89	*11. 0
Engraving, printing, &c., drafts and warrants.....	2, 081 22	2, 000 00	81 22	3. 9
Miscellaneous.....	901 48	1, 000 00	*98 52	*10. 9
Total.....	1, 072, 138 75	992, 400 00	79, 738 75	7. 4

*Increase.

The decrease of the estimates for the next fiscal year from the appropriations for the present fiscal year will appear in the following:

Comparative statement of appropriations for year ended June 30, 1886, and estimates of appropriations for year ending June 30, 1887.

Object.	Appropriation year ended June 30, 1886.	Estimates of appropriation year ending June 30, 1887.	Decrease.	
			Amount.	Per cent.
Adhesive postage and special delivery stamps.....	\$174,000 00	\$116,700 00	\$57,300 00	32.9
Postage-stamp agency.....	8,100 00	8,100 00	.....	.....
Stamped envelopes, newspaper wrappers, and letter sheets.....	745,000 00	583,500 00	161,500 00	21.6
Stamped-envelope agency.....	16,000 00	16,000 00	.....	.....
Postal cards.....	239,000 00	188,600 00	50,400 00	21.0
Postal-card agency.....	7,300 00	7,300 00	.....	.....
Registered-package, tag, official, and dead-letter envelopes.....	140,000 00	67,200 00	72,800 00	52.0
Ship, steambot, and way letters.....	2,000 00	2,000 00	.....	.....
Engraving, printing, &c., drafts and warrants.....	2,000 00	2,000 00	.....	.....
Miscellaneous.....	1,000 00	1,000 00	.....	.....
Total.....	1,334,400 00	992,400 00	342,000 00	25.6

It will be observed that the estimates for the year ending June 30, 1887, are \$79,738.75, or 7.4 per cent., less than the actual expenditures for the year ended June 30, 1885, notwithstanding that there is a contemplated increase of 13.8 per cent. in the number of the various articles of postal supplies. The estimates are also \$342,000, or 25.6 per cent., less than the appropriations for the current year, founded upon estimates made a year since. The appropriations are now shown to be much in excess of actual requirements, for two reasons: First, because of the unexpectedly large reductions in the new contract prices of supplies; and, second, because the issues have failed to show the increase that was anticipated. Under the present estimates the expenditures for the year are approximated at \$1,027,596.10, which would leave an unexpended balance of \$306,803.90, or 22.9 per cent., of the appropriations. The estimated expenditures for the next fiscal year are \$992,400, or 3.4 per cent., less than the present estimate of expenditures for the current fiscal year.

SAVING BY NEW CONTRACTS.

Attention has been called to the reductions effected by the contracts recently entered into for the manufacture of postage-stamps, postal cards, registered-package, tag, official, and dead-letter envelopes. The saving for the present fiscal year by the new contracts will appear in the following:

Comparative statement of cost at late and present contract prices of the estimated issues of postage-stamps, postal cards, and registered-package, registered-tag, official, and dead-letter envelopes, for year ended June 30, 1886.

Articles.	Estimated issues, year ended June 30, 1886.	Cost.		Saving by new contracts.	
		At prices in contract in force, year ended June, 1885.	At prices in contract now in force.	Amount.	Per cent.
Adhesive postage-stamps.....	1,539,781,429	\$141,501 82	\$108,136 04	\$33,365 28	23.5+
Postal cards.....	852,993,160	192,134 17	168,413 04	23,721 13	12.3+
Registered-package, tag, official and dead-letter envelopes.....	89,539,000	116,595 40	63,494 84	53,160 56	45.5+
Total.....	1,832,258,589	450,235 89	339,983 92	110,246 07	24.4+

These figures place the saving for the present year at a minimum amount, since the actual issues are likely to be in excess of the estimates, and the real saving will be in proportion to the increased number called for. For postage-stamps, stamped envelopes, and postal cards, the contracts for which are for four years, the amounts saved will be largely augmented to correspond with the increased issues during the later years of the contract term. The new contracts will be dwelt upon at some length in my annual report, the preparation of which will be commenced at once.

The present great saving is the more conspicuous in view of the fact that it follows a steady and large reduction in cost during the past few years, the prices in the late contracts for adhesive postage-stamps and postal cards, and in the present contract for stamped envelopes and newspaper wrappers, having been considered very low when the contracts were made.

To show how great the past reductions had been, the total number of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the year ended June 30, 1877, was 1,060,253,919, at a cost of \$783,283.36, while the total number furnished during the year ended June 30, 1885, was 2,142,678,890, costing \$946,925.39, an increase of 1,082,424,971, or 102 per cent., in the number of articles, and an increase of only \$163,642.02, or 20.8 per cent., in cost.

The total number of postage-stamps, stamped envelopes, newspaper wrappers, postal cards, registered-package, tag, official, and dead-letter envelopes issued during the year ended June 30, 1877, was 1,075,564,619, at a cost of manufacture of \$834,757.47. The total number of the various articles to be furnished during the year ending June 30, 1887, as contemplated by the foregoing estimates, is 2,476,103,852, at an estimated cost of manufacture of \$956,000, being an increase of 1,400,539,233, or 130.2 per cent., in the number of articles, and an increase of cost of manufacture of only \$121,242.53, or 14.5 per cent. The decrease is therefore a little more than one-half of the cost in the contracts of 1877 for like quantities.

The total appropriations for the service of this office for the year commencing July 1, 1877, amounted to \$1,151,150, or 3.3 per cent. of the amount (\$34,622,577.54) of the appropriations for the entire postal service for that year, while the estimates (\$992,400) for this office for the fiscal year ending June 30, 1887, represent only 1.8 per cent. of the total amount (\$54,986,166.59) estimated as the cost of conducting the postal service for the same period.

I have the honor to be, very respectfully, &c.,

A. D. HAZEN,

Third Assistant Postmaster-General.

Hon. WILLIAM F. VILAS,
Postmaster-General.

No. 2.—Statement showing appropriations and expenditures for the year ended June 30, 1885.

Items.	Amount appropriated.	By accounts up to September 30.		
		Amount expended.	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	\$199,239 57	\$760 43	.....
Advertising	20,000 00	16,694 07	3,305 93	.....
Miscellaneous items in the office of the Postmaster-General	1,500 00	1,247 64	252 36	.....
<i>Office of the First Assistant Postmaster-General.</i>				
Compensation to postmasters	11,000,000 00	11,243,848 94	.....	\$243,848 94
Compensation to clerks in post-offices	4,975,000 00	4,873,853 19	101,146 81	.....
Payment to letter-carriers and the incidental expenses of the free-delivery system	4,065,000 00	3,985,952 55	79,047 45	.....
Wrapping-paper	35,000 00	34,997 00	2 40	.....
Twine	82,000 00	79,140 50	2,850 50	.....
Marking and rating stamps	25,000 00	10,233 04	14,766 96	.....
Letter balances, test-weights, and scales	25,000 00	17,802 20	7,197 80	.....
Rent, light, and fuel for post-offices	490,000 00	455,239 09	24,760 91	.....
Office furniture	40,000 00	19,406 89	20,593 11	.....
Stationery	65,000 00	46,776 43	18,223 57	.....
Miscellaneous and incidental items	80,000 00	54,483 40	25,516 54	.....
<i>Office of the Second Assistant Postmaster-General.</i>				
Inland mail transportation—railroad routes	13,000,000 00	13,558,313 78	41,686 22	.....
Inland mail transportation—steamboat routes	625,000 00	558,288 51	6,711 49	.....
Inland mail transportation—star routes	5,600,000 00	5,403,259 00	196,741 00	.....
Railway postal car service	1,725,000 00	1,709,236 47	15,763 53	.....
Necessary and special mail facilities on trunk line	250,000 00	249,990 72	28	.....
Compensation to railway post-office clerks	4,300,000 00	4,240,209 51	59,790 49	.....
Compensation to mail messengers	975,000 00	866,139 70	108,860 30	.....
Mail locks and keys	25,000 00	23,962 00	1,038 00	.....
Mail bags and mail-bag catchers	250,000 00	240,779 76	9,220 24	.....
Miscellaneous items	1,000 00	984 85	15 65	.....
<i>Office of the Third Assistant Postmaster-General.</i>				
Postage-stamps	146,000 00	137,753 47	8,246 53	.....
Postage-stamp agency	8,100 00	5,745 86	2,354 14	.....
Stamped envelopes and newspaper-wrappers	644,000 00	626,165 56	17,834 44	.....
Stamped-envelope agency	10,000 00	15,886 10	113 90	.....
Postal-cards	232,000 00	184,700 87	47,299 13	.....
Postal-card agency	7,300 00	7,005 82	294 18	.....
Registered-package envelopes, locks and scales, and post-office and dead-letter envelopes	140,000 00	90,097 26	49,902 74	.....
Ship, steamboat, and way letters	1,500 00	1,801 11	.....	301 11
Engraving, printing, and binding drafts and warrants	2,500 00	2,081 22	418 78	.....
Miscellaneous items	1,000 00	901 48	98 52	.....
<i>Office of the Superintendent of Foreign Mails.</i>				
Transportation of foreign mails	425,000 00	825,462 98	99,537 02	.....
Balances due foreign countries	75,000 00	23,489 71	51,510 29	.....
Expenses of delegates to International Postal Union Congress	4,500 00	.....	4,500 00	.....
Total	50,147,400 00	49,317,188 41	1,074,361 64	244,150 05

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

No. 3.—Statement exhibiting the receipts and expenditures, under appropriate heads, by quar

RECEIPTS.

	Quarterended September 30, 1884.	Quarterended December 31, 1884.
Letter postage paid in money.....	\$28,918 85	\$17,476 86
Box rents and branch offices.....	492,408 81	487,326 94
Fines and penalties.....	2,790 04	4,118 46
Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards.....	9,443,097 08	10,200,897 25
Dead letters.....	2,368 01	1,731 08
Revenue from money-order business.....		
Miscellaneous.....	6,627 80	9,653 30
	9,974,210 09	10,721,203 89

Comparison, including revenue from money-order business:

Decrease of receipts from year-ended June 30, 1884, \$763,114.98, or 1.7 + per cent.

EXPENDITURES.

Compensation of postmasters.....	\$2,720,847 75	\$2,799,978 87
Compensation of clerks for post-offices.....	1,205,834 50	1,215,714 94
Compensation of letter-carriers and incidental expenses.....	971,204 70	1,010,875 51
Wrapping paper.....	8,536 00	8,536 00
Twine.....	21,190 50	19,740 50
Post-marking and canceling stamps.....	1,213 62	3,979 53
Letter balances.....	150 00	324 70
Rent, light, and fuel for post-offices.....	98,078 37	117,018 89
Stationery.....	20,920 81	12,301 37
Furniture for post-offices.....	2,220 06	13,849 10
Miscellaneous, office of First Assistant Postmaster-General.....	13,931 20	14,845 21
Inland mail transportation, railroad.....	3,250,907 23	3,352,477 48
Inland mail transportation, star.....	1,350,926 22	1,345,463 29
Inland mail transportation, steamboat.....	151,916 60	136,509 91
Transportation by postal cars.....	435,059 43	426,489 14
Special and necessary facilities, railroad trunk lines.....	61,239 93	62,919 93
Compensation of railway postal clerks.....	1,026,801 07	1,048,132 24
Compensation of mail messengers.....	209,217 81	214,000 29
Mail-locks and keys.....	10,430 00	255 00
Mail-bags and catchers.....	80,643 99	101,070 28
Mail depredations, post office inspectors, fees to United States marshals, attorneys, clerks of court, and counsel.....	49,874 80	53,008 61
Postage-stamps.....	31,433 52	32,853 44
Distribution of postage-stamps.....	1,100 00	1,116 13
Stamped envelopes and newspaper wrappers.....	154,447 91	160,104 12
Distribution of stamped envelopes and newspaper wrappers.....	3,740 00	3,813 32
Postal cards.....	44,885 70	40,700 94
Distribution of postal cards.....	1,733 22	1,805 20
Registered-package envelopes, locks and seals, and official and dead-letter envelopes.....	15,949 05	23,168 96
Ship, steamboat, and way letters.....	490 91	456 12
Engraving, printing, and binding drafts and warrants.....	839 57	141 00
Advertising.....	3,704 74	2,816 50
Miscellaneous, office of Postmaster-General.....	188 82	441 02
Foreign mail transportation.....	78,124 09	89,834 69
Balances due foreign countries.....	14 00	17,631 78
Miscellaneous, Second Assistant Postmaster-General.....	231 30	148 00
Miscellaneous, Third Assistant Postmaster-General.....	403 23	280 25
Furniture, money order business.....		
Raw-hide trunks, railway mail service.....		
Compensations of postmasters under readjustments.....		
	12,037,430 71	12,838,702 23

ters, for the fiscal year ended June 30, 1885, compared with fiscal year ended June 30, 1884.

RECEIPTS.

Quarter ended March 31, 1885.	Quarter ended June 30, 1885.	Total year ended June 30, 1885.	Total expenditures on account of previous fiscal years.	Total year ended June 30, 1884.	Compared with year ended June 30, 1884.	
					Increase.	Decrease.
\$5,143 35	\$17,968 59	\$67,527 86	.....	\$110,875 02	.....	\$43,347 16
489,633 32	488,967 98	1,968,237 05	.....	1,904,052 57	.....	\$54,184 48
8,004 94	8,598 46	18,511 90	.....	21,180 12	.....	7,618 22
10,472,354 73	9,939,877 63	40,056,226 69	.....	40,745,853 66	.....	689,626 97
6,207 87	2,790 97	12,097 93	.....	9,619 19	.....	2,478 74
.....	408,933 30	408,933 30	.....	507,323 81	.....	98,390 51
8,404 18	19,624 37	44,309 10	.....	27,104 44	.....	17,204 66
10,983,648 84	10,881,781 51	42,560,843 83	.....	43,325,958 81	.....	73,867 88
.....	.....	.....	.....	42,560,843 83	.....	838,982 86
.....	.....	.....	.....	765,114 96	.....	78,867 88
.....	.....	.....	.....	.....	.....	765,114 96

Comparison, excluding revenue from money-order business:
Decrease of receipts from year ended June 30, 1884, \$668,724.47, or 1.5+ per cent.

EXPENDITURES.

\$2,888,202 61	\$2,825,819 71	\$11,243,848 94	\$187,455 78	\$11,283,830 87	.....	\$39,981 93
1,240,329 00	1,211,974 75	4,873,853 19	6,619 26	4,735,058 42	\$138,794 77	.....
1,001,045 28	1,002,827 06	3,985,952 55	325 55	3,504,206 52	481,746 03	.....
8,536 00	9,389 60	34,997 60	.....	24,988 18	10,009 42	.....
21,652 00	16,506 50	79,149 50	.....	62,998 41	16,151 09	.....
2,380 71	2,659 18	10,293 04	2,075 93	10,870 32	.....	437 28
16,978 50	349 00	17,802 20	.....	19,998 35	.....	2,196 15
120,059 58	120,082 34	455,239 09	14,789 52	430,294 58	24,944 51	.....
10,020 24	3,534 01	46,776 43	629 19	50,068 23	.....	13,191 80
3,101 30	236 43	19,408 89	6,524 35	9,690 96	9,715 93	.....
12,641 00	13,065 15	54,483 46	668 54	57,318 99	.....	2,835 53
3,509,049 86	3,445,879 21	13,558,313 78	402,588 97	12,131,950 35	1,426,363 43	.....
1,339,451 56	1,367,417 93	5,403,259 00	27,005 36	5,074,164 16	329,094 84	.....
125,905 83	144,256 17	558,288 51	574 67	570,270 41	.....	17,081 90
414,229 11	433,458 79	1,709,236 47	7,200 66	1,575,000 00	134,236 47	.....
62,919 93	62,919 93	249,999 72	.....	184,821 24	65,178 48	.....
1,083,592 45	1,087,083 75	4,246,209 51	450 94	3,971,357 20	274,852 31	.....
219,529 84	223,391 76	866,139 70	5,328 84	824,839 70	41,300 00	.....
10,153 00	3,124 00	23,902 00	120 00	18,226 00	5,736 00	.....
30,721 39	28,344 10	240,779 76	246 06	217,052 09	23,727 67	.....
55,840 92	40,506 18	199,239 57	5,571 41	187,686 79	11,552 78	.....
38,329 29	35,137 22	137,753 47	.....	135,974 47	1,779 00	.....
1,586 43	1,943 30	5,745 86	.....	6,757 49	.....	1,011 63
100,106 67	151,506 86	626,165 56	.....	619,231 21	6,934 35	.....
3,914 31	4,418 47	15,886 10	.....	15,351 72	534 38	.....
45,174 19	47,940 04	184,700 87	.....	197,466 33	.....	12,765 46
1,751 85	1,715 55	7,005 82	5 00	6,822 70	183 12	.....
27,197 57	23,781 68	90,097 26	.....	102,830 88	.....	12,733 62
325 50	528 58	1,801 11	.....	1,614 88	186 23	.....
195 65	905 00	2,081 22	.....	1,962 35	118 87	.....
4,544 51	5,628 26	16,094 07	3,485 37	18,915 09	.....	2,221 02
542 70	75 10	1,247 64	32 75	1,151 39	96 25	.....
83,420 56	74,083 64	325,462 98	5,031 44	322,994 12	2,468 86	.....
1,265 37	4,078 56	23,489 71	51,269 86	1,894 04	21,595 67	.....
224 35	380 70	984 35	.....	396 94	587 41	.....
218 00	.....	901 48	47 35	201 05	700 43	.....
.....	.....	.....	.....	2,004 22	.....	2,004 22
.....	.....	.....	.....	9,000 00	.....	9,000 00
12,544,846 96	12,396,208 51	49,317,188 41	729,046 80	40,404,960 65	3,028,588 30	116,360 54
.....	.....	46,494,960 65	.....	.....	116,360 54	.....
.....	.....	2,912,227 76	.....	.....	2,912,227 76	.....

Total expenditures for transportation of the mails for year ended June 30, 1885, \$21,479,097 48
Total expenditures for transportation of the mails for year ended June 30, 1884, 19,542,206 16

Increase for 1885..... 1,936,891 32
(or 9.9+ per cent.)

Increase of expenditures over year ended June 30, 1884, \$2,912,227.76, or 6.2+ per cent.

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

No. 4.—Receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1885.

Depositories.	Deposits.	Grants from the Treasury.	By transfer.	Aggregate accumulation.	Aggregate receipts.	Increase of receipts over 1884.	Decrease of receipts from 1884.	Warrants drawn.
Treasurer United States, Washington, D. C.	\$252,478 43	\$1,821,409 75	\$115,271 19	\$2,159,159 37	\$752,478 43		\$74,685 33	\$728,516 01
Assistant Treasurer United States, Baltimore, Md.	1,022,791 59			307,081 50	207,981 50		12,261 28	307,086 38
Assistant Treasurer United States, Boston, Mass.	1,698,709 59			1,698,709 59	1,698,709 59		204,359 17	1,495,047 38
Assistant Treasurer United States, Chicago, Ill.	2,875,978 67			4,175,978 67	2,875,978 67		400,023 10	4,600,003 67
Assistant Treasurer United States, Cincinnati, Ohio.	1,249,108 11		1,300,000 00	2,549,108 11	1,249,108 11		170,188 68	1,707,544 37
Assistant Treasurer United States, New Orleans, La.	4,066,322 59		370,000 00	4,436,322 59	4,406,322 59		133,371 25	853,048 67
Assistant Treasurer United States, New York, N. Y.	7,222,001 23	2,100,430 80	202,007 40	9,524,439 37	7,222,001 23		506,404 98	9,434,539 83
Assistant Treasurer United States, Philadelphia, Pa.	1,501,417 68	440,000 00	440,000 00	1,041,417 68	1,501,417 68		231,309 42	2,201,587 44
Assistant Treasurer United States, San Francisco, Cal.	1,713,117 55	450,000 00	450,000 00	1,043,117 55	1,713,117 55		48,031 31	1,158,547 33
Assistant Treasurer United States, Saint Louis, Mo.	1,127,534 67	550,000 00	550,000 00	1,677,534 67	1,127,534 67		95,285 50	1,609,733 34
First National Bank, Denver, Colo.				130 40	130 40		274 53	
First National Bank, Galveston, Tex.	437 47			633 47	633 47	\$533 47		
First National Bank of Helena, Helena, Mont.	38 70			38 70	38 70			
First National Bank, Leavenworth, Kans.	20 00			20 00	20 00	35 62		
First National Bank, Madison, Wis.	225 00			225 00	225 00		185 00	
First National Bank, Memphis, Tenn.	350 00			350 00	350 00	225 00		
First National Bank, Milwaukee, Wis.	327 95			327 95	327 95	200 00		
First National Bank, Nashville, Tenn.	259 80			259 80	259 80	145 50		
First National Bank, Portland, Oreg.	100 00			100 00	100 00	100 00	65 50	
First National Bank, Trenton, N. J.	1,676 89			1,676 89	1,676 89	2,747 64		
First National Bank, Tucson, Ariz., Terr.	366 63			366 63	366 63	8,236 78		
First National Bank, Winston, N. C.				200 00	200 00	532 22		
Second National Bank, Saint Paul, Minn.	200 00			200 00	200 00	200 00	100 00	
Second National Bank, Utica, N. Y.	175 00			175 00	175 00	965 00		
Merchants' National Bank, Cleveland, Ohio.	1,307 00			1,307 00	1,307 00	472 00		
Merchants' National Bank, Little Rock, Ark.	1,459 36			1,459 36	1,459 36	1,069 00		
Merchants' National Bank, Portland, Me.	55 00			55 00	55 00	5 00		
Merchants' National Bank, Savannah, Ga.	103 92			193 92	193 92		1,838 13	
Atlanta National Bank, Atlanta, Ga.	133 90			133 90	133 90		26 10	
Charter Oak National Bank, Hartford, Conn.	25 00			25 00	25 00	25 00		
Citizens National Bank, Des Moines, Iowa.	50 00			50 00	50 00	50 00		
City National Bank, Grand Rapids, Mich.	1,406 00			1,406 00	1,406 00	110 00		
Indianapolis National Bank, Indianapolis, Ind.	1,400 00			1,400 00	1,400 00	1,200 00		
Kentucky National Bank, Louisville, Ky.	1,400 00			1,400 00	1,400 00	171 28		
Lynchburg National Bank, Lynchburg, Va.	5 00			5 00	5 00	5 00		
Nassau National Bank, Brooklyn, N. Y.	600 00			600 00	600 00	600 00		
Omaha National Bank, Omaha, Neb.	25 00			25 00	25 00	25 00		
Peoples' National Bank, Charleston, S. C.	43,361 71			43,361 71	43,361 71	681 41	3,577 08	
Peoples' National Bank, Richmond, Va.	631 41			631 41	631 41			
Raleigh National Bank of North Carolina, Raleigh, N. C.	379 89			379 89	379 89	379 89		
State National Bank, El Paso, Tex.	4,741 40			4,741 40	4,741 40	1,169 92		
State National Bank, Springfield, Ill.	1,665 09			1,665 09	1,665 09	1,105 09		

No. 4.—Receipts and disbursements at Treasury depositories, &c.—Continued.

Depositories.	Increase over 1884.	Decrease from 1884.	Transfer account.		Warrants paid.	Outstanding warrants June 30, 1884.	Balances as per transcripts June 30, 1885.	Outstanding warrants June 30, 1885.	Balances subject to draft June 30, 1885.
			From—	To—					
Treasurer United States, Washington, D. C.	\$168,038 83		\$1,050,000 00	\$115,271 19	\$730,029 84	\$4,001 74	\$575,040 94	\$41,009 26	\$571,031 68
Assistant treasurer United States, Baltimore, Md.	38,656 20		100,000 00		367,204 91	1,556 15	162,709 48	1,070 55	161,638 93
Assistant treasurer United States, Boston, Mass.	156,028 20		800,000 00		1,671,446 88	3,044 85	404,088 71	6,645 35	397,443 36
Assistant treasurer United States, Chicago, Ill.	956,372 55			1,300,000 00	4,059,382 70	5,769 12	165,366 54	6,630 09	158,736 45
Assistant treasurer United States, Cincinnati, Ohio.	169,442 64			300,000 00	1,706,389 40	2,917 00	184,142 65	4,015 39	180,157 96
Assistant treasurer United States, New Orleans, La.		\$59,739 27		350,000 00	862,457 24	11,650 19	187,146 04	7,411 22	179,734 82
Assistant treasurer United States, New York, N. Y.	1,527,025 17		1,600,000 00	292,007 46	9,427,141 81	24,408 55	747,140 40	24,070 04	723,070 36
Assistant treasurer United States, Philadelphia, Pa.	93,523 81		50,000 00	400,000 00	2,201,552 91	1,052 89	208,688 73	1,088 82	207,600 41
Assistant treasurer United States, San Francisco, Cal.	86,197 62			450,000 00	1,162,446 27	10,189 77	117,023 14	5,144 97	111,877 17
Assistant treasurer United States, Saint Louis, Mo.		504,166 19		550,000 00	1,659,639 64	10,928 78	319,389 14	17,952 21	301,436 93
First National Bank, Denver, Colo.			139 40						
First National Bank, Galveston, Tex.			633 47						88 76
First National Bank of Helena, Helena, Mont.			3 14						
First National Bank, Leavenworth, Kans.			30 00						
First National Bank, Madison, Wis.			225 00						
First National Bank, Memphis, Tenn.			375 00				100 00		100 00
First National Bank, Milwaukee, Wis.			337 95						
First National Bank, Nashville, Tenn.			158 30				114 80		114 80
First National Bank, Portland, Oreg.			100 00						
First National Bank, Trenton, N. J.			1,676 80						
First National Bank, Tucson, Ariz.			2,007 46						
First National Bank, Winston, N. C.			562 22						
Second National Bank, Saint Paul, Minn.			50 00				200 00		200 00
Second National Bank, Union, N. Y.			455 00						
Mercantile National Bank, Cleveland, Ohio.			1,327 00				150 00		150 00
Merchant's National Bank, Little Rock, Ark.			834 22				959 38		959 38
Merchant's National Bank, Portland, Me.			5 00				50 00		50 00
Merchant's National Bank, Savannah, Ga.			718 73				102 84		102 84
Atlanta National Bank, Atlanta, Ga.			185 90						
Charter Oak National Bank, Hartford, Conn.							25 00		25 00
Citizens National Bank, Des Moines, Iowa.							50 00		50 00
City National Bank, Grand Rapids, Mich.	10 00								
Indianapolis National Bank, Indianapolis, Ind.	1,400 00								
Kentucky National Bank, Louisville, Ky.	398 50								
Lynchburgh National Bank, Lynchburgh, Va.	5 00								
Nassau National Bank, Brooklyn, N. Y.	500 00						100 00		100 00
Omaha National Bank, Omaha, Nebr.	75 00								
People's National Bank, Charleston, S. C.	48,024 32						3,051 78		3,051 78
Planters National Bank, Richmond, Va.	631 41								
Raleigh National Bank of North Carolina, Raleigh, N. C.			379 89						

State National Bank, El Paso, Tex.	5, 014 15	903 37	903 37
State National Bank, Springfield, Ill.	545 00	1, 565 09	1, 565 09
Traders' National Bank, Pittsburgh, Pa.	125 10	450 00	450 00
The Detroit National Bank, Detroit, Mich.			
Assistant Treasurer United States, New Orleans, La.			
United States depository, Little Rock, Ark.		31, 164 44	31, 164 44
United States depository, Merchants' Bank, Savannah, Ga.		5, 223 50	5, 223 50
United States depository, Galveston, Tex.		205 76	205 76
		83 36	83 36
Total	3, 193, 255 72	3, 115, 872 81	3, 036, 935 41
	563, 905 46	75, 469 94	78, 937 40
	2, 629 380 26		

* Old accounts.

COMPARATIVE STATEMENT BETWEEN FISCAL YEARS OF 1884 AND 1885 AT TREASURY DEPOSITORIES.

Deposits for fiscal year 1884	\$19, 585, 774 64	\$24, 841, 848 23
Deposits for fiscal year 1885	17, 600, 961 03	22, 012, 467 96
Decrease in deposits for 1885	1, 984, 813 61	2, 829, 380 26
Grants from the Treasury 1885	4, 020, 840 58	6, 957, 142 07
Decrease of receipts from 1884	1, 963, 165 80	3, 036, 935 41
Increase of receipts over 1884	8, 351 89	3, 920, 208 66
Decrease for 1885, as shown above	1, 984, 813 61	74, 639
		70, 408
		4, 251

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

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during fiscal year ended June 30, 1885.*

ORDINARY POSTAGE-STAMPS.

Denominations.	Quarter ending September 30, 1884.	Quarter ending December 31, 1884.	Quarter ending March 31, 1885.	Quarter ending June 30, 1885.	Total.
1-cent	80,576,800	90,425,900	97,158,000	96,403,200	364,563,900
2-cent	244,084,350	247,443,400	279,510,900	266,130,800	1,037,159,450
3-cent .....	.....	200,000	65,000	153,000	419,000
4-cent	3,913,100	4,282,750	4,718,525	4,289,900	17,204,275
5-cent	6,391,300	6,716,700	7,756,340	6,958,940	27,823,240
6-cent .....	.....	.....	40,000	14,000	54,000
10-cent	3,388,460	4,090,170	4,761,640	4,057,520	16,297,790
15-cent	255,540	344,480	302,900	273,940	1,176,860
30-cent	89,160	71,860	150,010	93,210	404,240
90-cent	5,870	3,860	4,910	5,440	20,080
Total.....	388,704,640	353,579,120	394,469,225	378,369,950	1,465,122,935
Value.....	\$5,572,755	\$6,851,993	\$7,713,757	\$7,291,123	\$28,429,628

NEWSPAPER AND PERIODICAL STAMPS.

1-cent .....	.....	.....	.....	178,180	178,180
2-cent	118,240	114,135	119,010	134,490	485,875
3-cent .....	.....	.....	.....	22,730	22,730
4-cent	86,335	86,555	91,200	104,480	368,570
6-cent	56,015	53,560	57,080	64,295	230,950
8-cent	41,010	38,975	44,760	47,680	172,425
10-cent	91,675	92,690	98,860	104,320	387,545
12-cent	40,425	41,635	42,530	55,915	180,505
24-cent	44,850	45,905	44,190	44,445	179,390
36-cent	22,705	22,315	25,195	18,040	88,255
48-cent	17,870	16,020	18,760	13,545	66,795
60-cent	18,670	20,080	21,405	15,260	75,415
72-cent	9,745	9,165	9,305	7,330	35,545
84-cent	7,190	6,820	9,515	6,570	30,105
96-cent	17,800	16,770	19,795	14,370	68,735
\$1.92	11,010	8,570	13,475	8,250	41,285
\$3	10,871	7,967	9,820	9,612	38,279
\$6	4,492	4,094	4,983	4,479	18,048
\$9	2,832	2,658	2,782	3,084	11,376
\$12	3,147	3,307	3,441	3,409	13,304
\$24	1,735	1,528	1,539	1,747	6,540
\$36	668	790	815	820	3,093
\$48	432	820	724	630	2,606
\$60	3,106	2,919	3,200	2,529	11,754
Total.....	610,843	597,888	642,373	666,210	2,717,314
Value.....	\$512,260	\$501,990 50	\$547,819	\$485,199	\$2,047,268 50

STAMPED ENVELOPES.

1-cent	9,777,000	10,320,000	9,271,750	8,056,750	37,425,500
2-cent	25,620,200	27,064,950	26,978,150	24,945,050	104,608,350
4-cent	43,500	53,550	54,600	46,450	198,100
5-cent	29,750	40,500	31,750	32,500	134,500
10-cent	500	100	1,000	3,000	4,600
30-cent	500	.....	500	.....	1,000
90-cent .....	.....	.....	100	.....	100
NEWSPAPER WRAPPERS.					
1-cent	9,090,750	10,309,750	10,708,000	9,844,250	40,852,750
2-cent	801,000	495,250	671,500	762,000	2,729,750
Total.....	46,263,200	48,284,100	47,717,850	43,690,000	185,954,650
Value.....	\$811,105 51	\$847,116 78	\$841,227 07	\$774,327 08	\$3,273,866 44

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, &c.*—Continued.

STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Denominations.	Quarter ending September 30, 1884.	Quarter ending December 31, 1884.	Quarter ending March 31, 1885.	Quarter ending June 30, 1885.	Total.
1-cent	1,439,000	1,289,000	1,355,500	1,244,000	5,327,500
2-cent	34,123,250	33,098,250	32,781,750	33,034,000	131,035,250
4-cent	109,500	89,000	111,500	61,000	371,000
5-cent	16,000	10,500	10,000	17,500	63,000
10-cent					
15-cent					
Total	33,687,750	34,493,750	34,258,750	34,356,500	136,796,750
Value	\$739,299 35	\$758,488 95	\$752,808 50	\$755,501 30	\$3,006,098 10

POSTAGE-DUE STAMPS.

1-cent	604,600	758,200	811,200	880,250	3,054,350
2-cent	1,843,550	2,281,800	2,240,250	1,880,900	8,232,500
3-cent		10,500	55,500	6,700	72,700
5-cent	71 2-0	80,920	194,540	130,480	483,160
10-cent	195,240	175,300	211,570	202,315	784,425
30-cent	5,350	1,400	0,540	5,140	18,430
50-cent	5,000		70	108	5,176
Total	2,724,960	3,314,220	3,555,670	3,105,891	12,670,741
Value	\$70,107 00	\$75,830 00	\$87,583 00	\$74,972 00	\$308,492 00

POSTAL CARDS.

1-cent	82,465,000	83,890,000	82,095,000	88,076,500	339,330,500
2-cent	10,000	20,250	15,500	28,250	80,000
Total	82,481,000	83,820,250	81,010,500	88,104,750	339,416,500
Value	\$824,970 00	\$838,405 00	\$830,260 00	\$881,330 00	\$3,394,965 00

RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps	1,465,122,985	\$28,429,628 00
Newspaper and periodical stamps	2,717,314	2,047,288 50
Ordinary stamped envelopes, plain	142,372,150	3,787,161 44
Ordinary stamped envelopes, request	136,796,750	3,006,096 10
Newspaper wrappers	43,582,500	506,705 00
Postage-due stamps	12,670,741	308,492 00
Postal cards	830,416,500	3,394,965 00
Aggregate	2,142,678,890	40,460,316 04

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

No. 6.—Issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for fiscal year ended June 30, 1885.

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	367,618,250	83,605,750	339,336,500	178,180	790,738,680
Two-cent	1,045,411,950	238,373,350	80,000	485,875	1,284,351,175
Three-cent	491,700			22,730	514,430
Four-cent	17,204,275	569,100		368,570	18,241,945
Five-cent	28,306,500	197,500			28,504,000
Six-cent	54,000			230,950	284,950
Eight-cent				172,425	172,425
Ten-cent	17,082,215	4,600		387,545	17,474,360
Twelve-cent				180,565	180,565
Fifteen-cent	1,176,860			179,390	1,176,860
Twenty-four-cent					179,390
Thirty-cent	422,670	1,000			423,670
Thirty-six-cent				88,255	88,255
Forty-eight-cent				66,795	66,795
Fifty-cent	5,176				5,176
Sixty-cent				75,415	75,415
Seventy-two-cent				35,545	35,545
Eighty-four-cent				30,165	30,165
Ninety-cent	20,080	100			20,180
Ninety-six-cent				68,735	68,735
One dollar and ninety-two-cent				41,285	41,285
Three dollar				38,279	38,279
Six dollar				18,048	18,048
Nine dollar				11,376	11,376
Twelve dollar				13,304	13,304
Twenty-four dollar				6,549	6,549
Thirty-six dollar				3,093	3,093
Forty-eight dollar				2,606	2,606
Sixty dollar				11,754	11,754
Aggregate	1,477,793,676	322,751,400	339,416,500	2,717,314	2,142,678,890
Value	\$28,738,120 00	\$6,279,962 54	\$3,394,965 00	\$2,047,268 50	\$40,460,316 04

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

No. 7.—Table showing the increase and decrease in the issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards for the fiscal year ended June 30, 1885, as compared with the issue of the preceding year.

Articles issued.	1884.		1885.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	1,459,768,460	\$29,077,444 00	1,465,122,935	\$28,429,628 00
Newspaper and periodical stamps	2,439,898	1,923,217 80	2,717,314	2,047,268 50
Ordinary stamped envelopes, plain	147,225,800	2,907,340 32	142,372,150	2,767,161 44
Ordinary stamped envelopes, request	129,515,500	2,918,769 55	136,796,750	3,006,096 10
Newspaper wrappers	45,490,750	545,688 25	43,582,500	506,705 00
Postage-due stamps	13,612,198	353,611 00	12,670,741	308,492 00
Postal cards	362,876,750	3,629,640 00	339,416,500	3,394,965 00
Total of all issues for sale to the public	2,160,929,356	41,355,701 92	2,142,678,890	40,460,316 04
Add official stamps	3,389,440	140,040 00	.....	.....
Add official stamped envelopes and wrappers	1,811,600	20,135 26	.....	.....
Total of all issues	2,166,130,396	41,515,877 18	2,142,678,890	40,460,316 04

Articles issued.	Increase.		Decrease.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	5,354,475	.....	.....	\$647,816 00
Newspaper and periodical stamps	277,416	\$124,050 70	.....	.....
Ordinary stamped envelopes, plain .....	.....	.....	4,853,650	140,178 88
Ordinary stamped envelopes, request	7,281,250	87,335 55	.....	.....
Newspaper wrappers .....	.....	.....	1,908,250	38,983 25
Postage-due stamps .....	.....	.....	941,457	45,119 00
Postal cards .....	.....	.....	23,460,250	234,675 00
Total of all issues for sale to the public .....	.....	.....	18,250,466	895,385 88
Add official stamps .....	.....	.....	.....	.....
Add official stamped envelopes and wrappers .....	.....	.....	.....	.....
Total of all issues .....	.....	.....	23,451,506	1,055,561 14

Articles issued.	Per cent. increase.		Per cent. decrease.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	0.36	.....	.....	2.22
Newspaper and periodical stamps	11.37	6.45	.....	.....
Ordinary stamped envelopes, plain .....	.....	.....	3.29	4.82
Ordinary stamped envelopes, request	5.62	2.99	.....	.....
Newspaper wrappers .....	.....	.....	4.19	7.14
Postage-due stamps .....	.....	.....	6.91	12.75
Postal cards .....	.....	.....	6.46	6.46
Total of all issues for sale to the public .....	.....	.....	0.84	2.16
Add official stamps .....	.....	.....	.....	.....
Add official stamped envelopes and wrappers .....	.....	.....	.....	.....
Total of all issues .....	.....	.....	1.08	2.54

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

No. 8.—Number of registered letters and parcels transmitted through the mails from each

States,	Quarter ended September 30, 1884.				Free.
	Domestic.		Foreign.		
	Letters.	Parcels.	Letters.	Parcels.	
Alabama	23,410	961	335	28	5,450
Arkansas	25,250	735	145	21	5,110
California	38,067	10,024	6,196	456	7,800
Colorado	24,590	4,200	1,643	258	3,079
Connecticut	24,069	7,059	1,911	112	52,042
Delaware	3,443	81	136	3	548
Florida	13,598	1,357	277	20	2,780
Georgia	26,228	1,127	418	1	5,449
Illinois	97,428	15,499	9,039	371	24,851
Indiana	57,740	1,223	739	13	12,878
Iowa	58,427	1,761	1,418	33	17,908
Kansas	50,066	2,321	798	6	13,315
Kentucky	37,372	6,149	317	29	5,134
Louisiana	30,626	4,226	1,304	57	3,885
Maine	30,055	1,165	1,443	25	3,967
Maryland	15,955	1,852	1,020	78	2,649
Massachusetts	57,310	10,619	9,855	204	5,801
Michigan	58,912	2,966	4,914	140	13,968
Minnesota	35,821	1,995	2,828	101	7,304
Mississippi	21,210	1,511	126	97	5,194
Missouri	89,462	9,621	2,145	247	13,057
Nebraska	30,618	1,479	1,159	127	6,831
Nevada	5,423	531	365	13	1,079
New Hampshire	16,171	495	1,023	2	2,453
New Jersey	34,759	1,623	2,820	104	3,826
New York	184,026	60,474	30,458	2,617	61,616
North Carolina	32,473	959	107	45	5,872
Ohio	94,598	6,318	3,610	291	18,511
Oregon	16,328	1,262	778	120	2,658
Pennsylvania	131,743	13,300	9,008	356	17,266
Rhode Island	8,947	2,251	1,218	23	1,009
South Carolina	18,172	617	167	6	3,162
Tennessee	34,966	1,750	231	15	5,681
Texas	51,181	4,376	4,851	337	13,541
Vermont	14,600	602	1,042	11	2,561
Virginia	48,177	3,503	295	50	5,118
West Virginia	23,348	441	194	7	2,814
Wisconsin	50,967	1,951	2,530	98	11,108
Alaska	98	24	2	.....	1
Arizona	9,270	655	185	15	678
Dakota	31,767	1,113	1,398	49	4,281
District of Columbia	27,212	1,658	361	39	6,001
Idaho	10,320	569	226	2	785
Indian Ter	5,738	175	61	.....	413
Montana	12,500	1,288	790	40	916
New Mexico	8,398	907	286	15	1,158
Utah	9,442	830	563	70	1,198
Washington	11,575	463	599	60	1,415
Wyoming	5,975	911	230	38	625
Total	1,750,179	197,597	111,808	6,861	306,429

State and Territory in the United States during the fiscal year ended June 30, 1885.

Quarter ended December 31, 1884.					Quarter ended March 31, 1885.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
80,849	1,353	222	16	5,481	33,431	1,497	360	8	5,587
33,085	1,223	189	18	5,683	36,214	886	260	18	5,682
45,205	18,883	8,220	673	8,309	46,000	10,708	6,741	667	8,539
28,367	7,233	1,664	260	3,248	26,897	4,487	1,534	157	3,438
26,103	8,957	2,440	219	55,013	28,061	8,958	1,775	122	57,599
3,629	132	130	3	568	3,581	90	83	2	541
25,684	2,280	842	25	3,048	31,169	2,022	461	69	3,146
39,375	1,761	494	13	6,289	35,208	1,573	384	15	6,994
119,117	24,928	10,278	434	25,165	121,327	20,876	11,585	288	25,877
62,155	2,044	782	28	12,095	72,568	1,586	762	60	12,407
79,512	4,155	1,923	90	19,662	75,548	2,564	2,302	29	21,932
65,163	4,728	1,026	69	13,947	75,634	3,026	1,242	104	14,120
30,690	8,270	4,27	27	5,104	47,263	7,938	2,477	21	5,211
38,242	5,861	1,560	52	4,005	39,332	4,558	1,997	190	4,330
38,048	2,771	1,860	59	4,155	32,813	1,455	1,310	28	4,377
27,456	2,834	1,304	115	2,769	28,161	2,026	1,210	155	2,801
62,455	17,549	11,143	293	5,955	64,271	11,519	8,215	137	6,165
59,592	5,040	5,388	199	14,064	65,715	3,875	5,081	133	13,484
50,527	2,728	3,599	53	8,043	51,515	2,354	4,111	24	8,168
27,638	2,115	142	30	5,762	30,141	1,803	283	15	6,238
95,528	13,114	2,651	220	13,258	103,738	10,300	2,581	220	13,757
35,513	2,975	1,277	136	6,979	40,546	2,115	1,701	84	7,366
6,473	923	390	32	1,104	5,983	628	318	92	970
19,987	835	1,139	9	2,659	17,080	529	935	4	2,600
30,777	2,671	3,345	147	3,857	30,500	1,689	3,002	153	3,848
192,445	92,444	35,015	3,977	63,347	187,245	65,576	33,330	3,634	73,076
40,387	1,497	162	81	5,902	43,279	1,336	185	15	6,245
103,930	9,836	8,930	283	19,159	113,855	7,373	3,856	226	20,070
17,206	1,733	593	41	2,935	18,961	1,447	658	101	2,538
142,071	18,365	10,529	627	17,012	148,051	17,379	9,740	831	17,341
8,200	2,481	1,283	49	926	8,448	1,891	1,144	13	999
26,164	1,161	312	34	3,371	27,216	889	284	33	3,508
39,606	2,499	338	64	6,098	46,570	1,704	293	24	6,488
63,504	6,419	5,146	1,175	14,592	64,487	5,196	4,325	2,554	14,129
16,150	1,074	1,147	20	2,477	15,075	714	1,039	10	2,766
51,734	4,785	315	39	5,077	55,064	4,455	372	36	5,187
24,789	671	138	18	2,959	26,120	570	118	5	2,869
64,475	3,797	2,952	178	11,563	66,404	2,166	3,252	97	11,853
139	45	3			110	60	3		6
9,982	1,063	250	16	652	10,240	881	310	12	671
41,720	2,129	1,948	51	4,889	36,569	1,298	2,091	53	4,657
8,698	2,275	520	47	84,530	8,928	1,448	601	116	86,741
11,583	865	821	4	876	10,774	644	168	8	783
6,476	419	64	2	480	7,044	350	76	2	490
15,468	2,475	806	52	966	14,169	1,456	831	35	937
9,526	1,920	253	27	1,010	10,241	1,447	225	25	1,092
11,441	1,277	484	62	1,154	11,960	997	491	54	1,259
12,387	1,310	645	36	1,543	13,459	836	547	25	1,529
7,442	1,407	260	45	587	6,655	955	229	20	569
2,006,760	307,406	129,339	10,185	488,307	2,093,120	230,170	123,392	10,944	461,253

No. 8.—Number of registered letters and parcels transmitted through the mails

States.	Quarter ended June 30, 1885.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama	29,768	945	148	7	5,818	117,458	4,756
Arkansas	31,167	882	152	5	5,855	125,696	3,726
California	42,669	13,243	6,098	436	9,119	171,941	52,858
Colorado	26,743	3,978	1,172	130	3,504	106,117	19,896
Connecticut	26,217	8,484	1,690	93	54,768	104,480	33,498
Delaware	3,477	78	81	2	561	14,130	384
Florida	28,842	1,807	481	17	3,321	109,203	7,446
Georgia	30,396	1,479	215	8	6,998	131,667	5,940
Illinois	108,937	19,534	9,138	236	26,309	440,889	80,839
Indiana	64,297	1,842	568	20	12,903	256,760	6,855
Iowa	66,193	2,215	1,586	53	20,122	279,682	10,705
Kansas	71,842	2,898	982	32	14,783	265,705	13,031
Kentucky	44,601	9,346	367	23	5,839	168,935	32,123
Louisiana	35,247	4,980	1,576	80	4,220	143,547	19,123
Maine	34,454	1,234	1,512	80	3,267	130,970	6,525
Maryland	27,292	1,956	1,146	109	2,943	98,864	6,668
Massachusetts	59,868	13,390	10,362	99	6,145	243,952	53,077
Michigan	65,693	3,319	4,627	81	13,574	249,912	15,220
Minnesota	45,703	2,092	2,377	51	8,169	183,626	9,167
Mississippi	26,839	1,786	1,09	85	6,063	105,828	7,215
Missouri	90,544	11,188	2,253	262	14,627	347,273	44,293
Nebraska	37,091	1,010	1,271	50	7,309	143,768	8,479
Nevada	5,557	479	281	12	1,073	23,436	2,561
New Hampshire	16,291	519	1,009	7	2,679	69,529	2,378
New Jersey	31,225	1,633	2,718	115	3,968	127,261	7,616
New York	185,968	84,888	30,595	3,283	68,754	749,684	303,382
North Carolina	40,501	1,380	1,119	21	6,408	156,640	5,212
Ohio	103,919	7,269	3,306	155	20,429	416,302	30,706
Oregon	18,290	1,217	648	67	3,051	70,785	5,659
Pennsylvania	143,591	15,823	7,899	575	18,397	565,456	64,867
Rhode Island	7,897	1,955	1,103	12	972	33,492	8,578
South Carolina	23,033	639	203	4	3,687	96,585	3,306
Tennessee	41,292	1,588	290	19	6,564	162,464	7,541
Texas	55,932	5,288	6,258	1,321	14,315	235,104	21,279
Vermont	15,205	895	967	11	2,668	61,030	8,285
Virginia	51,893	4,560	348	28	5,427	206,868	17,303
West Virginia	24,821	537	112	11	3,037	99,058	2,219
Wisconsin	58,626	1,966	2,518	89	12,241	240,412	9,880
Alaska	106	58	6		7	453	187
Arizona	9,922	838	263	8	713	39,414	3,412
Dakota	34,595	1,315	1,539	19	4,336	144,651	5,835
District of Columbia	8,196	1,112	764	58	37,326	53,032	6,403
Idaho	10,800	649	135	5	822	43,457	2,727
Indian Territory	6,490	315	83	2	429	25,748	1,259
Montana	14,083	1,276	789	35	994	56,310	6,405
New Mexico	9,585	1,103	261	42	1,067	37,748	5,377
Utah	10,100	1,169	374	53	1,229	42,943	4,263
Washington	12,153	703	637	27	1,574	49,574	3,312
Wyoming	5,957	932	195	25	491	26,029	4,235
Total	1,944,008	248,130	111,267	7,968	459,293	7,794,067	183,303

from each State and Territory in the United States, &c.—Continued.

Total.		Free.	Grand total of letters and parcels registered for year ended June 30, 1885.	Fees received.	Increase.			
Foreign.					Letters and parcels.	Fees.	Per cent.	
Letters.	Parcels.						Letters and parcels.	Fees.
1,065	50	22,334	145,672	\$12,333 80	*6,238	*\$521 60	.....	.....
746	62	22,830	152,560	13,023 00	1,936	56 90	1.28	.43
27,247	2,232	33,866	288,144	25,427 80	23,474	1,697 60	8.86	7.15
6,003	805	13,269	146,092	13,282 30	*6,358	*787 50	.....	.....
7,823	546	219,422	365,768	14,634 60	*1,112	*235 90	.....	.....
430	10	2,238	17,192	1,495 40	1,181	5 80	1.06	.....
1,561	140	12,295	130,645	11,835 00	11,857	789 40	9.98	7.14
1,521	87	25,730	165,095	13,936 50	*2,410	*671 90	.....	.....
40,040	1,329	102,202	665,299	56,309 70	10,244	277 30	1.56	.49
2,851	121	50,183	316,770	26,658 70	*3,981	*864 80	.....	.....
7,259	205	79,624	377,475	29,785 10	*4,478	*1,516 70	.....	.....
4,048	211	56,165	339,160	28,299 50	37,739	2,786 00	12.52	10.91
1,588	99	21,288	224,033	20,274 50	3,255	687 00	1.47	3.50
6,497	379	16,450	175,996	16,954 60	8,466	795 50	4.76	4.92
6,544	148	15,726	159,913	14,418 70	*11,787	*1,197 10	.....	.....
4,850	457	11,162	124,001	11,283 90	4,117	287 50	3.43	2.61
39,575	733	24,066	361,403	33,733 70	*2,383	*433 30	.....	.....
20,010	553	55,090	340,785	26,569 50	*44,364	*4,519 80	.....	.....
12,975	229	31,684	237,681	20,599 70	*8,883	*1,160 90	.....	.....
6,110	177	23,257	137,087	11,383 00	*2,283	*422 30	.....	.....
9,630	949	54,699	476,843	42,214 40	*18,595	*2,359 30	.....	.....
5,408	399	28,585	196,639	15,865 40	2,945	*117 40	1.60	.....
1,354	149	4,226	31,726	2,750 00	*1,387	*171 10	.....	.....
4,166	22	10,391	86,486	7,609 50	5,624	464 90	6.95	6.50
11,865	519	15,499	162,780	14,728 10	240	*145 60	.14	.....
129,384	13,711	266,823	1,462,984	119,616 10	*135,579	*3,594 40	.....	.....
573	162	24,427	187,014	16,258 70	*9,265	*537 00	.....	.....
14,702	956	78,169	540,924	46,275 50	*26,928	*3,454 20	.....	.....
2,677	329	11,482	90,932	7,945 00	*3,444	*276 60	.....	.....
37,185	2,409	69,956	739,873	66,391 70	*27,083	*3,040 50	.....	.....
4,748	97	3,906	50,821	4,691 50	3,413	285 40	7.19	6.47
966	79	13,728	114,664	10,093 60	*2,015	*296 70	.....	.....
1,094	112	24,831	196,042	17,121 10	*963	*300 40	.....	.....
20,580	5,387	56,577	338,927	28,235 00	*6,157	*1,120 60	.....	.....
4,185	52	10,473	79,034	6,856 20	*3,226	*428 80	.....	.....
1,330	153	20,809	246,463	22,585 40	9,197	828 40	3.87	3.81
552	36	11,699	113,564	10,186 50	*2,740	*272 00	.....	.....
11,232	462	46,760	308,766	26,200 60	*12,603	*1,773 60	.....	.....
14	.....	14	668	65 40	180	18 20	36.88	38.55
1,008	51	2,614	46,499	4,388 50	305	*60 90	.66	.....
6,971	172	18,663	176,312	15,764 90	7,388	189 50	4.87	1.21
2,246	260	115,198	177,229	6,203 10	286	*7,833 70	.15	.....
850	19	3,265	50,318	4,705 30	4,415	396 30	9.61	9.19
284	6	1,792	29,089	2,729 70	1,264	108 00	4.54	4.11
3,222	162	3,813	70,002	6,618 90	4,992	516 90	7.60	8.47
1,025	109	4,827	48,586	4,425 90	5,295	*49 40	.61	.....
1,912	239	4,840	54,197	4,935 70	2,673	162 00	5.18	3.39
2,428	148	6,054	61,516	5,546 20	*4,586	*548 70	.....	.....
923	128	2,272	33,587	3,131 50	1,293	110 80	4.00	3.66
475,806	35,808	1,754,272	11,043,256	928,898 40	*203,289	*28,160 90	.....	.....

* Decrease.

RECAPITULATION.

Total domestic letters	7,794,067 }	
Total domestic parcels	983,303 }	8,777,370
Total foreign letters	475,806 }	
Total foreign parcels	35,808 }	511,614
Free		1,754,272
Grand total		11,043,256
Fees received		\$928,898 40

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

No. 9.—Table showing increase in the number of registered letters and parcels upon which fees were collected at the twenty-five leading cities in the country during the fiscal year ended June 30, 1885, over the number for preceding year.

Cities.	Year ended June 30, 1884.				Year ended June 30, 1885.				Increase.			
	Letters.	Parcels.	Total.	Fees.	Letters.	Parcels.	Total.	Fees.	Letters.	Parcels.	Total.	Fees.
	Number.	Number.	Number.	Dollars.	Number.	Number.	Number.	Dollars.	Number.	Per ct.	Number.	Per ct.
New York, N. Y.	301,807	283,472	645,279	64,327 90	370,903	607,866	638,780	63,878 00	3,096	2.51	15,586	649 00
Philadelphia, Pa.	93,294	43,432	136,726	13,872 60	98,338	41,936	140,334	14,034 40	3,093	3.24	1,476	161 80
Brooklyn, N. Y.	38,515	51,729	90,244	5,172 90	11,903	54,430	54,430	5,443 00	4,012	10.41	1,311	5.22
Chicago, Ill.	114,053	62,658	176,691	17,669 10	134,327	66,384	190,710	19,071 00	10,293	9.02	3,720	270 10
Saint Louis, Mo.	46,853	32,454	79,277	7,927 70	46,405	30,498	76,993	7,099 30	3,588	7.74	1,926	228 40
Wabash, Miss.	92,023	41,691	133,914	13,391 40	98,870	34,913	133,783	13,378 30	6,847	7.44	6,978	13 10
Baltimore, Md.	32,932	6,206	39,138	3,913 80	34,950	6,998	41,948	4,104 80	2,018	6.12	792	12 76
Cincinnati, Ohio.	30,121	8,918	39,039	3,903 60	31,508	8,622	40,130	4,013 00	1,367	4.60	296	109 10
San Francisco, Cal.	55,703	29,263	84,966	8,496 60	69,189	29,106	98,289	9,828 90	13,466	24.21	163	332 30
New Orleans, La.	40,053	16,408	56,461	5,646 10	53,279	14,902	68,181	6,818 10	13,226	33.02	1,506	1,172 00
Washington, D. C.	128,977	10,913	139,890	13,989 00	54,792	6,738	61,530	6,153 00	74,185	54.17	4,175	78 30
Cleveland, Ohio.	29,682	5,810	35,492	3,549 20	22,727	6,000	28,727	2,873 70	6,955	24.37	190	676 50
Newark, N. J.	15,400	8,306	23,706	2,370 60	18,629	2,508	21,226	2,122 60	1,300	7.00	211	700 80
Louisville, Ky.	14,047	31,276	45,323	4,532 30	14,065	2,032	16,117	1,611 70	1,355	9.63	3,210	154 80
Pittsburgh, Pa.	19,874	9,838	29,710	2,971 00	20,146	8,623	28,769	2,890 90	312	1.56	1,213	90 10
Jersey City, N. J.	8,150	8,663	16,813	1,681 30	7,968	5,565	8,533	853 30	162	2.00	32	15 00
Detroit, Mich.	17,698	6,156	23,762	2,376 20	16,977	5,979	22,956	2,295 60	629	3.53	177	60 80
Milwaukee, Wis.	17,294	20,397	37,691	3,769 10	17,277	3,769	21,046	2,104 60	73	.42	636	70 90
Albany, N. Y.	12,261	6,876	19,137	1,913 70	10,767	2,184	12,971	1,297 10	1,474	13.69	2,692	416 80
Providence, R. I.	12,489	6,892	19,381	1,938 10	12,800	7,017	20,417	2,041 70	331	2.65	1,485	181 60
Rochester, N. Y.	14,070	4,131	18,201	1,820 10	12,221	3,436	15,657	1,565 70	1,849	15.06	693	254 40
Albany, N. Y.	7,278	8,505	15,783	1,578 30	6,147	3,602	7,649	764 90	1,129	15.23	273	85 60
Richmond, Va.	10,018	2,192	12,146	1,214 60	10,013	9,076	19,089	1,909 80	5	.05	6,948	694 30
New Haven, Conn.	13,832	5,098	18,924	1,842 40	13,461	4,637	17,998	1,799 80	120	.96	555	42 60
Total	1,247,628	639,700	1,887,328	188,732 80	1,220,876	603,804	1,826,779	182,677 90	26,753	2.14	33,796	6,054 90

* Decreases

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

No. 10.—Statement showing the number and value of registered letters and parcels forwarded during the fiscal year ended June 30, 1885, for the Post-Office and Treasury Departments.

Description.	Packages.	Value.
Postage-stamps from the New York agency	177, 995	\$30, 785, 388 50
Stamped envelopes and newspaper wrappers from the Hartford agency	205, 531	6, 270, 962 54
Postal cards from the Castleton agency	77, 362	3, 394, 065 00
Registered packages containing paid money-orders and postal notes ..	882, 460	127, 944, 228 86
So plus money-order funds remitted for deposit by registered mail ..		78, 300, 070 00
Money-order funds remitted by draft in the registered mail		22, 000, 000 00
Total	843, 348	268, 704, 544 90
Secretary of the Treasury received and sent	4, 295	41, 537, 139 51
United States Treasurer received bonds and coupons, silver certificates, currency, including legal-tender national-bank notes, fractional currency, and coins	15, 104	20, 455, 477 32
United States Treasurer sent	5, 373	1, 111, 146 23
Register of the Treasury received and sent	10, 889	162, 477, 000 00
Comptroller of the Currency sent United States bonds, incomplete currency, and national-bank notes	1, 038	24, 019, 230 00
Comptroller of the Currency received	872	58, 014, 550 00
Internal-revenue stamps sent	31, 342	123, 406, 591 03
Internal-revenue stamps received	4, 971	11, 910, 498 65
Sixth Auditor received and sent	9, 843	5, 867 82
Total for the Treasury Department	83, 727	442, 937, 490 56
Aggregate	927, 075	711, 642, 035 46

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

No. 11.—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, 1885.

Description.	New York.	Philadel- phia.	Chicago.	Saint Louis	Washing- ton.
Letters registered	365, 135	102, 831	135, 194	50, 125	148, 441
Registered letters received for delivery ..	1, 008, 747	261, 307	504, 026	256, 502	499, 766
Registered letters received for distribu- tion	918, 862	14, 538	37, 851	350	5, 134
Parcels of 3d and 4th class, registered ..	267, 886	40, 962	66, 284	30, 498	32, 841
Parcels of 3d and 4th class received for delivery		14, 152	25, 710	8, 926	13, 706
Registered packages received	983, 668	206, 939	463, 144	227, 940	469, 362
Registered packages in transit	751, 948	172, 450	938, 830	701, 981	216, 242
Registered packages made up and mailed ..	766, 615	109, 316	105, 947	69, 878	120, 477
Through registered pouches received ..	30, 161	10, 879	29, 602	24, 977	14, 121
Through registered pouches received in transit	27, 338	188	5, 534	507	257
Through registered pouches made up and dispatched	34, 687	11, 114	28, 395	25, 237	14, 180
Postal-note packages made up and mailed ..	9, 527				
Postage-stamp packages made up and mailed	177, 609	11, 405			
Internal-revenue through registered pouches dispatched					8, 160
Internal-revenue through registered pouches returned					8, 100
Through registered pouch trunks re- ceived					18
Through registered pouch trunks re- turned					18
Total number of articles handled. ..	5, 342, 183	956, 141	2, 400, 517	1, 896, 981	1, 550, 781
Value of gold coin received by registered mail	\$8, 490, 000				*
Value of silver coin sent by registered mail	90, 000				

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

No. 12.—Statement showing amount of dead mail matter treated in the division of dead letters during the fiscal year ended June 30, 1885.

CLASSIFICATION AND AMOUNT OF MAIL MATTER.

Class.	Number.
Domestic mailed letters—	
Unopened from last fiscal year	89,400
Received during the year	3,795,036
	3,884,436
Domestic unmailable letters—	
Held for postage—	
From last fiscal year	599
Received during the year	116,959
	117,558
Containing unmailable articles	1,785
Misdirected	284,358
Blank (without address)	14,668
	418,349
Domestic third and fourth class matter (packages)	59,196
Foreign matter—	
From last fiscal year	7,907
Received during the year	404,705
	412,612
Printed matter, samples, &c., returnable to country of origin	23,553
	446,165
Total	4,808,146

MODE OF TREATMENT.

Class.	Delivered unopened.	Opened.	On hand.
Domestic mailed letters	57,143	3,819,798	7,500
Domestic unmailable letters:			
Held for postage	4,686	112,712	210
Containing unmailable articles		1,785	
Misdirected	67,250	217,108	
Blank		14,668	
Domestic third and fourth class matter		59,196	
Foreign matter:			
Letters	406,806		5,806
Printed matter, samples, &c	33,553		
Total	569,888	4,226,242	13,516

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

No. 13.—Statement showing the disposition of mail matter opened in the division of dead letters during the fiscal year ended June 30, 1885.

	Containing money.		Containing drafts, checks, notes, &c.		Containing receipts, paid notes, &c.	Containing photo-graphs.	Containing postage stamps.	Containing nothing of value.	Total.	
	Number.	Value.	Number.	Value.					Number.	Value.
RECEIVED.										
Outstanding in the hands of postmasters at close of last fiscal year.....	1,050	\$2,788 62	1,158	\$428,209 79					2,208	\$429,008 41
On hand undelivered in Dead-Letter Office at the close of last fiscal year.....	1,844	2,576 94	19,051	1,788,856 22	26,257	32,731	107,860	8,941,098	1,844	2,576 94
Received during the year.....	18,579	30,167 48	20,209	2,215,066 01	26,257	32,731	107,860	8,941,098	4,225,242	1,819,023 70
Total.....	18,973	85,543 04	20,209	2,215,066 01	26,257	32,731	107,860	8,941,098	4,228,794	2,250,609 05
DISPOSITION.										
Delivered to owners.....	12,589	22,453 48	17,858	1,798,764 51	21,660	25,947	105,884	1,404,874	1,621,898	1,818,217 94
Filed in Dead-Letter Office on failure to deliver to owners.....	4,474	8,265 74	796	103,892 43	4,587	6,784	2,528	2,536,224	53,883	112,158 17
Destroyed on failure to deliver to owners On hand in Dead-Letter Office undisposed of.....	1,175	2,182 25		18,772					2,049,998	2,182 25
Outstanding in the hands of postmasters for restoration to owners.....	785	2,641 62	1,826	315,409 07					2,847	318,050 69
Total.....	18,973	85,543 04	20,209	2,215,066 01	26,257	32,731	107,860	8,941,098	4,228,794	2,250,609 05

A. D. HAZEN
Third Assistant Postmaster-General.

No. 15.—Statement showing number of dead foreign letters received and disposed of during the fiscal year ended June 30, 1885.

RECEIVED.		DISPOSITION.				
Class.	Number.	Class.	Returned to country of origin.	Delivered to addressees.	Misdirected letters forwarded to corrected address.	On hand.
Registered letters— On hand July 1, 1884.....	357	Registered letters..	12, 235	375	47	146
Received during the year.	12, 446					
	12, 803					
Ordinary letters— On hand July 1, 1884.....	7, 550	Ordinary letters....	381, 543	200	12, 406	5, 660
Received during the year.	892, 259					
	399, 809					
Printed matter.....	33, 538	Printed matter....	30, 304	18	3, 231	.....
Total.....	446, 165	Total.....	424, 082	593	15, 684	5, 806

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

No. 16.—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, 1885.

Class.	Number.
Registered letters.....	1, 368
Ordinary letters.....	170, 848
Printed matter.....	34, 605
Total.....	206, 821

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

No. 17.—Table showing amount of dead matter returned to and received from each of the foreign countries during fiscal year ended June 30, 1885.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Parcels, &c.	Total.	Registered.	Ordinary.	Parcels, &c.	Total.
Antigua.....		33		33		5	3	8
Argentine Republic.....	11	303	24	338		434		434
Austria Hungary.....	2, 613	14, 713	995	18, 321				
Bahamas.....	3	325	1	329		233		233
Barbadoes.....	1	84	70	164		82	83	165
Belgium.....	90	1, 588	788	2, 466				
Bermuda.....	4	266		270		178	4	182
Brazil.....	41	933	110	1, 084				
British Guiana.....	5	90		104		172	330	502
British Honduras.....	3	54		57	1	35		36
British India.....	18	524	42	584				
Canada.....	1, 092	88, 934	911	90, 937	353	76, 722	2, 605	79, 880
Ceylon.....		31	1	32				
Chili.....	9	284	14	307		717	4, 824	5, 541
Costa Rica.....		52		52		20	22	42
Cuba.....	23	1, 208	35	1, 266		1, 665	3, 525	5, 190
Danish West Indies.....		100		100		174		174
Denmark.....	67	4, 032	183	4, 082				
Dominica.....	1	9		10		4		4

No. 17.—Table showing amount of dead matter returned to and received from each of the foreign countries, &c.—Continued.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Parcels, &c.	Total.	Registered.	Ordinary.	Parcels, &c.	Total.
Ecuador		43	1	44				
Egypt	22	142	4	168				
France	266	8,368	11,647	20,281	3,599	3,306		6,905
French West Indies	1	37		38				
Germany	3,070	72,714	2,378	78,162				
Great Britain	1,455	87,890	6,653	95,998	535	40,809	4,723	46,157
Greece	17	191	7	215				
Granada		16		16		16	1	17
Guatemala		149	5	154	7	147		154
Hawaii	27	587	3	617		400		490
Haiti	1	75	2	78		51	1	52
Honduras, Republic of		80		80				
Hong Kong	10	2,786	1	2,797		89		89
Italy	1,215	29,588	2,919	33,720	71	1,805	1,787	3,663
Jamaica	5	265	5	275	1	268		269
Japan	9	369	19	397		137	3	140
Java, Netherlands Indies	2	85	1	88		66	5	71
Luxemburg	32	469	4	505				
Mauritius	1	26	1	28				
Mexico	66	3,792	46	3,904	27	3,205	6	3,238
Montserrat		1		1				
Netherlands	18	2,013	970	3,001				
Netherlands West Indies		85	2	87		37		37
Nevis		4		4				
Newfoundland	9	374	2	385	1	870		811
New South Wales	26	692	7	725	30	1,035	7	1,078
New Zealand	16	493	4	513	12	469	622	1,103
Nicaragua		50	1	51				
Norway	157	10,882	420	11,459				
Paraguay		1		1				
Persia	2	3		5				
Peru	2	154	3	159	3	171	13	187
Philippines	1	23		24				
Porto Rico	3	233	2	238				
Portugal	130	2,535	251	2,916	27	394	449	870
Queensland	18	246	3	265	10	330	54	394
Roumania	36	319	1	356				
Russia	909	9,281	332	10,582		40	67	107
Saint Kitt's	1	29		30		6		6
Saint Lucia		10		10		12		12
Saint Vincent		13		13				
Salvador, Republic of	1	32	4	37	1	28		29
Santo Domingo	2	63	3	68		367		367
Servia	6	13		19				
Siam		1		1				
Spain	53	746	450	1,249	5	185	308	498
Straits Settlements	3	43		46		29		29
Surinam	3	17		20				
Sweden	200	25,626	600	26,486				
Switzerland	286	4,375	323	4,984				
Tobago								
Trinidad	1	59	1	61	1	149	283	433
Turkey	11	157	4	172				
Turk's Islands	1	16		17				
United States of Colombia	8	362	8	378		640	1,311	1,951
Uruguay	16	123	5	144		107	2	107
Venezuela	6	122	7	135	3	82		87
Victoria	12	446	22	480	11	708	5	724
Postal Union					1	30,470	10,251	40,722
Miscellaneous					2	3,566	5	3,573
	12,235	381,543	30,304	424,082	1,308	170,848	34,665	206,821

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

No. 18.—Table showing the number, classification, and disposition of dead registered letters during the fiscal year ended June 30, 1885.

Number and class of letters received.		Disposition.	
Domestic—		Delivered without being opened—	
Official	19	To foreign branch	12, 448
Ordinary	2, 361	To Executive Departments	19
Request	1, 661	Card and request	1, 661
	4, 041	Opened	2, 361
Foreign	12, 448		
Total	16, 487	Total	16, 487

Contents of letters opened.	Disposition of letters opened.					Total.
	Number.	Delivered.	Filed.		Outstanding.	
			At once.	Returned and filed.		
Drafts, money-orders, &c.	183	145	.....	31	7	183
Money	738	424	24	259	31	738
Photographs, receipts, certificates, &c.	203	165	21	17	.....	203
Merchandise	272	167	69	.....	36	272
Nothing of value	965	484	837	144	.....	965
Total	2, 361	1, 885	451	451	74	2, 361

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

No. 19.—Record of the number and weight of letters, parcels, and circulars mailed at the post offices mentioned below for the six days beginning June 22 and ended June 27, 1885, inclusive.

LETTERS.

Office.	Weighing half an ounce or less.			Weighing over half an ounce.			Exceeding one ounce.		
	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	81,997	22,469	.27	2,250	1,824	.81	925	1,738	1.89
Baltimore, Md.	221,795	65,403	.29	7,771	5,408	.70	1,843	2,763	1.49
Boston, Mass.	759,388	230,350	.30	30,340	20,829	.68	8,181	15,716	1.92
Brooklyn, N. Y.	235,024	61,069	.25	3,808	3,245½	.85	1,281	2,054	1.62
Buffalo, N. Y.	117,513	32,880	.27	4,693	3,680	.78	1,629	1,064	1.02
Chicago, Ill.	974,369	277,694	.28	44,214	32,069	.72	11,685	23,275	1.99
Cincinnati, Ohio.	261,486	69,028	.26	9,896	6,482	.65	4,660	6,495	1.39
Cleveland, Ohio	196,268	53,490	.27	7,014	4,950	.70	1,836	5,060	2.75
Detroit, Mich.	139,496	14,250	.11	5,339	4,166	.77	1,546	2,785	1.80
Indianapolis, Ind.	85,495	25,680	.30	2,090	1,344	.64	1,871	2,560	1.36
Louisville, Ky.	124,772	30,690	.24	7,803	6,691	.85	3,288	5,860	1.78
Milwaukee, Wis.	116,798	33,041½	.28	3,859	2,850½	.73	1,199	2,359	1.96
Newark, N. J.	68,559	18,179	.26	2,010	1,650	.81	1,112	2,480	2.23
New Orleans, La.	91,590	25,832	.28	2,309	1,689	.73	1,318	2,134	1.61
New York, N. Y.	2,542,210	649,418½	.25	74,376	63,188½	.84	32,220	56,784½	1.76
Philadelphia, Pa.	867,733	229,507	.26	16,247	12,806	.78	6,403	12,196	1.90
Pittsburgh, Pa.	138,527	36,785	.26	6,573	4,319½	.65	2,009	3,599½	1.76
Providence, R. I.	92,571	24,146½	.26	3,386	2,478½	.73	1,225	2,360	1.92
Saint Louis, Mo.	301,789	105,260½	.34	14,356	14,027½	.97	3,630	4,910	1.62
Saint Paul, Minn.	96,358	28,829	.29	6,289	4,529	.72	2,041	4,951	2.42
Total	7,517,658	2,033,981½	.....	254,623	198,287½	.....	89,302	161,684	.....

Total weight, half ounce or less	Ounces. 2,033,981½
Total weight over half ounce	198,287½
Total exceeding one ounce	161,684

Total weight..... 2,393,953

Total number of letters, 7,861,583, weighing an average of .3 of an ounce per letter.

No. 19.—Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below, &c.—Continued.

SEALED PARCELS.

Office.	Weighing two ounces or less.			Weighing over two ounces, not more than six.			Weighing more than six ounces.		
	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y	10	33	1.03	1	3	.63			
Baltimore, Md	945	1,169	1.23	676	1,037	2.86	85	558	6.56
Boston, Mass	437	703	1.60	302	1,185	3.92	157	1,604	10.21
Brooklyn, N. Y	361	582½	1.61	374	1,372½	3.66	121	1,399	11.55
Buffalo, N. Y	100	128	1.24	142	461	3.27	22	240	1.90
Chicago, Ill	1,825	2,095	1.14	878	2,977	3.46	329	3,024	9.19
Cincinnati, Ohio	159	144	.90	82	288	3.51	19	299	14.15
Cleveland, Ohio	116	216	1.86	114	473	4.14	79	1,623	20.54
Detroit, Mich	66	53	.87	8	30	3.50	1	10	10.00
Indianapolis, Ind	81	90	1.11	64	192	3.00	60	448	7.48
Louisville, Ky	10	7½	.67	12	19½	1.58	1	12½	12.50
Milwaukee, Wis	179	185	1.03	38	126	3.31	4	29	7.25
Newark, N. J	17	18½	1.05	8	30	3.75			
New Orleans, La	49	73	1.48	25	75	3.00	11	97	8.81
New York, N. Y	3,437	5,119½	1.48	1,469	5,542½	3.77	1,356	13,672	10.08
Philadelphia, Pa	132	174	1.31	69	273½	3.95	33	259½	7.78
Pittsburgh, Pa	192	147½	1.44	33	124	3.75	11	156½	14.22
Providence, R. I	6	7½	1.25				3	28	9.33
Saint Louis, Mo	1,284	2,212½	1.72	421	1,481	3.51	132	2,481	18.79
Saint Paul, Minn	75	198	1.44	89	304	3.41	8	177	22.12
Total	9,391	13,251½		4,785	16,897½		2,432	26,087½	

Ounces.

Total weight, two ounces or less	13,251½
Total weight, over two ounces, not more than six	16,897½
Total weight, more than six ounces	26,087½
Total weight	56,236

Total number sealed parcels, 16,608, weighing an average of 3.38 ounces per parcel.

No. 19.—Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below, &c.—Continued.

UNSEALED PARCELS.

Office.	Weighing two ounces or less.			Weighing over two ounces, not more than six.			Weighing more than six ounces.		
	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	5,782	9,106	1.57	2,770	12,135	4.38	1,161	20,027	17.24
Baltimore, Md.	13,462	32,146	1.64	10,887	27,818	2.55	3,885	54,390	16.06
Boston, Mass.	65,514	95,097	1.45	52,710	200,665	3.80	20,695	264,569	12.78
Brooklyn, N. Y.	1,431	1,744	1.21	1,123	3,885½	3.45	1,816	21,403½	11.23
Buffalo, N. Y.	1,029	1,072	1.04	950	3,312	3.48	575	7,648	13.30
Chicago, Ill.	137,791	207,733	1.50	56,156	211,482	3.76	32,101	435,775	13.57
Cincinnati, Ohio.	26,380	42,890	1.62	11,694	39,423	3.37	8,854	140,973	15.92
Cleveland, Ohio.	19,810	23,593	1.19	6,941	23,568	3.39	4,079	61,491	15.07
Detroit, Mich.	1,939	2,286	1.16	1,236	5,424	4.38	1,510	23,785	19.06
Indianapolis, Ind.	412	720	1.74	320	1,600	5	411	3,376	8.21
Louisville, Ky.	16,195	28,842	1.79	11,806	27,456	2.32	9,590	62,336	6.50
Milwaukee, Wis.	1,352	1,865	1.37	935	3,715	3.97	1,034	13,268	12.83
Newark, N. J.	744	1,363	1.83	587	2,633	3.98	868	13,402½	15.41
New Orleans, La.	1,265	1,919	1.51	772	3,160	4.09	1,235	23,775	19.25
New York, N. Y.	37,867	50,145½	1.32	32,573	119,007	3.65	41,825	511,239	12.22
Philadelphia, Pa.	22,727	27,746	1.22	7,567	31,047	4.10	7,545	85,854	11.38
Pittsburgh, Pa.	14,096	22,000	1.56	5,440	22,050½	4.05	2,575	37,135½	14.42
Providence, R. I.	7,474	9,465	1.26	5,255	19,729	3.61	1,145	14,643½	12.83
Saint Louis, Mo.	45,054	74,437	1.65	20,606	86,089	4.17	11,443	243,912	21.31
Saint Paul, Minn.	6,910	9,494	1.36	4,843	15,842	3.27	1,527	21,089	13.81
Total	427,173	633,663½	.....	235,171	860,051	.....	153,374	2,065,092	.....

	Ounces.
Total weight, two ounces or less.....	633,663½
Total weight over two ounces, not more than six.....	860,051
Total weight more than six ounces.....	2,065,092
Total weight.....	3,558,806½
Total number unsealed parcels, 8315,718, weighing an average of 4.36 ounces per parcel.	

No. 19.—Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below, &c.—Continued.

UNSEALED CIRCULARS.

Office.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	10,800	8,224	.76
Baltimore, Md.	98,350	45,921	.46
Boston, Mass.	198,877	96,030	.48
Brooklyn, N. Y.	34,706	32,102	.92
Buffalo, N. Y.	30,109	12,096	.40
Chicago, Ill.	473,650	156,867	.33
Cincinnati, Ohio.	122,208	68,834	.56
Cleveland, Ohio.	57,398	20,029	.34
Detroit, Mich.	39,477	21,728	.55
Indianapolis, Ind.			
Louisville, Ky.	33,562	28,800	.85
Milwaukee, Wis.	37,505	8,848	.23
Newark, N. J.	7,097	2,281	.03
New Orleans, La.	15,000	11,500	.76
New York, N. Y.	791,004	290,207½	.36
Philadelphia, Pa.	186,424	76,173	.40
Pittsburgh, Pa.	43,881	13,405½	.30
Providence, R. I.	11,580	5,051	.43
Saint Louis, Mo.	203,514	115,610	.56
Saint Paul, Minn.	22,325	10,796	.48
Total.....	2,417,557	1,024,502½	

Total number, 2,417,557.

Total weight, 1,024,502½ ounces, weighing an average of .42 of an ounce per piece.

No. 20.—Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below for the six days beginning September 21 and ended September 26, 1875, inclusive.

LETTERS.

Offices.	Weighing half an ounce or less.			Weighing over half an ounce.			Exceeding one ounce.		
	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	94,947	25,976	.27	4,188	4,050	.96	1,334	2,592	1.94
Baltimore, Md.	275,231	75,820½	.27	9,762	7,233	.74	4,568	6,228½	1.36
Boston, Mass.	780,484	218,331	.27	44,673	30,101	.67	10,275	19,048	1.85
Brooklyn, N. Y.	257,458	66,738	.25	5,742	4,737½	.82	1,812	2,799½	1.54
Buffalo, N. Y.	120,577	33,072	.27	8,571	5,656	.65	2,292	4,391	1.91
Chicago, Ill.	1,121,580	337,130	.30	49,230	29,062	.60	22,083	36,616	1.65
Cincinnati, Ohio.	321,618	86,909	.27	110,518	8,454	.07	6,361	9,482	1.49
Cleveland, Ohio.	195,436	53,825	.27	8,711	6,291	.72	2,422	4,519	1.86
Detroit, Mich.	154,918	41,446	.26	4,730	3,648	.77	2,016	3,745	1.85
Indianapolis, Ind.	80,002	26,768	.31	4,887	3,360	.68	1,146	2,448	2.13
Louisville, Ky.	150,921	36,235	.24	4,265	3,412	.8	1,353	2,511	1.84
Milwaukee, Wis.	133,399	40,071	.30	2,799	1,740	.62	1,201	2,731	2.27
Newark, N. J.	64,692	17,786	.27	2,332	1,774	.76	1,260	2,158	1.71
New Orleans, La.	56,380	21,509	.38	43,508	29,005	.66	19,747	23,157	1.17
New York, N. Y.	2,880,798	1,177,810½	.40	133,914	88,647½	.66	52,568	92,224	1.75
Philadelphia, Pa.	1,058,054	277,434	.26	25,195	18,939	.75	15,372	24,535	1.59
Pittsburgh, Pa.	149,568	40,524	.27	7,490	5,657	.75	1,951	3,484½	1.77
Providence, R. I.	95,331	23,242½	.24	2,755	1,972	.71	1,422	2,571½	1.8
Saint Louis, Mo.	375,648	115,360½	.30	18,986	16,641	.87	5,454	16,910	3.1
Saint Paul, Minn.	107,031	30,772	.28	6,902	4,616	.66	2,605	5,088	1.81
Total.....	8,480,673	2,746,760½		498,258	275,605		157,442	267,239	

Total weight, half ounce or less	Ounces.
Total weight, over half ounce	2,746,760½
Total weight, exceeding one ounce	275,605
Total weight.....	267,239
Total weight.....	3,289,604½

Total number of letters, 9,142,373, weighing an average of .35 of an ounce per letter.

No. 20.—Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below, &c.—Continued.

SEALED PARCELS.

Offices.	Weighing two ounces or less.			Weighing over two ounces, not more than six.			Weighing more than six ounces.		
	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	2	4	2	3	12	4	.....	.....	.....
Baltimore, Md.	188	319	1.69	221	735½	3.32	38	288	7.57
Boston, Mass.	825	980	1.19	359	1,190	3.31	205	2,533	12.35
Brooklyn, N. Y.	261	414½	1.50	320	1,351	4.20	144	1,108	7.68
Buffalo, N. Y.	89	125	1.40	100	354	3.54	31	320	10.32
Chicago, Ill.	1,678	3,192	1.30	957	3,608	3.77	372	3,806	10.23
Cincinnati, Ohio.	179	221	1.23	121	420	3.47	23	189	8.21
Cleveland, Ohio.	106	143	1.34	110	357	3.24	129	1,320	10.23
Detroit, Mich.	29	29	1	28	106	3.78	19	128	12.80
Indianapolis, Ind.	21	32	1.52	13	64	4.92	2	48	24
Louisville, Ky.	40	336	8.4	15	704	46.93	5	768	153.6
Milwaukee, Wis.	283	347	1.22	35	102	2.91	8	106	20.75
Newark, N. J.	36	66	1.83	26	112½	4.30	33	440	13.33
New Orleans, La.	391	520	1.35	189	479	2.53	117	954	8.08
New York, N. Y.	5,387	7,858½	1.45	2,950	10,192½	3.45	1,451	14,877	10.25
Philadelphia, Pa.	289	441	1.52	151	480	3.17	70	534	7.62
Pittsburgh, Pa.	70	105½	1.50	45	137½	3.05	9	132	14.60
Providence, R. I.	89	134	1.5	31	117	3.75	20	854	42.7
Saint Louis, Mo.	2,833	5,363	1.89	752	3,105	4.12	762	8,268	10.85
Saint Paul, Minn.	65	82	1.26	28	104	3.71	10	90	9
Total	12,861	19,727½	.....	6,454	23,730½	.....	3,439	36,823	.....

Total weight, two ounces or less.....	19,727½
Total weight, over two ounces, not more than six.....	23,730½
Total weight, more than six ounces.....	36,823

Total weight..... 80,281½

Total number sealed parcels, 22,754, weighing an average of 3.52 ounces per parcel.

No. 20.—Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below, &c.—Continued.

UNSEALED PARCELS.

Office.	Weighing two ounces, or less.			Weighing over two ounces, not more than six.			Weighing more than six ounces.		
	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	6, 145	8, 089	1.31	1, 466	6, 047	4.12	2, 327	32, 385	13.91
Baltimore, Md.	4, 388	7, 428	1.69	11, 251	33, 523	2.97	9, 946	99, 763	10.03
Boston, Mass.	98, 691	113, 359	1.15	53, 607	219, 821	4.1	22, 769	321, 038	14.09
Brooklyn, N. Y.	2, 077	3, 408½	1.64	1, 208	4, 716	3.9	1, 601	18, 005	11.24
Buffalo, N. Y.	808	918	1.13	875	3, 269	3.73	704	9, 359	13.15
Chicago, Ill.	166, 480	355, 221	1.53	78, 342	291, 316	3.71	72, 105	1, 039, 290	14.41
Cincinnati, Ohio	108, 604	180, 237	1.65	19, 886	76, 774	3.86	8, 550	145, 721	17.04
Cleveland, Ohio	17, 534	24, 862	1.41	7, 186	25, 763	3.58	3, 287	42, 232	12.84
Detroit, Mich.	13, 354	18, 322	1.37	6, 031	22, 061	3.32	3, 246	43, 167	13.29
Indianapolis, Ind.	392	512	1.30	401	1, 344	3.35	402	3, 312	8.23
Louisville, Ky.	56, 816	78, 633	1.2	14, 346	48, 632	3.38	6, 171	665, 901	107.90
Milwaukee, Wis.	2, 614	5, 400	2.08	1, 391	4, 782	3.43	1, 005	12, 667	12.60
Newark, N. J.	3, 200	3, 288½	1.02	552	3, 088	5.59	838	12, 738	15.20
New Orleans, La.	2, 071	3, 624	1.75	2, 832	10, 466	3.69	1, 426	26, 176	18.35
New York, N. Y.	49, 557	65, 493½	1.32	44, 329	188, 262	4.06	51, 124	779, 183	13.28
Philadelphia, Pa.	22, 046	26, 796½	1.21	16, 024	54, 019½	3.38	9, 835	118, 463	12
Pittsburgh, Pa.	17, 384	25, 234½	1.45	7, 758	27, 813	3.58	2, 245	34, 844	15.52
Providence, R. I.	4, 843	7, 270	1.5	4, 619	14, 121	3	1, 136	14, 531	12.79
Saint Louis, Mo.	62, 410	92, 162	1.47	27, 679	105, 028	3.79	14, 809	165, 262	11.16
Saint Paul, Minn.	10, 013	16, 464	1.64	6, 565	22, 013	3.35	1, 922	30, 963	16.10
Total	648, 887	936, 721½	.....	306, 948	1, 162, 858½	.....	215, 448	3, 614, 910	.....

Total weight, two ounces or less	538, 721½
Total weight, two ounces, not more than six	1, 162, 858½
Total weight, more than six ounces	3, 614, 910
Total weight	5, 714, 490

Total number unsealed parcels, 1, 171, 283, weighing an average of 4.87 ounces per parcel.

UNSEALED CIRCULARS.

Office.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y	9, 872	7, 440	.75
Baltimore, Md.....	109, 107	88, 488½	.85
Boston, Mass.....	250, 079	155, 554	.62
Brooklyn, N. Y.....	55, 544	32, 956	.59
Buffalo, N. Y.....	24, 005	12, 021	.48
Chicago, Ill.....	413, 463	170, 085	.41
Cincinnati, Ohio.....	109, 708	64, 376	.58
Cleveland, Ohio.....	40, 053	23, 888	.51
Detroit, Mich.....	43, 903	21, 920	.49
Indianapolis, Ind.....	30, 415	26, 112	.85
Louisville, Ky.....	23, 431	29, 288	1.24
Milwaukee, Wis.....	48, 306	21, 971	.45
Newark, N. J.....	10, 723	4, 166	.39
New Orleans, La.....	31, 102	7, 775	.25
New York, N. Y.....	1, 115, 878	386, 101	.34
Philadelphia, Pa.....	348, 403	128, 934	3.41
Pittsburgh, Pa.....	41, 282	17, 250	.41
Providence, R. I.....	26, 122	12, 035	.46
Saint Louis, Mo.....	203, 293	150, 411	.77
Saint Paul, Minn.....	40, 938	14, 731	.35
Total	2, 982, 342	1, 325, 551½	

Total number, 2, 982, 342.

Total weight, 1, 325, 551½ ounces, weighing an average of .44 of an ounce per piece.

No. 21.—List of post-offices at which the special-delivery system authorized by act of Congress of March 3, 1865, has been established.

Name of office.	County.	State.	Name of office.	County.	State.
Adams	Berkshire	Mass.	Carson City	Ormsby	Nev.
Adrian	Lenawee	Mich.	Carthage	Jasper	Mo.
Akron	Summit	Ohio.	Catskill	Greene	N. Y.
Alameda	Alameda	Cal.	Cedar Rapids	Linn	Iowa.
Albany	Albany	N. Y.	Central Falls	Providence	R. I.
Alexandria	Alexandria	Va.	Chambersburgh	Franklin	Pa.
Allegheny	Allegheny	Pa.	Champaign	Champaign	Ill.
Allentown	Lehigh	Pa.	Charleston	Charleston	S. C.
Alliance	Stark	Ohio.	Charleston	Kanawha	W. Va.
Alpena	Alpena	Mich.	Charlotte	Mecklenburgh	N. C.
Alton	Madison	Ill.	Chattanooga	Hamilton	Tenn.
Altoona	Blair	Pa.	Chester	Delaware	Pa.
Amberst.	Hampshire	Mass.	Chicago	Cook	Ill.
Amsterdam	Montgomery	N. Y.	Chicopee	Hampden	Mass.
Anderson	Madison	Ind.	Chillicothe	Livingston	Mo.
Andover	Essex	Mass.	Chillicothe	Ross	Ohio.
Annapolis	Anne Arundel	Md.	Cincinnati	Hamilton	Ohio.
Ann Arbor	Washtenaw	Mich.	Circleville	Pickaway	Ohio.
Appleton	Outagamie	Wis.	Claremont	Sullivan	N. H.
Ashland	Schuykill	Pa.	Cleveland	Cuyahoga	Ohio.
Ashtabula	Ashtabula	Ohio.	Clinton	Clinton	Iowa.
Atchison	Atchison	Kans.	Clinton	Worcester	Mass.
Athens	Clarke	Ga.	Cohoes	Albany	N. Y.
Atlanta	Fulton	Ga.	Coldwater	Branch	Mich.
Atlantic City	Atlantic	N. J.	College Point	Queens	N. Y.
Attleborough	Bristol	Mass.	Colorado Springs	El Paso	Colo.
Auburn	Androscoggin	Me.	Columbia	Lancaster	Pa.
Auburn	Cayuga	N. Y.	Columbia	Richland	S. C.
Augusta	Richmond	Ga.	Columbus	Muscookee	Ga.
Augusta	Kennebec	Me.	Columbus	Bartholomew	Ind.
Aurora	Kane	Ill.	Columbus	Franklin	Ohio.
Aurora	Dearborn	Ind.	Concord	Merrimack	N. H.
Austin	Travis	Tex.	Conshohocken	Montgomery	Pa.
Baltimore	Baltimore	Md.	Corning	Steuben	N. Y.
Bangor	Penobscot	Me.	Corry	Erie	Pa.
Baravia	Genesee	N. Y.	Cortland	Cortland	N. Y.
Barth	Sagadahoc	Me.	Council Bluffs	Pottawattamie	Iowa.
Baton Rouge	East Baton Rouge	La.	Covington	Kenton	Ky.
Battle Creek	Calhoun	Mich.	Crawfordsville	Montgomery	Ind.
Bay City	Bay	Mich.	Creston	Union	Iowa.
Beaver Falls	Beaver	Pa.	Cumberland	Alleghany	Md.
Belfast	Waldo	Me.	Dallas	Dallas	Tex.
Bellaire	Belmont	Ohio.	Danbury	Fairfield	Conn.
Belleville	Saint Clair	Ill.	Danville	Vermilion	Ill.
Beloit	Rock	Wis.	Danville	Montour	Pa.
Bennington	Bennington	Vt.	Danville	Pittsylvania	Va.
Berthelton	Northampton	Pa.	Davenport	Scott	Iowa.
Beverly	Essex	Mass.	Dayton	Montgomery	Ohio.
Biddleford	York	Me.	Decatur	Macon	Ill.
Binghamton	Broome	N. Y.	Deham	Norfolk	Mass.
Bloomington	McLean	Ill.	Defiance	Defiance	Ohio.
Bordentown	Burlington	N. J.	Delaware	Delaware	Ohio.
Boston	Suffolk	Mass.	Denver	Arapahoe	Colo.
Bowling Green	Warren	Ky.	Des Moines	Polk	Iowa.
Bradford	McKean	Pa.	Detroit	Wayne	Mich.
Brandswood	Will	Ill.	Dover	Strafford	N. H.
Bratteborough	Windham	Vt.	Dubuque	Dubuque	Iowa.
Brenham	Washington	Texas.	Dunkirk	Chautauqua	N. Y.
Bridgport	Fairfield	Conn.	East Liverpool	Columbiana	Ohio.
Bridgeton	Cumberland	N. J.	Easton	Northampton	Pa.
Bristol	Hartford	Conn.	Eastport	Washington	Me.
Bristol	Bucks	Pa.	East Saginaw	Saginaw	Mich.
Bristol	Bristol	R. I.	East Saint Louis	Saint Clair	Ill.
Brockport	Monroe	N. Y.	Eau Claire	Eau Claire	Wis.
Brockton	Plymouth	Mass.	Elgin	Kane	Ill.
Brooklyn	Kings	N. Y.	Elizabeth	Union	N. J.
Brownsville	Cameron	Texas.	Elkhart	Elkhart	Ind.
Brownwick	Cumberland	Maine.	Ellsworth	Hancock	Me.
Bruflo	Erie	N. Y.	Elmira	Chemung	N. Y.
Burlington	Des Moines	Iowa.	Elyria	Lorain	Ohio.
Burlington	Burlington	N. J.	Emporia	Lyon	Kans.
Burlington	Chittenden	Vt.	Erie	Erie	Pa.
Calao	Alexander	Ill.	Eureka	Eureka	Nev.
Camden	Washington	Me.	Evanston	Cook	Ill.
Camden	Knox	Me.	Evansville	Vanderburgh	Ind.
Camden	Camden	N. J.	Fall River	Bristol	Mass.
Camandaigna	Ontario	N. Y.	Farranitt	Rice	Minn.
Canon	Stark	Ohio.	Findlay	Hancock	Ohio.
Carbondale	Lackawanna	Pa.	Fitchburg	Worcester	Mass.
Carlisle	Cumberland	Pa.	Flint	Genesee	Mich.

No. 21.—Post-offices at which special-delivery system has been established, &c.—Continued.

Name of office.	County.	State.	Name of office.	County.	State.
Flushing	Queens	N. Y.	La Fayette	Tippecanoe	Ind.
Fond du Lac	Fond du Lac	Wis.	Lambertville	Hunterdon	N. J.
Fort Madison	Lee	Iowa.	Lancaster	Fairfield	Ohio.
Fort Scott	Bourbon	Kans.	Lancaster	Lancaster	Pa.
Fort Wayne	Allen	Ind.	Lausing	Ingham	Mich.
Fort Worth	Tarrant	Tex.	La Porte	La Porte	Ind.
Fostoria	Seneca	Ohio.	La Salle	La Salle	Ill.
Frankfort	Franklin	Ky.	Lawrence	Douglas	Kans.
Franklin	Venango	Pa.	Lawrence	Essex	Mass.
Frederick	Frederick	Md.	Lawrenceburgh	Dearborn	Ind.
Fredericksburgh	Spotsylvania	Va.	Leadville	Lake	Colo.
Freeport	Stephenson	Ill.	Leavenworth	Leavenworth	Kans.
Fremont	Sandusky	Ohio.	Lebanon	Lebanon	Pa.
Galena	Jo Daviess	Ill.	Leominster	Worcester	Mass.
Galesburgh	Knox	Ill.	Lewiston	Androscoggin	Me.
Galion	Crawford	Ohio.	Lexington	Fayette	Ky.
Gallipolis	Gallia	Ohio.	Lima	Allen	Ohio.
Galveston	Galveston	Tex.	Lincoln	Logan	Ill.
Gardiner	Kennebec	Me.	Lincoln	Lancaster	Nebr.
Geddes	Onondaga	N. Y.	Litchfield	Montgomery	Ill.
Geneva	Ontario	N. Y.	Little Falls	Herkimer	N. Y.
Glens Falls	Warren	N. Y.	Little Rock	Pulaski	Ark.
Glocester	Essex	Mass.	Lock Haven	Clinton	Pa.
Glocester	Camden	N. J.	Lockport	Niagara	N. Y.
Gloverville	Fulton	N. Y.	Logansport	Cass	Ind.
Goshen	Elkhart	Ind.	Long Island City	Queens	N. Y.
Grand Haven	Ottawa	Mich.	Los Angeles	Los Angeles	Cal.
Grand Rapids	Kent	Mich.	Louisiana	Pike	Mo.
Great Barrington	Berkshire	Mass.	Louisville	Jefferson	Ky.
Great Falls	Stratford	N. H.	Lowell	Middlesex	Mass.
Green Bay	Brown	Wis.	Ludington	Mason	Mich.
Greenville	Greenville	S. C.	Lynchburgh	Campbell	Va.
Hagerstown	Washington	Md.	Lynn	Essex	Mass.
Hamilton	Butler	Ohio.	Lyons	Clinton	Iowa.
Hannibal	Marion	Mo.	McKeesport	Allegheny	Pa.
Harrisburg	Dauphin	Pa.	Bibb	Bibb	Ga.
Hartford	Hartford	Conn.	Madison	Jefferson	Ind.
Haverhill	Essex	Mass.	Madison	Dane	Wis.
Hazleton	Luzerne	Pa.	Mahanoy City	Schuylkill	Pa.
Henderson	Henderson	Ky.	Malden	Middlesex	Mass.
Hoboken	Hudson	N. J.	Malone	Franklin	N. Y.
Holyoke	Hampden	Mass.	Manchester	Hillsborough	N. H.
Hoosick Falls	Rensselaer	N. Y.	Manchester	Chesterfield	Va.
Hopkinsville	Christian	Ky.	Manistee	Manistee	Mich.
Hornellsville	Steuben	N. Y.	Manitowoc	Manitowoc	Wis.
Houston	Harris	Tex.	Mankato	Blue Earth	Minn.
Hudson	Columbia	N. Y.	Mansfield	Richland	Ohio.
Huntingdon	Huntingdon	Pa.	Marblehead	Essex	Mass.
Huntville	Madison	Ala.	Marietta	Washington	Ohio.
Hyde Park	Norfolk	Mass.	Marlborough	Middlesex	Mass.
Indianapolis	Marion	Ind.	Marquette	Marquette	Mich.
Ionia	Ionia	Mich.	Marshall	Harrison	Tex.
Iowa City	Johnson	Iowa.	Marshalltown	Marshall	Iowa.
Ironton	Lawrence	Ohio.	Martinsburgh	Berkeleyj.	W. Va.
Ishpeming	Marquette	Mich.	Marysville	Yuba	Cal.
Ithaca	Tompkins	N. Y.	Massillon	Stark	Ohio.
Jackson	Jackson	Mich.	Matteawan	Dutchess	N. Y.
Jackson	Hinds	Miss.	Mattoon	Coles	Ill.
Jackson	Madison	Tenn.	Maysville	Mason	Ky.
Jacksonville	Duval	Fla.	Meadville	Crawford	Pa.
Jacksonville	Morgan	Ill.	Medford	Middlesex	Mass.
Jamestown	Chautauqua	N. Y.	Memphis	Shelby	Tenn.
Janesville	Rock	Wis.	Mendota	La Salle	Ill.
Jefferson City	Cole	Mo.	Meriden	New Haven	Conn.
Jeffersonville	Clarke	Ind.	Meridian	Lauderdale	Miss.
Jersey City	Hudson	N. J.	Michigan City	La Porte	Ind.
Johnstown	Fulton	N. Y.	Middleborough	Plymouth	Mass.
Johnstown	Cambria	Pa.	Middletown	Middlesex	Conn.
Joliet	Will	Ill.	Middletown	Orange	N. Y.
Joplin	Jasper	Mo.	Middletown	Butler	Ohio.
Kalamazoo	Kalamazoo	Mich.	Milford	Worcester	Mass.
Kankakee	Kankakee	Ill.	Milville	Cumberland	N. J.
Kansas City	Jackson	Mo.	Milwaukee	Milwaukee	Wis.
Keene	Cheshire	N. H.	Minneapolis	Hennepin	Minn.
Kenosha	Kenosha	Wis.	Moberly	Randolph	Mo.
Keokuk	Lee	Iowa.	Mobile	Mobile	Ala.
Key West	Monroe	Fla.	Moline	Rock Island	Ill.
Kingston	Ulster	N. Y.	Monmouth	Warren	Ill.
Knoxville	Knox	Tenn.	Monroe	Monroe	Mich.
Kokomo	Howard	Indo.	Montgomery	Montgomery	Ala.
La Crosse	La Crosse	Wis.	Morrisstown	Morris	N. J.

No. 21.—Post-offices at which special-delivery system has been established, &c.—Continued.

Name of office.	County.	State.	Name of office.	County.	State.
Mount Holly.....	Burlington.....	N. J.	Plainfield.....	Union.....	N. J.
Mount Pleasant.....	Henry.....	Iowa.	Plattsburgh.....	Clinton.....	N. Y.
Mount Vernon.....	Westchester.....	N. Y.	Plattsmouth.....	Cass.....	Nebr.
Mount Vernon.....	Knox.....	Ohio.	Plymouth.....	Plymouth.....	Mass.
Muncie.....	Delaware.....	Ind.	Plymouth.....	Luzerne.....	Pa.
Muscatine.....	Muscatine.....	Iowa.	Pomeroy.....	Meigs.....	Ohio.
Muskegon.....	Muskegon.....	Mich.	Pontiac.....	Oakland.....	Mich.
Nashua.....	Hillsborough.....	N. H.	Portage.....	Columbia.....	Wis.
Nashville.....	Davidson.....	Tenn.	Port Huron.....	Saint Clair.....	Mich.
Natchez.....	Adams.....	Miss.	Port Jervis.....	Orange.....	N. Y.
Natick.....	Middlesex.....	Mass.	Portland.....	Cumberland.....	Me.
Nebraska City.....	Otoe.....	Nebr.	Portland.....	Multnomah.....	Oreg.
Neenah.....	Winnebago.....	Wis.	Portsmouth.....	Rockingham.....	N. H.
Nevada City.....	Nevada.....	Cal.	Portsmouth.....	Scioto.....	Ohio.
New Albany.....	Floyd.....	Ind.	Portsmouth.....	Norfolk.....	Va.
Newark.....	Essex.....	N. J.	Pottsville.....	Montgomery.....	Pa.
Newark.....	Licking.....	Ohio.	Pottsville.....	Schuylkill.....	Pa.
New Bedford.....	Bristol.....	Mass.	Poughkeepsie.....	Dutchess.....	N. Y.
New Berne.....	Craven.....	N. C.	Providence.....	Providence.....	R. I.
New Brighton.....	Richmond.....	N. Y.	Putnam.....	Windham.....	Conn.
New Britain.....	Hartford.....	Conn.	Quincy.....	Adams.....	Ill.
New Brunswick.....	Middlesex.....	N. J.	Quincy.....	Norfolk.....	Mass.
Newburgh.....	Orange.....	N. Y.	Racine.....	Racine.....	Wis.
Newburyport.....	Essex.....	Mass.	Rahway.....	Union.....	N. J.
New Castle.....	Lawrence.....	Pa.	Raleigh.....	Wake.....	N. C.
New Haven.....	New Haven.....	Conn.	Reading.....	Berks.....	Pa.
New London.....	New London.....	Conn.	Red Wing.....	Goodhue.....	Minn.
New Orleans.....	Orleans.....	La.	Richmond.....	Wayne.....	Ind.
Newport.....	Campbell.....	Ky.	Richmond.....	Henrico.....	Va.
Newport.....	Newport.....	R. I.	Rochester.....	Olmsted.....	Minn.
Newtown.....	Middlesex.....	Mass.	Rochester.....	Stratford.....	N. H.
Newtown.....	Fairfield.....	Conn.	Rochester.....	Monroe.....	N. Y.
New York.....	New York.....	N. Y.	Rockford.....	Winnebago.....	Ill.
Niles.....	Berrien.....	Mich.	Rock Island.....	Rock Island.....	Ill.
Norfolk.....	Norfolk.....	Va.	Rockland.....	Knox.....	Me.
Norristown.....	Montgomery.....	Pa.	Rockville.....	Tolland.....	Conn.
North Adams.....	Berkshire.....	Mass.	Rome.....	Oneida.....	N. Y.
Northampton.....	Hampshire.....	Mass.	Rondout.....	Ulster.....	N. Y.
Norwalk.....	Fairfield.....	Conn.	Rutland.....	Rutland.....	Vt.
Norwalk.....	Huron.....	Ohio.	Saco.....	York.....	Me.
Norwich.....	New London.....	Conn.	Sacramento.....	Sacramento.....	Cal.
Oakland.....	Alameda.....	Cal.	Saginaw.....	Saginaw.....	Mich.
Oconto.....	Oconto.....	Wis.	Saint Albans.....	Franklin.....	Vt.
Ogden City.....	Weber.....	Utah.	Saint Charles.....	Saint Charles.....	Mo.
Ogdensburg.....	Saint Lawrence.....	N. Y.	Saint Johnsbury.....	Caledonia.....	Vt.
Oil City.....	Venango.....	Pa.	Saint Joseph.....	Buchanan.....	Mo.
Olneyville.....	Providence.....	R. I.	Saint Louis.....	Saint Louis.....	Mo.
Omaha.....	Douglas.....	Nebr.	Saint Paul.....	Ramsey.....	Minn.
Orange.....	Essex.....	N. J.	Salem.....	Essex.....	Mass.
Oshkosh.....	Winnebago.....	Wis.	Salem.....	Salem.....	N. J.
Oskaloosa.....	Mahaska.....	Iowa.	Salem.....	Columbiana.....	Ohio.
Owego.....	Owago.....	N. Y.	Salt Lake City.....	Salt Lake.....	Utah.
Ottawa.....	La Salle.....	Ill.	San Antonio.....	Bexar.....	Texas.
Ottawa.....	Franklin.....	Kans.	Sandusky.....	Erie.....	Ohio.
Ottumwa.....	Wapello.....	Iowa.	San Francisco.....	San Francisco.....	Cal.
Owego.....	Tioga.....	N. Y.	San José.....	Santa Clara.....	Cal.
Owensborough.....	Davies.....	Ky.	Santa Fé.....	Santa Fé.....	N. Mex.
Paducah.....	McCracken.....	Ky.	Saratoga Springs.....	Saratoga.....	N. Y.
Palmer.....	Hampden.....	Mass.	Savannah.....	Chatham.....	Ga.
Paris.....	Edgar.....	Ill.	Schenectady.....	Schenectady.....	N. Y.
Parkersburgh.....	Wood.....	W. Va.	Scranton.....	Lackawanna.....	Pa.
Parsons.....	Labette.....	Kans.	Scdalia.....	Pettis.....	Mo.
Passaic.....	Passaic.....	N. J.	Selma.....	Dallas.....	Ala.
Paterson.....	Passaic.....	N. J.	Seneca Falls.....	Seneca.....	N. Y.
Pawtucket.....	Providence.....	R. I.	Seymour.....	Jackson.....	Ind.
Peabody.....	Essex.....	Mass.	Shamokin.....	Northumberland.....	Pa.
Peekskill.....	Westchester.....	N. Y.	Sharon.....	Mercer.....	Pa.
Pekin.....	Tagewell.....	Ill.	Sheboygan.....	Sheboygan.....	Wis.
Pensacola.....	Escambia.....	Fla.	Sherman.....	Schuylkill.....	Pa.
Peoria.....	Peoria.....	Ill.	Sherran.....	Grayson.....	Tex.
Perth Amboy.....	Middlesex.....	N. J.	Shreveport.....	Caddo.....	La.
Perrin.....	La Salle.....	Ill.	Sing Sing.....	Westchester.....	N. Y.
Perrin.....	Miami.....	Ind.	Sioux City.....	Woodbury.....	Iowa.
Petersburgh.....	Diuiddie.....	Va.	South Bend.....	Saint Joseph.....	Ind.
Philadelphia.....	Philadelphia.....	Pa.	South Bethlehem.....	Northampton.....	Pa.
Phillipsburgh.....	Warren.....	N. J.	Spencer.....	Worcester.....	Mass.
Phoenixville.....	Chester.....	Pa.	Springfield.....	Sangamon.....	Ill.
Piqua.....	Miami.....	Ohio.	Springfield.....	Hampden.....	Mass.
Pittsburgh.....	Allegheny.....	Pa.	Springfield.....	Greece.....	Mo.
Pittsfield.....	Berkshire.....	Mass.	Springfield.....	Clarke.....	Ohio.
Pittston.....	Luzerne.....	Pa.	Stanton.....	Augusta.....	Va.

No. 21.—Post-offices at which special-delivery system has been established, &c.—Continued.

Name of office.	County.	State.	Name of office.	County.	State.
Sterling.....	Whiteside	Ill.	Waterbury.....	New Haven	Conn.
Staubenville.....	Jefferson	Ohio.	Waterloo.....	Black Hawk	Iowa.
Stevens Point.....	Vorlage	Wis.	Waterloo.....	Seneca	N. Y.
Stillwater.....	Washington	Minn.	Watertown.....	Jefferson	N. Y.
Stockton.....	San Joaquin	Cal.	Watertown.....	Jefferson	Wis.
Stonham.....	Middlesex	Mass.	Waterville.....	Kennebec	Me.
Streator.....	La Salle	Ill.	Waukegan.....	Lake	Ill.
Sunbury.....	Northumberland	Pa.	Wausau.....	Marathon	Wis.
Syracuse.....	Ontdaga	N. Y.	West Bay City.....	Bay	Mich.
Tannaqua.....	Schuykill	Pa.	Westborough.....	Worcester	Mass.
Taunton.....	Bristol	Mass.	West Chester.....	Chester	Pa.
Terre Haute.....	Vigo	Ind.	Westley.....	Washington	R. I.
Tiffin.....	Seneca	Ohio.	Westfield.....	Hamden	Mass.
Titusville.....	Crawford	Pa.	West Troy.....	Albany	N. Y.
Toledo.....	Lucas	Ohio.	Wheeling.....	Ohio	W. Va.
Topeka.....	Shawnee	Kans.	Whitshall.....	Washington	N. Y.
Trenton.....	Mercer	N. J.	Wichita.....	Sedgwick	Pa.
Troy.....	Rensselaer	N. Y.	Wilkes Barre.....	Luzerne	Pa.
Tucson.....	Pima	Ariz.	Williamsport.....	Windham	Pa.
Urbana.....	Champaign	Ohio.	Williamston.....	Lyconing	Pa.
Utica.....	Oneida	N. Y.	Wilmington.....	New Castle	Del.
Vallejo.....	Solano	Cal.	Wilmington.....	New Hanover	N. C.
Valparaiso.....	Porter	Ind.	Winchester.....	Frederick	Va.
Van Wert.....	Van Wert	Ohio.	Winona.....	Winona	Minn.
Vicksburgh.....	Warren	Miss.	Woburn.....	Middlesex	Mass.
Vincennes.....	Knox	Ind.	Woonsocket.....	Providence	R. I.
Virginia City.....	Storey	Nev.	Worcester.....	Wayne	Ohio.
Waco.....	McLennan	Tex.	Wyandotte.....	Wyandotte	Mass.
Wakefield.....	Middlesex	Mass.	Xenia.....	Greene	Kans.
Wallingford.....	New Haven	Conn.	Yonkers.....	Westchester	Ohio.
Walham.....	Middlesex	Mass.	Yonkers.....	Westchester	N. Y.
Warren.....	Trombull	Ohio.	Youngstown.....	York	Pa.
Warrensburgh.....	Johnson	Mo.	Ypsilanti.....	Mahoning	Ohio.
Washington.....	Washington	D. C.	Zanesville.....	Washtenaw	Mich.
Washington.....	Daviess	Ind.		Muskingum	Ohio.
Washington.....	Washington	Pa.			

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

No. 22.—Statement showing the operations of the special-delivery system at all the special-delivery post-offices during the month of October, 1885.

Post-office.	Number of special-delivery messen- gers.	Number of special-delivery letters arriving from other places.	Number of special-delivery letters for local delivery.	Total special-delivery letters.	Total amount of compensation to special-delivery messengers.	Number of special-delivery letters arriving in last mail before mid- night.	Number of special-delivery drop-let- ters deposited in office after arrival of last mail before midnight.	Number of special-delivery letters mailed to other places.	Amount of special-delivery stamps sold.
Adams, Mass.....	1	42	5	47	3 68	5		No record	\$7 30
Adrian, Mich.....	3	119	38	157	12 48	3		105	28 50
Albany, Ohio.....	1	61	3	64	5 04				3 20
Alameda, Cal.....	6	783	225	1,008	80 64	6		617	163 90
Albany, N. Y.....	2	58	3	61	4 88	1		76	7 80
Alexandria, Va.....	4	413	347	760	60 64	2		198	56 10
Allgheny, Pa.....	2	63	14	77	6 16	6	1	99	19 70
Allentown, Pa.....	1	13	1	14	1 12			59	5 90
Alliance, Ohio.....	1	9	2	11	88			6	60
Alpena, Mich.....	3	28	12	40	3 12	5		78	9 00
Alton, Ill.....	2	68	14	82	6 24			65	13 00
Altoona, Pa.....	2	44	2	46	3 68	8		41	5 20
Amherst, Mass.....									

No. 22.—Operations of special-delivery system at all special-delivery post-offices, &c.—Cont'd.

Post-office.	Number of special-delivery messengers.	Number of special-delivery letters arriving from other places.	Number of special-delivery letters for local delivery.	Total special-delivery letters.	Total amount of compensation to special-delivery messengers.	Number of special-delivery letters arriving in last mail before midnight.	Number of special-delivery letters deposited in office for arrival of last mail before midnight.	Number of special-delivery letters mailed to other places.	Amount of special-delivery stamps sold.
Amsterdam, N. Y.	1	57	11	68	5 44	9			\$8 20
Anderson, Ind.	1	30	11	41	3 28	6		50	6 20
Andover, Mass.	5	30	5	35	1 68	1		24	9 30
Annapolis, Md.	1	21		21	1 68				
Ann Arbor, Mich.	2	62	5	67	5 28	27			8 70
Appleton, Wis.	1	39	2	41	3 28			58	6 40
Ashland, Pa.		4		4	32	2		25	3 80
Ashtabula, Ohio.	1	13	10	29	2 32	2			4 60
Atchison, Kans.	2	57	28	85	6 72	6		52	10 00
Athens, Ga.	1	20	7	27	2 16	3		51	5 10
Atlanta, Ga.	4	612	147	759	60 56	55	3	278	50 00
Atlantic City, N. J.	1	56	4	60	4 80	3		114	14 50
Attleborough, Mass.	2	24	7	31	2 48	6	2		6 20
Auburn, Me.	1	9	4	13	1 04	1		8	1 40
Auburn, N. Y.	2	124	25	159	12 72	10		126	20 50
Augusta, Ga.	4	162	31	193	15 44	1		176	20 00
Augusta, Me.	1	29	5	34	2 32	2		23	25 60
Aurora, Ill.	1	74	10	84	6 72	23		96	9 60
Aurora, Ind.	1	8		8	64	2		25	2 50
Austin, Tex.	2	78	34	112	8 48	13		50	10 00
Baltimore, Md.	20	1,915	1,816	3,731	298 16	25	2	1,121	541 10
Bangor, Me.	2	80	38	118	9 44	8		100	30 00
Batavia, N. Y.	2	36	27	63	5 04	8		73	11 50
Bath, Me.	1	33	1	34	2 64	6		46	4 60
Baton Rouge, La.	1	20	2	22	1 52	5		96	12 00
Battle Creek, Mich.	2	32	20	52	4 16	2		50	7 20
Bay City, Mich.	3	95	8	103	8 24	5		108	13 00
Beaver Falls, Pa.	1	20	6	26	2 08			60	6 60
Belfast, Me.	1	5	2	7	56			18	2 00
Bellaire, Ohio.	2	28		28	2 16	1		30	3 00
Belleville, Ill.	2	24	12	36	2 88	6	4	30	8 40
Beloit, Wis.	1	16	3	19	1 52	1			8 70
Bennington, Vt.	3	11	3	14	1 12	2		39	4 80
Bethlehem, Pa.	1	35	12	47	3 76	5		30	13 10
Beverly, Mass.	2	52	4	56	4 24	5		54	5 80
Briddeford, Me.	4	28	7	35	2 80	8		19	4 50
Binghamton, N. Y.	2	97	27	124	9 84	17	2	100	14 40
Bloomington, Ill.	2	117	71	188	14 96	12	4	126	29 40
Bordentown, N. J.	1	13	1	14	1 12	1		25	2 50
Boston, Mass.	106	6,578	1,730	8,308	661 04	779	38	3,498	1,448 80
Bowling Green, Ky.	1	16	1	17	1 36	1		27	2 80
Bradford, Pa.	1	64	32	96	7 60				1 50
Braidwood, Ill.	1	3		3	24			7	70
Brattleborough, Vt.	1	25	10	35	2 64	12	6		12 30
Brenham, Tex.	2	8		8	64	2		30	5 50
Bridgeport, Conn.	3	234	81	317	25 36	17		201	70 00
Bridgeton, N. J.	2	26	3	29	2 32			60	6 00
Bristol, Conn.	1	12	9	21	1 68			34	7 40
Bristol, Pa.	1	20		20	1 60	3		52	7 60
Bristol, R. I.	1	20	2	22	1 68	5	1	40	4 40
Brockport, N. Y.	1	12		12	88	5		35	3 50
Brockton, Mass.	1	69	13	82	6 56	1	1	67	13 00
Brooklyn, N. Y.	84	3,485	1,203	4,688	374 80	140	67	1,100	423 63
Brownsville, Tex.				1					
Brunswick, Me.		20		24	1 92	2		20	4 20
Buffalo, N. Y.	10	944	498	1,442	114 64	18		449	187 50
Burlington, Iowa.	3	83	52	135	10 80	7		104	15 00
Burlington, N. J.	1	14	3	17	1 36			25	5 40
Burlington, Vt.	2	73	19	92	7 04	11	1	52	20 40
Caio, Ill.	1	29	1	30	2 40	3			7 00
Calais, Me.									
Camden, Me.		8		8	64	4		3	30
Camden, N. J.	4	200	32	232	18 40			158	18 00
Camandigua, N. Y.	1	47	1	48	3 68			50	6 10
Canton, Ohio.	1	116	9	125	10 00	20		96	14 90

No. 22.—Operations of special-delivery system at all special-delivery post-offices, &c.—Cont'd.

Post-office.	Number of special-delivery messen- gers.	Number of special-delivery letters arriving from other places.	Number of special-delivery letters for local delivery.	Total special-delivery letters.	Total amount of compensation to special-delivery messengers.	Number of special-delivery letters arriving in last mail before mid- night.	Number of special-delivery drop-let- ters deposited in office at arrival of last mail before midnight.	Number of special-delivery letters mailed to other places.	Amount of special delivery stamps sold.
Carbondale, Pa.	1	16	2	18	1 44	4		22	32 40
Carlisle, Pa.	1	37		39	3 04			55	7 00
Carson City, Nev.	1	15	1	16	1 28	6		21	8 20
Carthage, Mo.	1	21		21	1 68			26	12 60
Catskill, N. Y.	1	21		21	1 60			40	5 20
Cedar Rapids, Iowa	2	105	14	119	9 36	7		48	16 30
Central Falls, R. I.	1	9		9	72	2			2 30
Chambersburgh, Pa.	2	45	7	52	4 16	3		58	6 30
Champaign, Ill.	2	18	10	28	1 92		1	17	4 90
Charleston, S. C.	3	188	116	304	24 00	4		186	6 50
Charleston, W. Va.	2	24	16	40	3 20				
Charlotte, N. C.									
Chattanooga, Tenn.	2	114	26	136	11 20	13		121	20 00
Chester, Pa.	4	94	19	113	9 04	1	1	190	20 90
Chicago, Ill.	97	7,483	1,748	9,231	728 48	62		2,038	1,092 00
Chicopee, Mass.	1	16		16	1 28	2			3 10
Chillicothe, Mo.	1	16	2	18	1 28	1		31	3 10
Chillicothe, Ohio	2	25	5	30	2 40	2			2 60
Cincinnati, Ohio	18	1,662	664	2,326	183 28	16		532	202 10
Circleville, Ohio	1	19	2	21	1 52	3			
Claremont, N. H.	1	14		14	1 12			12	1 20
Cleveland, Ohio	28	1,367	673	2,040	163 20	86	3	584	242 20
Clinton, Iowa	1	31		31	2 48	4		45	10 30
Clinton, Mass.	2	21		21	1 68			72	7 20
Cohoes, N. Y.		49	8	57		6	1	59	7 10
Coldwater, Mich.	1	20	1	21	1 68	7	1	11	2 20
College Point, N. Y.									
Colorado Springs, Colo.	3	47	15	62	4 64	3		70	14 00
Columbia, Pa.	1	19	3	22	1 76			57	5 70
Columbia, S. C.									
Columbus, Ga.	1	43	6	49	3 92	4		85	9 10
Columbus, Ind.	1	17	18	35	2 72	1		56	
Columbus, Ohio	9	511	147	658	52 24			255	75 60
Concord, N. H.	1	81	37	118	9 36	7	1	103	33 10
Conshohocken, Pa.	1	11		11	88	1		10	2 00
Corning, N. Y.	3	41	19	60	4 64	2		50	6 90
Corry, Pa.	1	12		12	96			20	4 10
Cortland, N. Y.	1	23	2	25	1 76	1		42	4 20
Council Bluffs, Iowa	3	92	27	119	9 44	86		172	19 90
Covington, Ky.	1	95	3	98	7 84	5		25	4 60
Crawfordsville, Ind.	1	37	5	42		2	1	30	8 20
Creston, Iowa	1	20	6	26	2 08				5 20
Cumberland, Md.	1	38	12	50	3 92	2		73	10 50
Dallas, Tex.	6	111	35	146	11 36	20	1	205	28 20
Danbury, Conn.	2	47	8	55	4 40	2		108	11 70
Danville, Ill.	2	45	24	69	5 52			75	13 40
Danville, Pa.	2	18		18	1 44	5		32	3 50
Danville, Va.									
Davenport, Iowa.	2	127	58	185	14 60	5		107	25 00
Dayton, Ohio.	3	280	56	336	26 88	12		290	60 20
Decatur, Ill.	1	81	32	113	8 88		1	393	50 50
Dedham, Mass.	2	14	1	15	1 20	6	1	6	2 50
Defiance, Ohio	2	15	3	18	1 44	5		38	4 00
Delaware, Ohio.	1	26	4	30	2 40	4		53	5 70
Denver, Colo.	4	689	295	984	77 92	51		373	105 00
Des Moines, Iowa	4	334	93	427	33 92	15		102	60 00
Detroit, Mich.	10	1,066	601	1,667	134 00			483	149 90
Dover, N. H.	2	46	9	55	4 40	6			11 30
Dubuque, Iowa	2	98	28	126	9 92	14		58	16 50
Dunkirk, N. Y.	1	46	2	48	3 68	2		61	16 00
East Liverpool, Ohio	1	9	2	11	88	2		41	4 10
Easton, Pa.	3	99	47	146	11 68			63	25 70
Eastport, Me.	2	4		4	48	4		14	1 30
East Saginaw, Mich.	3	133	25	158	12 56	3		99	15 20
East Saint Louis, Ill.	1	20		20	1 60	2		6	50

No. 22—Operations of special-delivery system at all special-delivery post-offices, &c.—Cont'd.

Post-office.	Number of special-delivery messen- gers.	Number of special-delivery letters arriving from other places.	Number of special-delivery letters for local delivery.	Total special-delivery letters.	Total amount of compensation to special-delivery messengers.	Number of special-delivery letters arriving in last mail before mid- night.	Number of special-delivery drop let- ters deposited in office after arrival of last mail before midnight.	Number of special-delivery letters mailed to other places.	Amount of special-delivery stamps sold.
Eau Claire, Wis									
Elgin, Ill	1	43	18	61	4 48	7		92	\$13 20
Elizabeth, N. J	5	135	44	179	14 32	16	2	136	27 30
Elkhart, Ind	1	39		39	3 12				4 60
Ellsworth, Me	1	10		10					3 10
Elmira, N. Y	3	205	65	27	21 28	32		109	30 00
Elyria, Ohio	1	21	4	25	2 00	1			4 10
Emporia, Kans	1	49	5	54	4 24	3		55	6 00
Erie, Pa	1	141	44	185	14 80	17		80	29 10
Eureka, Nev	3	2	1	3	24			6	90
Evanston, Ill	3	46	6	52	4 10	6		65	7 40
Evansville, Ind	157	11	168	13 44	8		139	15 00	
Fall River, Mass	93	43	136	10 88	7		137	24 70	
Faribault, Minn	20	12	32	2 56		1	80	7 50	
Findlay, Ohio	1	15	1	16	1 20	0	0	50	5 00
Fitchburgh, Mass	79	3	82	6 32	6	0	52	14 60	
Flint, Mich	1	41	14	55	4 40	5		61	6 10
Flushing, N. Y	1	36	3	39	3 12	6	2	42	4 20
Fond du Lac, Wis	1	43	7	50	4 00	20	3	66	6 60
Fort Madison, Iowa	1	8		8	64	2		10	1 60
Fort Scott, Kans	1		2		3 52			55	6 00
Fort Wayne, Ind	2	102	37	139	17 68	3		21	10 60
Fort Worth, Tex									
Fostoria, Ohio	2	10		10	80	2		17	3 10
Frankfort, Ky	2	37	5	42	3 36	3			13 20
Franklin, Pa	1	14	1	15	1 20			25	3 50
Frederick, Md	1	23	4	27	2 16			70	7 80
Fredericksburgh, Va									
Freeport, Ill	1	39	11	50	4 00	4	1	150	21 50
Fremont, Ohio									
Galena, Ill	1	10	1	11	88	1		16	2 60
Galesburgh, Ill	2	52	29	81	6 48	4		53	9 30
Galion, Ohio	1	8		8	64			17	1 70
Gallipolis, Ohio	1	11		11	88	1		12	1 20
Galveston, Tex	2	140	40	180	14 40	5		72	22 50
Gardner, Me	1	12	1	13	1 04	4		26	2 60
Geddes, N. Y	1	4	1	5	40	3		5	50
Geneva, N. Y	2	56	16	72	5 78	3		81	1 20
Glens Falls, N. Y	2	44	13	57	4 24	18		30	8 00
Gloucester, Mass	3	63	26	89	7 04	8	2	48	10 80
Gloucester, N. J	1	5		5	40	4		3	60
Gloversville, N. Y	1	19	6	25	2 00	1	2	41	4 80
Goshen, Ind	1	18	13	31	2 48	1	7	55	6 80
Grand Haven, Mich	1	12	2	14	1 12	1		40	4 20
Grand Rapids, Mich	4	346	47	393	30 96	14		322	40 00
Great Barrington, Mass	1	9	6	15	1 20	1	1	43	4 90
Great Falls, N. H	1	8	2	10	80	3		25	3 60
Green Bay, Wis	1	13		13	1 04	1		30	2 70
Greenville, S. C									
Hagerstown, Md	1	42	1	43	3 28	3	1	2	8 90
Hamilton, Ohio	1	50	19	69	5 52	5		142	16 10
Hannibal, Mo	1	33	21	54	4 32	1		60	11 70
Harrisburg, Pa	6	231	85	316	25 28			242	70 20
Hartford, Conn	6	539	235	774	61 68	13	1	408	136 40
Haverhill, Mass	4	124	48	172	13 76	1	8	149	27 90
Hazleton, Pa	1	35	3	38	2 96	1		56	6 20
Henderson, Ky									
Hoboken, N. J	3	114	2	116	9 20	30		33	18 40
Holyoke, Mass	2	114	48	162	12 88	9	10	121	29 50
Hoosick Falls, N. Y	1	14	2	16	1 28	1		42	5 30
Hopkinsville, Ky	1	4		4	32	1		35	3 50
Hornellsville, N. Y	3	29	2	31	2 48	4			9 30
Houston, Tex	2	119	29	148	11 84			62	19 30
Hudson, N. Y	1	38	2	40	2 72	2		50	5 20
Huntingdon, Pa	2	17	2	19	1 52			35	3 50

No. 22.—Operations of special-delivery system at all special-delivery post-offices, &c—Cont'd.

Post-office.	Number of special-delivery messen- gers.	Number of special-delivery letters arriving from other places.	Number of special-delivery letters for local delivery.	Total special-delivery letters.	Total amount of compensation to special-delivery messengers.	Number of special-delivery letters arriving in last mail before mid- night.	Number of special-delivery drop-let- ters deposited in office after arrival of last mail before midnight.	Number of special-delivery letters mailed to other places.	Amount of special-delivery stamps sold.
Huntsville, Ala.	1	18	1	19	1 44	12		6	\$2 80
Hyde Park, Mass.	1	47	2	49	3 92	10		40	5 40
Indianapolis, Ind.	10	913	339	1,252	100 00	98		350	118 40
Ionia, Mich.	1	11	6	17	1 28		2	38	4 40
Iowa City, Iowa	1	43	6	49	3 92	7		30	3 30
Ironton, Ohio									
Ishpeming, Mich.	1	7		7	56			6	1 30
Ithaca, N. Y.	2	48	32	80	6 40	3	9	41	10 10
Jackson, Mich.	2	80	23	103	7 12	6		69	11 90
Jackson, Miss.	1	15		15	1 20	1		4	40
Jackson, Tenn.									
Jacksonville, Fla.	2	100	9	109	8 56				14 40
Jacksonville, Ill.	2	33	6	39	2 96	2		70	8 00
Jamestown, N. Y.	1	65	18	83	6 04	4		78	13 00
Janesville, Wis.	1	33	6	39	3 12	7	No record		8 80
Jefferson City, Mo.	1	19		19	1 32	4		45	19 00
Jeffersonville, Ind.	1	27	2	29	2 32	7		17	1 70
Jersey City, N. J.	4	511	90	601	47 76	6	1	246	55 00
Johnstown, N. Y.		12	3	15		5		21	2 20
Johnstown, Pa.	3	39	13	52	4 16	5	No record		18 50
Joliet, Ill.	3	42	22	64	4 96	2		110	28 30
Joplin, Mo.	1	4	2	6	48	1		17	1 90
Kalamazoo, Mich.	3	95	15	110	8 56	5		80	15 30
Kankakee, Ill.	1	9		9	72	2		40	4 00
Kansas City, Mo.	4	757	124	881	69 92			666	77 20
Keene, N. H.	1	24	5	29	2 32	2		39	4 50
Kenosha, Wis.	1	19	1	20	1 52	3		50	5 00
Keokuk, Iowa									
Key West, Fla.	3	9	0	9	72	0	0	4	40
Kingston, N. Y.	1	47	13	60	4 80	13		25	4 80
Knoxville, Tenn.	2	83	13	96	7 68	18	1	19	8 00
Kokomo, Ind.									
La Crosse, Wis.	1	89	20	109	8 72	3		57	10 60
La Fayette, Ind.	1	114	31	145	11 52	7	5	106	18 00
Lambertville, N. J.	1	9		9	72	1		30	3 70
Lancaster, Ohio	1	24	28	52	4 16	11	3	41	6 90
Lancaster, Pa.	4	133	41	174	14 00	4	2	210	32 40
Lansing, Mich.	2	47	6	53	4 00			50	5 60
La Porte, Ind.	1	29		29	2 32	3		15	8 00
La Salle, Ill.	1	24	8	32	2 56	8	3	65	7 30
Lawrence, Kans.	1	51	27	78	6 24	9		42	16 80
Lawrence, Mass.	1	170	30	200	16 00	26	5	121	35 50
Lawrenceburgh, Ind.									
Leadville, Colo.	4	79	52	131	10 32	9	1	162	33 20
Leavenworth, Kans.	1	99	8	107	6 56	17		69	12 70
Lebanon Pa.	1	35	1	36	2 88	9		100	12 00
Leominster, Mass.	2	18	1	19	1 52	5	1	20	2 20
Lewiston, Me.	1	27	5	32	48	1		21	6 90
Lexington, Ky.	2	123	9	132	10 56	6		64	19 30
Lima, Ohio.	1	42	2	44	3 44			78	8 00
Lincoln, Ill.	1	20	3	23	1 68			Unknown	6 10
Lincoln, Nebr.									
Litchfield, Ill.	2	8	14	22	1 76			23	3 70
Little Falls, N. Y.	1	16	3	19	1 44	5	1	44	5 60
Little Rock, Ark.	2	153	32	185	14 80	44	11	66	20 00
Lock Haven, Pa.	1	37	1	38	2 24	4			2 60
Lockport, N. Y.	1	94	22	116	9 20	5		50	15 00
Logansport, Ind.	1	66	28	94	7 52	1		50	11 70
Long Island City, N. Y.		16		16	1 28	1		12	1 60
Los Angeles, Cal.	3	160	92	252	19 44			170	50 00
Louisiana, Mo.	1	10		10	80			8	1 30
Louisville, Ky.	14	792	597	1,389	110 40	3		405	187 00
Lowell, Mass.	4	255	22	277	29 36	13		228	52 30
Ludington, Mich.	1	8	1	9	72	4			2 60
Lynchburg, Va.	3	96	31	127	10 16	11			20 90

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Lynn, Mass	8	2 99	99	398	29 92	12	2	168	\$44 30
Lyons, Iowa	1	35	1	36	2 88	1		65	6 50
McKeesport, Pa.	1	223	36	259	20 72	4		50	12 00
Macon, Ga.	1	38		38	2 88	21		15	7 70
Madison, Ind.	1	99	14	113	9 04	4		88	20 00
Madison, Wis.	1	11	1	12	8 88	1		29	2 90
Mahanoy City, Pa.	1	103	2	105	8 24	25	1	No record	4 10
Malden, Mass.	1	5	1	6	4 48			33	5 30
Malone, N. Y.	1	145	16	161	12 64	12		89	20 00
Manchester, N. H.	1	6	2	8	64	4		7	70
Manchester, Va.	1	11	2	13	1 04			31	3 80
Manistee, Mich.	1	9		9	56	4		32	3 50
Manitowoc, Wis.	1	21		21	1 68	2		50	6 20
Mankato, Minn.	1	69	18	87	6 72	6		No record	13 20
Mansfield, Ohio	1	14	1	15	1 12	6	1	27	2 70
Marblehead, Mass.	1	39	6	45	3 60	5		33	4 00
Marletta, Ohio	2	20	2	22	1 76	4	2		6 40
Marlborough, Mass.	3	10	5	15	1 20	3	3	18	4 78
Marquette, Mich.	1	10		10	72			26	3 60
Marshall, Tex.	2	40	27	67	5 36	5		32	5 90
Marshalltown, Iowa	1	21	2	23	1 34	6		35	4 00
Martinsburgh, W. Va.	1	27	6	33		1		102	15 00
Marysville, Cal.	2	25	11	36	2 88	1		64	7 50
Massillon, Ohio	1	7	1	8	64	1		29	3 00
Matteawan, N. Y.	1	20	12	32	2 56	1			4 90
Mattoon, Ill.	1	52	17	69	5 52	2		No record	10 10
Mayaville, Ky.	1	59	12	71	4 56	16	8	25	5 60
Meadville, Pa.	2	259	54	313	24 06	16		100	42 90
Medford, Mass.	2	9	8	17	1 36	1	1	7	5 40
Memphis, Tenn.	1	103	7	110	8 24	14		95	13 38
Menlo Park, Ill.	1	22	2	24	1 92			12	2 10
Meriden, Conn.	1	10		10	80			23	2 80
Meridian, Miss.	5	11		11	80			25	2 50
Melican City, Ind.	1	57	9	66	5 28	1		85	8 50
Middleborough, Mass.	1	56	4	60	4 80	7		69	8 00
Middletown, Conn.	1	20		20	1 60	1		29	2 90
Middletown, N. Y.	1	27		27	2 00			40	5 50
Middletown, Ohio	1	9		9	72	3		32	3 20
Milford, Mass.	2	1,022	807	1,829	145 52	77	16	924	350 00
Milwaukee, Wis.	5	712	368	1,080	86 00	9		760	126 30
Minneapolis, Minn.	1	13	4	17	1 36	2	1	24	3 30
Moberly, Mo.	3	55	46	101	8 08	15	10	57	12 30
Mobile, Ala.	1	28	3	31	2 48	5		1	4 40
Moline, Ill.	1	27	11	38	3 04	6		15	5 00
Monmouth, Ill.	1	17		17	1 36	3		30	3 00
Monroe, Mich.	1	63	2	65	5 20			15	6 40
Montgomery, Ala.	1	61	36	97	7 76	23	7	(?) 43	16 80
Morristown, N. J.	1	13		13	1 04			40	4 00
Mount Holly, N. J.	1	13	1	14	1 12	2		6	90
Mount Pleasant, Iowa	1	43	23	66	5 28	5	7	67	9 00
Mount Vernon, N. Y.	1	23	1	24	1 92	4		38	4 70
Mount Vernon, Ohio	1	36	10	46	3 68			33	4 30
Muncie, Ind.	1	46	22	68	5 44	2	1	No record	10 60
Muscataine, Iowa	2	48		48	3 84	1		50	6 50
Muskegon, Mich.	2	274	32	306	24 24	80	1	122	26 10
Nashua, N. H.	1	13		13	1 04			9	4 20
Natchez, Miss.	1	13	2	15	1 20	1		18	2 00
Natick, Mass.	1	5	1	6	48			20	3 00
Nebraska City, Nebr.	1	13	4	17	1 36				3 90
Neenah, Wis.	3	17	1	18	1 44	5	1	22	6 60
Nevada City, Cal.	2	93	13	106	7 44	15		99	9 20
New Albany, Ind.	12	735	434	1,169	93 20	40	5	810	189 00
Newark, N. J.									

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Newark, Ohio	1	45	1	46	3 68	2		43	\$4 30
New Bedford, Mass.	1	125	16	141	11 20		1	92	18 50
New Berno, N. C.	1	8	1	9	72	6		7	70
New Brighton, N. Y.	1	21		21	1 60			13	1 30
New Britain, Conn.	1	65	7	72	5 76	6		No record	10 10
New Brunswick, N. J.	1	72	16	88	7 04	11		154	15 40
Newburgh, N. Y.	1	65	18	83	6 56	8		147	30 00
Newburyport, Mass.	1	60	3	63	4 56	2		63	7 50
New Castle, Pa.	1	34	22	56	4 48	4	1	99	11 20
New Haven, Conn.	6	576	249	825	65 76	54	4	778	140 00
New London, Conn.	2	70	19	89	0 88	1		131	15 00
New Orleans, La.	11	690	459	1,149	91 44	48	10	170	146 80
Newport, Ky.	1	49	5	54	4 32	3		12	1 70
Newport, R. I.	2	155	40	195	15 52	30		176	36 20
Newton, Mass.									
Newtown, Conn.				2	16	2		2	1 50
New York, N. Y.	132	18,323	4,376	22,699	1,602 00	17		9,222	3,498 80
Niles, Mich.									
Norfolk, Va.	6	124	28	152	12 16	17		200	45 00
Norristown, Pa.	3	100	11	111	8 88	5		95	12 70
North Adams, Mass.	1	45	11	56	4 40	15		48	7 30
Northampton, Mass.	1	66	47	113	8 88	8	4		10 00
Norwalk, Conn.	2	39	1	40	3 04	4		No record	4 00
Norwalk, Ohio	1	18	2	20	1 60	4			6 10
Norwich, Conn.	3	105	47	152	12 16	1	1	73	21 10
Oakland, Cal.	8	890	278	1,168	90 32	101	22	699	111 50
Oconto, Wis.	1	6	7		56	2		14	1 50
Ogden City, Utah	2	28	14	42	3 36	15	2	No record	9 50
Ogdensburg, N. Y.	1	23	1	24	1 92	1		20	5 30
Oil City, Pa.	2	26	25	51	4 08				9 30
Olneyville, R. I.	3	11	11		90	7		19	1 90
Omaha, Neb.	2	390	37	433	34 48	78	1	185	30 10
Orange, N. J.	4	66	10	76	6 08	7		43	13 10
Oshkosh, Wis.	4	163	38	141	11 28	4		96	14 40
Oskaloosa, Iowa	1	28	5	33	2 64	4		36	3 00
Oswego, N. Y.	2	81	7	88	7 04	1		70	12 30
Ottawa, Ill.	1	54	15	69	5 52	5	2	150	20 00
Ottawa, Kans.	1	15	2	17	1 28	2	2	25	3 00
Ottumwa, Iowa	1	70	86	156	12 48	3		70	2 40
Owego, N. Y.	1	19	1	20	1 60	1		(Est.) 50	6 20
Owensboro, Ky.	1	31	17	48	3 84	1		31	5 30
Paducah, Ky.	1	32	3	35	2 80	16		No record	5 00
Palmers, Mass.	1	16	1	17	1 36	2		30	5 30
Paris, Ill.	1	14		14	1 12			33	3 30
Parkersburg, W. Va.	1	15	24	39	3 12	1	1		7 30
Parsons, Kans.	1	16	1	17	1 36	4			3 00
Passaic, N. J.	1	24		24				10	1 00
Pater-son, N. J.	2	164	62	186	18 08	1		471	71 90
Pawtucket, R. I.	4	71	22	93	6 88			94	16 00
Penbody, Mass.									
Peekskill, N. Y.	1	48	1	49	3 76	7		62	16 90
Pekin, Ill.	1	27	3	30	2 40			41	6 80
Pensacola, Fla.	1	7	1	8	64	3		11	4 30
Peoria, Ill.	3	335	101	436	34 88	56		153	
Perth Amboy, N. J.	1	8		8	32	3		15	1 50
Perry, Ill.	1	3	3	6	48			35	4 60
Perry, Ind.	1	26	2	28	2 24	4			4 80
Petersburgh, Va.		61	22	83	6 64		1	55	10 70
Philadelphia, Pa.	124	5,538	5,630	11,168	1,116 80	48	9	4,496	1,874 60
Phillipsburgh, N. J.	1	24	1	25	1 76			31	3 10
Phoenixville, Pa.									
Piqua, Ohio	1	30	14	34	2 72	2		20	5 00
Pittsburgh, Pa.	12	1,474	1,700	3,174	251 02	6		1,316	685 00
Pittsfield, Mass.	1	86	19	96	7 60	5		88	16 10
Pittston, Pa.	1	29	5	34	2 32				8 50

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Plainfield, N. J.	1	107	5	112	8 96	1		125	\$14 00
Plattsburgh, N. Y.	1	21	3	24	1 92	2		27	3 00
Plattsburgh, Nebr.	2	2	3	5	40		1	34	3 40
Plymouth, Mass.	1	13	4	17	1 36	4		55	11 40
Plymouth, Pa.	1	6		6	48			11	1 10
Pomeroy, Ohio	1	2		2	16			7	70
Pontiac, Mich.	1	13	2	15	1 20			23	2 40
Portage, Wis.	2	29	1	30	2 40	5			3 90
Port Huron, Mich.									
Fort Jervis, N. Y.	1	16	17	33	2 64	5		48	6 50
Portland, Me.	5	296	132	428	34 24	43		226	84 20
Portland, Oreg.	6	430	197	627	49 44	12	27	104	64 00
Portsmouth, N. H.	2	49	7	56	4 40	8		39	11 80
Portsmouth, Ohio	1	22	9	31	2 48	3		22	2 20
Portsmouth, Va.	1	17	2	19	1 52	1		24	2 80
Pottstown, Pa.	1	25		25	2 00			60	7 30
Pottsville, Pa.	2	56	15	71	5 52	11		79	14 20
Poughkeepsie, N. Y.	3	96	17	113	9 04	2		146	27 70
Providence, R. I.	8	727	379	1,106	88 48	22	4	495	171 40
Putnam, Conn.	1	15	2	17	1 36		1	24	5 00
Quincy, Ill.	4	118	88	206	16 48	14	5	141	42 50
Quincy, Mass.	1	41		41	3 12			46	4 60
Quincy, Wis.	2	84	24	108	8 32	10	2	111	20 00
Rahway, N. J.	1	33	3	36	48	2		49	4 50
Raleigh, N. C.	1	40	9	49	3 92	17		14	5 00
Reading, Pa.	2	180	49	229	18 00	5	1	205	30 90
Red Wing, Minn.	1	14	4	18	1 44	4		29	2 80
Richmond, Ind.	1	92	20	112	8 56	9		67	14 90
Richmond, Va.	6	352	118	470	37 44	35		361	70 00
Richmond, Minn.									
Rochester, N. H.	1	19	1	20	88	1		31	3 40
Rochester, N. Y.	12	859	728	1,587	126 88	20		618	220 00
Rockford, Ill.	2	102	9	111	8 88	5		189	26 40
Rock Island, Ill.	1	49	7	56	4 48	1		94	12 30
Rockland, Me.	1	18	1	19	1 52	3	1		1 90
Rockville, Conn.	1	12	1	13	1 04	2		32	4 40
Rome, N. Y.	1	49	8	57	4 56	8		61	6 10
Rondout, N. Y.	1	23	7	30	2 40	7			6 50
Rutland, Vt.	2	79	4	83	6 56	6		59	15 00
Saco, Me.	1	23	3	26	2 08	5			2 60
Sacramento, Cal.	3	348	114	462	36 96	5	2	203	89 90
Saginaw, Mich.	2	25	6	31	2 40	1		Unknown	5 60
Saint Albans, Vt.	1	12	2	14	88	1		15	2 90
Saint Charles, Mo.		10		10				5	70
Saint Johnsbury, Vt.	1	16	3	19	1 52	5		36	5 80
Saint Joseph, Mo.	2	202	61	263	20 56	25		74	23 10
Saint Louis, Mo.	40	1,923	2,171	4,094	318 80	74		573	471 70
Saint Paul, Minn.	5	632	328	960	74 88	43	5	284	116 50
Salem, Mass.	8	144	93	237	18 96	10	7	198	27 60
Salem, N. J.	1	11		11	88	5		62	6 20
Salem, Ohio									
Salt Lake City, Utah	2	90	21	111	8 72	44		42	9 30
San Antonio, Tex.	5	139	23	162	12 80	18		70	9 30
Sandusky, Ohio	1	60	5	65	5 20	10		25	3 90
San Francisco, Cal.	29	3,192	3,433	6,535	521 52	227	61	1,178	836 40
San José, Cal.	1	166	39	205	16 40	23	6	350	37 90
Santa Fe, N. Mex.	1	2	5	7	56				8 50
Saratoga Springs, N. Y.	1	60	8	68	5 44	7	1	67	26 70
Savannah, Ga.	6	154	101	255	20 40	21		120	39 60
Schenectady, N. Y.	1	46	4	50	3 92	7		62	6 60
Seranton, Pa.	6	157	65	222	17 76	6		380	41 60
Sedalia, Mo.	1	35	6	41	3 28	1		29	3 50
Selma, Ala.	1	10	1	11	22	6			1 70
Seneca Falls, N. Y.	5	47	8	55	4 70			130	14 50
Seymour, Ind.	1	11	3	14	1 12			No record	3 29

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Shamokin, Pa	3	20	1	21	\$1 68	1		20	\$3 10
Sharon, Pa	1	17	4	21	1 68				6 30
Sheboygan, Wis	2	19	5	24	1 84	5	1	81	10 00
Shenandoah, Pa	1	12	4	6	1 28	2		40	4 00
Sherman, Tex									
Shreveport, La	1	34	2	36	2 88	7		41	4 00
Sing Sing, N. Y	2	30		30	2 40				5 80
Sioux City, Iowa	1	79	15	94	7 44			42	6 90
South Bend, Ind	2	63	22	85	6 80	5		57	22 20
South Bethlehem, Pa	1	19		19	1 52	4		30	8 60
Spencer, Mass	1	9	1	10	80				3 30
Springfield, Ill	3	133	27	160	12 80	14		142	25 00
Springfield, Mass	2	450	159	609	48 72	2		226	90 00
Springfield, Mo	2	33	11	44	3 52	3		29	2 90
Springfield, Ohio	4	100	19	119	14 32	1		157	15 60
Staunton, Va	2	24	2	26	2 08	12		21	7 50
Sterling, Ill	1	9	1	10	80	3		35	3 50
Steuensville, Ohio	2	51	7	58	4 56	3			9 20
Stevens Point, Wis	1	15	13	28	2 20			43	5 60
Stillwater, Minn	1	42	5	47	3 76			98	11 30
Stockton, Cal	1	99	1	100	8 00	26		110	28 00
Stoneham, Mass	1	15	2	17	1 36	2			2 10
Streator, Ill	1	20	4	24	1 92	7		51	5 50
Sunbury, Pa	2	32	2	34	2 72	6		40	4 00
Syracuse, N. Y	6	499	198	697	55 52	67		530	92 60
Tamaqua, Pa	1	8	2	10	64				1 80
Taunton, Mass	1	95	6	101	8 08	11			15 00
Terre Haute, Ind	4	120	62	182	14 56	6	1	170	35 00
Tiffin, Ohio	1	12	6	18	1 44	1		28	3 70
Titusville, Pa	2	43	3	46	3 68			43	7 30
Toledo, Ohio	8	414	108	522	41 76	8	1	361	53 20
Topeka, Kans	2	132	15	147	11 76	3		68	20 00
Trenton, N. J	2	187	18	205	16 40	10	2		
Troy, N. Y	4	369	151	520	41 60	47		No record	78 60
Tucson, Ariz	1	10	1	11	88			44	6 10
Urbana, Ohio	1	33	7	40	3 20	6		42	4 90
Utica, N. Y	6	256	86	342	27 12	39		218	75 00
Vallejo, Cal	1	11	11	22	1 52	7			11 90
Valparaiso, Ind									
Van Wert, Ohio									
Vicksburg, Miss	1	19	2	21	1 68	1		37	5 10
Vincennes, Ind	1	48	24	72	5 76			65	9 60
Virginia City, Nev	1	22	5	27	2 16	1		43	12 00
Waco, Tex	1	35	1	36	2 88	4		7	1 10
Wakefield, Mass	1	31	2	33	2 64	2		17	3 10
Wallingford, Conn	1	23	5	28	2 24	5		23	2 80
Waltham, Mass	3	61	1	62	4 96			42	5 80
Warren, Ohio	1	28	2	30	2 40			39	4 70
Warrensburgh, Mo	1	7		7	56			14	1 80
Washington, D. C	20	1,597	1,442	3,039	243 12	2	2	1,290	450 00
Washington, Ind	1	4	4	8	64	2	2	25	2 50
Washington, Pa	2	29	10	39	3 12	11	3	118	12 80
Waterbury, Conn	4	90	19	109	8 72	5		120	23 70
Waterloo, Iowa	1	23	2	25	2 00			No record	4 50
Waterloo, N. Y	1	25	2	27	2 08	5		32	3 20
Watertown, N. Y	1	69	46	115	9 20	8		112	25 00
Watertown, Wis	2	15	3	18	1 28	3			5 60
Waterville, Me	2	4	4	8	64	1		12	2 70
Waukegan, Ill	1	13		13	1 04	5		29	2 90
Wausau, Wis	1	18	15	33	2 50	3		51	8 60
West Bay City, Mich	1	3		3	16			8	80
Westborough, Mass	1	24		24	1 68	4		23	2 30
West Chester, Pa	1	59	5	64	5 12	2	1	114	10 90
Westerly, R. I	1	19	1	20	1 60	6		28	5 30
Westfield, Mass	3	46	27	73	5 84	7	9	83	(7) 9 00

No. 22.—Operations of special-delivery system at all special-delivery post-offices, &c.—Cont'd.

Post-office.	Number of special-delivery messengers.	Number of special-delivery letters arriving from other places.	Number of special-delivery letters for local delivery.	Total special-delivery letters.	Total amount of compensation to special-delivery messengers.	Number of special-delivery letters arriving in last mail before midnight.	Number of special-delivery drop-letters deposited in office after arrival of last mail before midnight.	Number of special-delivery letters mailed to other places.	Amount of special-delivery stamps sold.
West Troy, N. Y.	1	32	5	37	\$2 96	2		20	\$3 90
Wheeling, W. Va.	3	169	39	208	16 64	4	4	99	30 00
Whitehall, N. Y.	1	5	1	6	48	1			1 80
Wichita, Kans.	1	86	12	98	7 76	7			12 10
Wilkes Barre, Pa.	6	111	22	133	10 64	20	1	147	25 90
Willimantic, Conn.	1	16	3	19	1 52		1	68	10 00
Williamsport, Pa.	2	125	23	148	11 84	22		127	25 00
Wilmington, Del.	4	201	62	263	20 80			267	53 60
Wilmington, N. C.	1	33	15	48	3 84	7		39	6 00
Winchester, Va.	2	19	1	20	1 60	5		62	7 90
Winona, Minn.	1	35	5	40	3 20			No record	4 00
Woburn, Mass.	3	38	75	113	3 04	2		75	7 70
Woonsocket, R. I.	2	58	16	72	5 76	6	5	79	10 80
Wooster, Ohio	1	40	10	50	4 00	5		48	6 00
Worcester, Mass.	4	439	140	579	44 50	15		333	90 00
Wyandotte, Kans.	1	18	1	19	1 44	1		16	1 60
Xenia, Ohio	2	28	3	31	2 48	3		73	8 40
Yonkers, N. Y.	5	95	14	109	8 72	7		81	16 40
York, Pa.	2	68	9	77	5 60	6		48	8 50
Youngstown, Ohio.	2	114	45	159	12 72	2		105	28 20
Ypsilanti, Mich.	1	15	1	16	1 28	3		34	3 40
Zanesville, Ohio	2	88	18	106	8 24	6		71	12 90
Total.....	1,731	98,906	41,914	140,820	11,253 68			66,075	20,482 90

NOTE.—Returns have not been received from offices in the foregoing table to which no figures are given.

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

ANNUAL REPORT
OF THE
SUPERINTENDENT OF THE MONEY-ORDER SYSTEM.
1884—1885.

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REPORT
OF THE
SUPERINTENDENT OF THE POSTAL MONEY-ORDER
SYSTEM.

POST-OFFICE DEPARTMENT,
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,
Washington, D. C., October 28, 1885.

SIR: On the 30th of last June closed the twentieth full year since the Money-Order System of the United States was inaugurated. In submitting this, the annual report of the operations of that system for the fiscal year just ended, I may be permitted to make brief allusion to the growth of the business during the two decades of its existence.

The first complete fiscal year during which money-order business was transacted under the auspices of the Post-Office Department was that which ended on June 30, 1866. There were at that time 766 money-order offices. There are now 7,355 such offices—nearly ten times as many. The issues of money-orders during that year amounted to a little less than \$4,000,000, and the payments to nearly that sum. The money-orders now issued amount to about \$120,000,000 annually, and the payments to a few thousand dollars less. The total receipts for fees during that first year were only a little more than \$35,000. They now aggregate almost a million dollars per annum. The amount of the gross revenue which the system yielded for the benefit of the postal service was then about \$7,000. During the last fifteen years the gross revenue has averaged nearly \$190,000 per annum, and during the past eight years it has averaged over \$250,000 annually. The steady growth of the business, which is the best evidence of the estimation in which the system is held by the general public and by the business men of the country, will appear from an examination of the tabular statement (A) in the Appendix, showing the operations of the domestic money-order system for each year since its establishment, November 1, 1864, up to June 30, 1885.

NUMBER OF MONEY-ORDER OFFICES.

To the 6,310 money-order offices which were in operation on June 30, 1884, there have been added during the past fiscal year 762, and 16 have been discontinued, making the number of such offices on June 30, 1885, 7,056. Since that date a further increase has been made of 303 offices, while 4 have been discontinued, leaving at date of this report 7,355 post-offices authorized to issue and pay money-orders.

ISSUES AND PAYMENTS OF DOMESTIC MONEY-ORDERS.

The number of domestic money-orders issued during the year was	
7,725,893, amounting to	\$117,858,921 27
And the number of such orders paid during the same	
period was 7,657,710, of the value of	\$117,165,886 43
In addition to which money-orders were repaid to	
the number of 55,203, aggregating	830,318 63
Making the total amount of payments and repayments	117,996,205 06
And the excess of payments over issues	137,283 79
The gross amount of the fees received by postmasters from the public	
for the issue of domestic money-orders was	923,930 85

These figures exhibit a decrease in the amounts both of orders issued and paid, and of fees received; in the two former of \$4,262,340.71, or 3.49 per cent., and \$3,974,877.74, or 3.25 per cent., respectively; and in the latter of \$26,134.94, or 2.75 per cent. This slight falling off may be attributed in part to the general stagnation of business during the past year, and, perhaps, in small measure, to the increased use of postal notes.

The money-orders issued averaged in amount \$15.26, or 32 cents less than the average of the year before, and the average fee received was 11.96 cents, being sixteen one-hundredths of a cent less than that of the preceding year.

ISSUES AND PAYMENTS OF POSTAL NOTES.

The number of postal notes issued during the year was 5,058,287, of	
the total value of	\$9,996,274 37
And the number of notes paid during the same time was	
4,946,682, amounting to	\$9,819,515 98
While there were repaid at the offices of issue postal	
notes to the number of 65,415, aggregating	128,507 82
Making the total amount of payments and repayments	9,948,023 80
And the excess of issues over payments	48,250 57
The aggregate amount of fees received from the public was	152,018 58

The average amount of the postal notes issued was nearly \$1.98—three cents less than the average of the year 1883-'84.

The increase in the amount of postal-note business (issues and payments) was about 14½ per cent., if it be assumed that the same average volume of business would have been transacted during each of the first two as during each of the last ten months of the preceding year had the business commenced July 1, 1883. Postal notes, however, were not issued until September 3, 1883.

WAR CLAIMS.

Some additional labor is imposed upon this office by reason of the fact that claims of colored soldiers for services rendered in the late war are paid by the Paymaster-General of the Army by means of money-orders which are not transmitted to the payees, but are forwarded to the paying postmasters through this office, with instructions to be observed in the settlement of the claims. Subsequent correspondence, if any be necessary, between the War Department and postmasters is also conducted through this office. The aggregate amount of the orders purchased for this purpose during the fiscal year ended June 30, 1885, was \$15,486.11.

DUPLICATE MONEY-ORDERS.

The law establishing the postal-note business declares a postal note invalid and not payable at the expiration of three months from the last day of the month of issue, but provides that a duplicate may be issued to the owner of the note upon his filing the original, with an application, in the Department. During the past year 3,963 duplicates of invalid postal notes have been issued by this office, upon each of which an additional fee of three cents was charged, as required by law.

Duplicate money-orders may be issued when the original has been lost or destroyed, or has remained unpaid for a year, and thus become invalid, or has received more than one indorsement, which renders it invalid; likewise, when payment of the original is prohibited by the Postmaster-General to fraudulent concerns, under authority of section 4041 of the Revised Statutes, the money is restored to the remitter of the order by means of a duplicate issued by this office. The table, B, in the Appendix, shows the number of duplicate money-orders issued by this office during the last fiscal year, and of the reasons for their issue.

DRAFTS AND TRANSFERS.

The regulations of the Department require a postmaster to use the postal funds in his hands when called upon to pay money-orders to an amount in excess of his available money-order funds, and, if his postal funds be not sufficient, to apply to this office for a draft on the postmaster at New York. Transfers for this purpose were made by postmasters during the fiscal year ended June 30, 1885, to the aggregate amount of \$913,648.59, of which the sum of \$746,071.47 was subsequently retransferred to the postal funds by various postmasters, and the remainder due was refunded by a deposit made under the direction of this office on October 12, 1885, with the assistant treasurer at New York to the credit of the Treasurer of the United States for the service of the Post-Office Department.

If applications from a postmaster for drafts on New York are very frequent, or his use of the postal funds is continuous, he is furnished with a letter of credit in a round sum, which is renewed as occasion requires, and is supplied with a limited number of blank drafts on the postmaster at New York, to be drawn when needed. During the past fiscal year drafts of postmasters on money-order account were paid by the postmaster at New York to the amount of \$12,991,111.56.

During the same period the postmaster at San Francisco furnished to neighboring money-order offices funds to the amount of \$224,138, and the postmaster at Portland, Oreg., filled requisitions from postmasters for money-order funds to the amount of \$91,844.

REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

The money-order system being without working capital, except such as accrues from unpaid money-orders, it is necessary to keep the money-order funds in constant circulation, and as rapidly as possible to accumulate at great paying centers the receipts of offices where the issues largely exceed the payments. The regulations therefore require every postmaster to remit daily to some post-office designated as his depository all his surplus money-order funds. The gross amount of the remittances thus made during the fiscal year just closed was \$103,682,205.46.

LOST REMITTANCES.

Two cases of alleged lost remittances, amounting to \$4, were incomplete at the close of the fiscal year ended June 30, 1884, and during the following year 138 cases, involving \$11,550.75, were reported to this office. Of these 16 occurred during the preceding year, but were not reported until after it had expired.

The money inclosed in 20 remittances, aggregating \$1,713.33, was recovered, and the remaining 120 cases, of the value of \$9,841.42, were, in accordance with the practice of the Department, referred to the Assistant Attorney-General for the Post-Office Department for his consideration, under the provisions of the act of Congress approved March 17, 1882, which authorizes the Postmaster-General to adjudicate claims for losses of this character. A detailed tabular statement of these cases, marked C, will be found in the appendix.

ERRONEOUS PAYMENTS OF MONEY ORDERS.

The total number of erroneous payments alleged to have been made during the year was 53, or in the ratio of 1 to every 145,527 money orders paid.

Included in the statement D, in the appendix, are 138 cases, amounting together to \$3,532.46. Of these, 44, of the value of \$1,201.82, awaited action at the close of the year ended June 30, 1884, while others, to the number of 40, arose before the period covered by this report, but were not reported to the Post-Office Department until after July 1, 1884.

Reference to the table shows that the sum of \$329.56 (in 16 remittances) was recovered through the efforts of post-office inspectors and turned over to the owners; that 11 orders, of the value of \$179.70, were found upon investigation to have been correctly paid in the first instance; that in 59 cases, involving \$1,223.56, the paying postmasters were held responsible, wrong payment having resulted through lack of necessary precaution on their part; that this Department assumed payment of the losses in 19 cases, amounting to \$883.56, where culpable negligence was not proved on the part of postmasters, remitters, or payees; that half the amount in one case (\$5) was charged to the payee of the order; and that on June 30, 1885, there were 32 unfinished cases, aggregating \$911.08.

REVENUES AND EXPENSES.

The statement of the receipts and expenses of the domestic money-order system for the last fiscal year, as furnished by the Auditor for this Department, is as follows:

RECEIPTS.

Amount received for fees on orders issued	\$923,930 85
Amount of gain	1,072 92
Amount of premiums, &c.....	121 26
	925,125 03

EXPENDITURES.

Amount allowed postmasters for commissions	\$338,707 94
Amount allowed postmasters for clerk hire.....	243,703 15
Incidental expenses	89,713 41
Lost remittances, burglaries, &c.....	7,171 64
Bad debts.....	1,853 92
	681,150 06

Excess of receipts over expenditures, being gross revenue 243,974 97

“Commissions” and “clerk hire” are, by law, allowed at the same rates; the latter at first-class offices only, in the form of a fixed annual allowance, which is readjusted from time to time as the business increases or diminishes; the former at all other money-order offices, quarterly, as they accrue.

The “incidental expenses” above mentioned include, besides the amount paid for stationery, money-order stamps, &c., for use in post-offices, the cost of all blanks, blank-books, and printing used by postmasters and by this office during the year in the conduct of money-order business, amounting to \$36,385.12 on domestic account, of which the sum of \$8,532.26 was for work ordered during the preceding year.

The total cost of books and blanks for both domestic and international money-order business was \$40,811.85, and of this amount the sum of \$9,478.84 was paid on account of requisitions made prior to July 1, 1884. So much of this expense as relates solely to international money-order business has been charged, in proper proportion, according to the volume of transactions, against the various international systems.

The Auditor reports that the receipts and expenses of the postal-note business were as follows :

RECEIPTS.

Amount received for fees on notes issued \$152, 018 58

EXPENDITURES.

Amount allowed postmasters:		
For commissions	\$56, 299 95	
For clerk-hire	13, 656 00	
Incidental expenses.....	21, 319 87	
		91, 275 82
Excess of receipts over expenditures, being gross revenue		60, 742 76

THE INTERNATIONAL MONEY-ORDER BUSINESS.

On July 1, 1884, an exchange of money-orders began with Queensland and the Cape Colony; on October 1, 1884, with the Windward Islands, and on April 1, 1885, with Sweden. A similar exchange with the Empire of Japan commenced on the 1st of the present month. Copies of the conventions duly concluded between the United States, on the one hand, and Queensland, the Cape Colony, and the Windward Islands, respectively, on the other, were published in my last annual report. In the Appendix hereto will be found copies of the respective conventions with Sweden and Japan.

On June 30, 1885, there were 1,559 money-order offices authorized to issue and to pay international money-orders.

STATISTICS OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

The following tabular statements show the number and value of the money-order transactions of the past year with each of nineteen foreign countries, and contain a comparison of the year's business with that of the preceding year.

	Number of orders issued.	Amount of orders issued.	Number of orders repaid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of fees received.
Canadian	45,589	\$821,715 08	404	\$6,758 96	85,670	\$1,276,482 70	\$14,629 15
British	199,522	2,661,248 45	587	7,199 01	41,119	651,247 41	66,494 20
German	152,816	2,277,553 16	743	9,428 32	52,192	1,529,385 59	42,116 30
Swiss	15,608	288,049 69	61	873 78	5,879	167,550 25	4,939 26
Italian	22,552	585,847 51	96	1,860 59	1,214	34,336 76	9,400 90
French	9,359	141,734 45	116	1,516 31	4,056	82,834 78	2,629 70
Jamaica	164	2,834 07	11	183 50	1,639	51,041 43	52 45
New Zealand	199	4,478 20	7	84 12	1,972	23,930 06	77 60
New South Wales	166	3,833 63	2	14 61	782	16,369 41	65 30
Victoria	234	5,721 78	5	94 06	681	12,819 83	98 40
Belgian	1,173	20,961 30	22	746 80	1,173	28,497 08	365 65
Portuguese	256	5,771 77	.....	.....	143	3,487 01	96 15
Tasmania	8	94 64	.....	.....	93	1,161 91	2 15
India	89	1,622 76	6	137 02	433	5,684 58	45 80
Hawaiian	132	2,266 95	3	65 00	4,238	125,898 88	42 35
Queensland	25	665 58	.....	.....	210	5,110 03	11 45
Cape Colony	22	508 87	.....	.....	136	1,517 56	8 40
Windward Islands	68	1,935 13	.....	.....	417	10,339 90	33 00
Swedish	939	18,520 46	.....	.....	315	8,931 73	818 40
Totals	448,921	6,840,358 47	2,015	28,966 48	202,362	4,036,616 90	141,426 55

	Amount of increase or decrease in orders issued as compared with 1883-'84.	Percentage of increase or decrease in issues.	Amount of increase or decrease in orders paid as compared with 1883-'84.	Percentage of increase or decrease in payments.	Amount of increase or decrease in fees received as compared with 1883-'84.	Percentage of increase or decrease in fees.
Canadian	*\$139,885 19	*14.55	\$95,080 17	8.05	*\$2,108 05	*12.59
British	*363,451 96	*12.02	71,616 75	12.45	*21,249 50	*24.22
German	*214,754 46	*8.62	177,682 80	13.15	*3,409 15	*7.49
Swiss	*12,176 95	*4.12	26,609 14	10.89	*135 70	*2.67
Italian	*150,618 84	*20.45	5,825 16	20.43	*2,357 65	*20.05
French	5,908 80	4.35	11,962 92	16.88	129 55	5.18
Jamaica	63 97	2.32	13,845 78	87.22	2 80	5.64
New Zealand	*654 25	*16.03	1,369 93	6.07	*12 35	*13.73
New South Wales	344 54	9.88	2,150 63	15.12	4 35	7.14
Victoria	721 89	14.44	*481 64	*3.62	12 60	14.69
Belgian	4,827 18	29.92	4,551 17	19.00	81 00	28.64
Portuguese	*1,825 26	*24.02	2,881 11	215.31	*24 90	*20.58
Tasmania	*22 14	*18.99	103 35	10.35	5 05	2.38
India	378 41	30.41	*1,364 57	*19.36	*5 05	*9.93

* Decrease.—Each amount not marked with an asterisk represents an increase.
 Hawaiian exchange did not go into operation until January 1, 1884.
 Queensland exchange did not go into operation until July 1, 1884.
 Cape Colony exchange did not go into operation until July 1, 1884.
 Windward Islands exchange did not go into operation until October 1, 1884.
 Swedish exchange did not go into operation until April 1, 1885.

Perhaps one of the best indications of the stringency and general business depression of the times is the decrease in the amount of money transmitted by means of money-orders during the past fiscal year. The decrease in the amount of international money-orders issued points to the conclusion that the foreign-born workman, who habitually remits a portion of his surplus earnings to needy relatives in his native country, has found it more difficult of late to accumulate small savings. The appended table will be found of interest in this connection:

Year.	Amount.	Increase.	Decrease.
		Per cent.	Per cent.
Domestic money-orders issued—			
1879-'79	\$88,254,641 02	8.86	.....
1879-'80	100,852,818 83	12.71	.....
1880-'81	105,075,769 85	4.71	.....
1881-'82	113,400,113 21	7.93	.....
1882-'83	117,329,406 81	3.46	.....
1883-'84	122,121,261 96	4.08	.....
1884-'85	117,858,921 37	.....	3.49

Canadian, British, German, Swiss, and Italian money-orders issued in the United States.

Year.	Amount.	Increase.	Decrease.
		<i>Per cent.</i>	<i>Per cent.</i>
1878-'79	\$2,240,454 96	09+	.....
1879-'80	3,450,476 54	54+	.....
1880-'81	4,610,896 29	83+	.....
1881-'82	6,430,750 79	39+	.....
1882-'83	7,574,242 87	17+	.....
1883-'84	7,510,301 29	.....	0.8+
1884-'85	6,629,413 89	.....	11. +

REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

The revenues which accrued from the international money-order business with the several foreign countries above mentioned are reported by the Auditor as follows:

From the Canadian business	\$9,982 46
From the British business	46,640 03
From the German business	22,167 85
From the Swiss business	4,982 22
From the Italian business	17,334 38
From the French business	1,231 43
From the Jamaica business	302 75
From the New Zealand business	42 38
From the New South Wales business	66 91
From the Victoria business	56 79
From the Belgian business	376 94
From the Portuguese business	109 52
From the Swedish business	159 58
From the Windward Islands business	88 93
From the India business	37 22
From the Hawaiian business	629 69
From the Queensland business	28 24
	104,237 32
Loss on Tasmania business	\$1 23
Loss on Cape Colony business	20 62
	21 85
Total	104,215 47

GENERAL FINANCIAL RESULTS.

Altogether there were issued during the past fiscal year money-orders (domestic and international) and postal notes to the number of 13,233,101, amounting to \$134,695,554.11, and the payments and repayments numbered 12,929,387, of the value of \$132,009,812.24. The fees received aggregated \$1,217,375.98.

Section 4050, Revised Statutes of the United States, provides that the "Postmaster-General shall cause to be placed to the credit of the Treasurer of the United States, for the service of the Post-Office Department, the net proceeds of the money-order business." In pursuance of this provision of law, the sum of \$408,933.20, the total revenue as reported by the Auditor, was deposited with the assistant treasurer at New York City on October 21, 1885.

There are, however, certain expenses of the money-order system which are annually defrayed from appropriations made by Congress, and are

not charged against the system in the accounts of the Department. For the past year these items of expense were as follows :

Salaries to 49 employes in the Superintendent's office	\$63,280 00
Salaries to the employes in the money-order division of the Auditor's office.	192,440 29
Stationery furnished for use in the Superintendent's office (estimated)	500 00
Books, blanks, printing, and stationery furnished for use in the money-order division of the Auditor's office	9,289 16
Salaries of employes in the money-order building under the supervision of the superintendent of the Post-Office Department building	9,880 00
Rent of the money-order building	8,000 00
Estimated cost of furniture and miscellaneous expenses of same	2,000 00
Total	285,389 45

Deducting this sum from the reported revenue there yet remains a net profit from the money-order and postal-note business of \$123,543.75.

In my report of last year I recommended that the fee for domestic money-orders not exceeding \$5 be reduced from 8 cents to 5 cents, and it was shown that such a reduction, if it had been in force during the fiscal year 1883-'84, would have occasioned a probable loss of \$84,390.42, a loss which, it was estimated at that time, the revenues of the system could afford. The total revenue from domestic money-order business for that year was \$247,875.59, and the expenses paid from appropriations amounted to \$240,741.88, leaving a net balance of profit of \$7,133.71. But a considerable part of the last-mentioned expenses is chargeable to international money-order business and to postal-note business; how much, it is not practicable to determine exactly, because the work of the several systems is so intermingled that the precise cost of each, so far as concerns these items, cannot be ascertained. It was thought, however, that, after deducting from the domestic revenue the proper proportion of expenses paid from appropriations for domestic business alone, enough would remain to warrant the reduction of fee recommended.

This recommendation was not acted upon at the last session of Congress, and I do not now deem it expedient to renew it, for the following reasons:

- (1) As shown above, the domestic revenue, on account of the diminution of business, has decreased from \$247,875.59 for 1883-'84 to \$243,974.97 for 1884-'85, a falling off of..... \$3,900 62
- (2) The expenses paid from appropriations last year exceeded the similar expenses of the previous year by..... *44,647 57
- (3) Because of the leasing of an additional building for the use of the Money-Order Service, rendered necessary chiefly for the accommodation of the money-order division of the Auditor's Office, increased expenses will be incurred during the current year, amounting—

For rent, to.....	4,500 00
For watchmen, laborers, incidental and miscellaneous expenses, &c.....	8,100 00
Total increased expense	61,148 19

While, as estimated, the revenues for 1883-'84 would have borne, without loss to the system, a reduction of \$84,390.42, I do not believe that, in the present condition of business, the above mentioned increased expenses could be provided for with a reduced fee on small domestic money-orders.

* Of this increased expense the larger portion, viz, \$40,880.29, was incurred in the Auditor's Office, by reason of the employment of additional clerical force for that office.

I venture to recommend, however, that a reduction of the fees be made on international money-orders. The present schedule of fees on such orders is as follows:

	Cents.
On sums not exceeding \$10	15
On sums over \$10 and not exceeding \$20	30
On sums over \$20 and not exceeding \$30	45
On sums over \$30 and not exceeding \$40	60
On sums over \$40 and not exceeding \$50	75

being 1½ per cent. on the round sums constituting the several divisions in the schedule, and which yielded last year a revenue of \$104,215.47.

If the fees were reduced to 1 per cent. on such round sums the revenue would be diminished by one-third of the fees, amounting, during the last fiscal year, to \$47,142.18, a reduction which would be a substantial advantage to remitters, and yet would not be large enough to hazard a loss to the Department in the transaction of international money-order business, which last year, with a deduction of the above-named amount from its receipts, would still have yielded a revenue of \$57,073.29.

I respectfully recommend, also, that section 1 of the act of March 3, 1883, which provides that the postmaster who shall issue a postal note shall make the same payable to bearer at any money-order office which the remitter thereof may select, be so amended as to authorize the payment of postal notes to the bearer, when duly received by him, at *any* money-order office.

Such an amendment was inserted in a bill (H. R. 4907) introduced at the first session of the Forty-eighth Congress by Mr. Bingham, which was favorably reported upon by the Committee on the Post-Office and Post-Roads, but failed to pass. The following extract from the committee's report will best explain the reasons in favor of the suggested modification of existing law:

Section 2 of the bill extends the usefulness and broadens the field for the more general acceptance of the postal note, without additional expense to either the remitter or the Government.

The Post-Office Department, after an experience of some months, is of the opinion that postal notes would be more convenient, and therefore give greater satisfaction to the public, if they could be drawn payable to the bearer at *any* money-order office.

The Postmaster-General expressed this view in a letter to the Attorney-General under date of November 7 last (1883), * * * and at the same time requested the opinion of that officer as to whether under the present law (act of March 3, 1883) the bearer of a postal note could have the privilege of presenting it for payment at any money-order office, or whether he would by that law be restricted to a single money-order office designated in the body of the note.

The Attorney-General's reply states that the provision of the present law is express, that the remitter (purchaser) and not the payee (bearer) shall designate the place of payment. This designation must of course be indicated in the note by the postmaster who issues it, and it cannot thereafter be altered.

Good reasons exist why this designation need not be made at all, and the holder of a postal note be left free to obtain payment thereof at any money-order office.

If a mistake has been made by the purchaser of a postal note in the designation of the paying office which is not discovered until after the note has been issued, the purchaser's only remedy is to obtain a repayment of the erroneous note and to buy another at the expense of an additional fee.

It frequently happens that a postal note drawn upon one money-order office is, through inadvertence, presented and actually paid at another. A postal note thus paid is not such a voucher for the postmaster who paid the money as can be accepted by the accounting officer (the Auditor), and troublesome correspondence must be resorted to in order to adjust the matter so that the paying postmaster shall receive proper credit. For example, a postal note drawn upon Chicago, Ill., may be paid at Boston, Mass. The postmaster at Boston can obtain no credit for paying a note drawn on Chicago, so that the note must, through the medium of the Post-Office Department, be sent either to the issuing postmaster or the postmaster actually drawn upon, to be treated by

him as properly paid. The latter, having thus obtained a credit, may issue a new postal note in favor of the postmaster at Boston, who must suffer a loss of three cents for the fee thereon.

All difficulty of this kind would be obviated if postal notes could be paid at any money-order office.

The proposed legislation would save the clerical labor now necessary in designating an office of payment on the face of each note, of recording the name thereof on the corresponding stub, and of reporting the same to the Post-Office Department in the postmaster's weekly statement of money-order business—a considerable item.

It would, furthermore, facilitate the payment of postal notes, because there would no longer be any necessity, as there now is, to examine each note presented to see that it is properly drawn on the money-order office of which payment is demanded.

It may be added that during the last two years this office has been advised of 2,923 cases of postal notes paid at offices other than those upon which they were drawn.

I am, sir, very respectfully, your obedient servant,

C. F. MACDONALD,

Superintendent of Money-Order System.

HON. WM. F. VILAS,
Postmaster-General.

APPENDIX.

A.—Tabular statement showing operations of the domestic money-order system during each year since its establishment, November 1, 1864, up to June 30, 1885.

Fiscal year ended—	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees received.	Amount of expenses.	Amount of deficit.	Amount of surplus.
June 30, 1865	419	\$1,360,122 52	\$1,313,577 08	\$11,536 40	\$18,584 37	\$7,047 97	.....
June 30, 1866	766	3,977,259 28	3,903,890 22	35,803 06	28,664 27	.....	\$7,138 79
June 30, 1867	1,224	9,229,327 72	9,071,240 73	70,880 57	44,628 96	.....	26,260 61
June 30, 1868	1,468	16,197,858 47	16,118,537 08	124,503 19	70,345 04	.....	54,158 15
June 30, 1869	1,685	24,848,658 93	24,654,123 46	176,247 87	110,604 00	.....	65,553 87
June 30, 1870	2,076	34,054,184 71	33,927,924 79	235,557 05	145,382 42	.....	90,174 63
June 30, 1871	2,452	42,164,118 03	42,027,336 31	295,563 38	194,381 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 69	57,295,012 27	354,816 60	286,232 66	.....	68,584 00
June 30, 1874	3,404	74,424,854 71	74,210,156 25	462,238 54	357,040 42	.....	105,198 12
June 30, 1875	3,401	77,431,251 58	77,361,690 75	494,717 27	374,575 18	.....	120,142 09
June 30, 1876	3,697	77,035,972 78	77,106,338 85	647,021 52	456,250 68	.....	190,770 84
June 30, 1877	3,686	72,829,509 70	72,908,475 25	624,409 66	524,478 47	.....	99,931 19
June 30, 1878	4,143	81,442,364 87	81,279,910 80	716,638 98	513,686 61	.....	202,952 37
June 30, 1879	4,512	88,254,641 02	88,006,200 20	799,347 09	575,386 32	.....	223,960 77
June 30, 1880	4,829	100,352,818 83	100,165,982 78	917,091 58	659,516 50	.....	257,575 08
June 30, 1881	5,163	105,075,769 35	104,924,853 61	967,772 93	715,458 29	.....	252,314 64
June 30, 1882	5,491	113,409,118 21	113,388,301 90	1,054,538 62	774,197 45	.....	280,341 17
June 30, 1883	5,927	117,329,406 31	117,344,251 78	1,102,838 42	791,133 75	.....	311,704 67
June 30, 1884	6,310	122,121,261 98	121,971,083 80	950,479 39	702,603 80	.....	247,875 59
June 30, 1885	7,056	117,858,921 27	117,996,205 06	925,125 03	681,150 06	.....	243,974 97
Total	.....	1,385,410,509 68	1,383,394,767 89	.....	.....	.....	.....

B.—Statement of duplicate money-orders issued by the Department during the fiscal year ended June 30, 1885.

		Remarks.
I.—In lieu of money-orders lost in transit.....	18,404	Being 1,208 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.	302	Being 820 less than during the preceding year.
III.—In lieu of money-orders lost by the payees, remitters, or indorsees.	321	Being 324 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.	332	Being 173 less than during the preceding year.
V.—In lieu of money-orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States.	39	Being 28 less than during the preceding year.
VI.—In lieu of money-orders invalidated by reason of not having been presented for payment within one year after the date of their issue.	607	Being 25 more than during the preceding year.
Total	20,005	

C.—Statement of money-order funds lost in transmission through the mails or otherwise during the fiscal year ended June 30, 1885.

Summary.	Number of cases.		Amount.	Total amount.
Whole number of cases of lost remittances reported.....		140		\$11,554 75
(a) Cases which occurred prior to June 30, 1884.....	18		\$1,687 00	
(b) Cases which occurred after June 30, 1884.....	122		9,867 75	
I. Recovered during the year.....		20		1,713 33
(a) Cases which occurred prior to June 30, 1884.....	10		590 00	
(b) Cases which occurred after June 30, 1884.....	10		1,123 33	
II. Referred to Assistant Attorney-General for the Post-Office Department.....		120		9,841 42
(a) Cases which occurred prior to June 30, 1884.....	8		1,097 00	
(b) Cases which occurred after June 30, 1884.....	112		8,744 42	
Total.....		140		11,554 75

I.—RECOVERED DURING THE YEAR.

(a) Cases which occurred prior to June 30, 1884.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.
Quincy*.....	Fla.....	June 30, 1884	Railroad clerk.....	\$12 00	
Liberal*.....	Mo.....	June 23, 1884	Postmaster, Springfield, Mo.....	128 00	
Lockwood*.....	Mo.....	June 23, 1884	do.....	50 00	
Fort Davis*.....	Tex.....	June 16, 1884	Friends of thief.....	70 00	
Do*.....	Tex.....	June 19, 1884	do.....	75 00	
Do*.....	Tex.....	June 23, 1884	do.....	35 00	
Do*.....	Tex.....	June 24, 1884	do.....	20 00	
Do*.....	Tex.....	June 25, 1884	do.....	75 00	
Do*.....	Tex.....	June 21, 1884	do.....	95 00	
Golden City*.....	Mo.....	June 23, 1884	Postmaster, Springfield, Mo.....	80 00	
10 cases.....					\$500 00

* See note on p. 16.

(b) Cases which occurred after June 30, 1884.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.
New Braunfels.....	Texas.....	Sept. 23, 1884	P. O. clerk at Austin, Tex.....	\$50 00	
Kanab.....	Utah.....	Nov. 8, 1884	Remitting postmaster.....	2 00	
Fayetteville.....	N. C.....	Nov. 20, 1884	Thief.....	100 00	
Ravanna.....	Mo.....	Nov. 28, 1884	Railway mail clerk.....	39 00	
Allendale.....	S. C.....	Jan. 20, 1885	Transfer clerk.....	119 98	
Lewisville.....	Ark.....	Jan. 6, 1885	P. M., Texarkana, Tex.....	64 00	
Hico.....	Texas.....	May 2, 1885	Railway postal clerk.....	113 00	
North Liberty.....	Ind.....	April 4, 1885	Postmaster, Walkerton, Ind.....	2 00	
Pocahontas.....	Va.....	Mar. 16, 1885	Postmaster, Lynchburgh, Va.....	156 00	
Troy.....	Tenn.....	Jan. 31, 1885	Mail-carrier.....	2517 35	
10 cases.....					\$1,123 33
Total, 20 cases.....					1,713 33

¹ Part of remittance of \$25.² Part of remittance of \$560.

II.—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, 1884.

Office of mailing.	State.	Date of mailing.	Amount.
Bonnet Carré.....	La	June 7, 1884	\$1 00
Macomb.....	Miss	June 24, 1884	3 00
Mahomet*.....	Ill	June 18, 1884	120 00
Cottonwood Springs*.....	Nebr	June 18, 1884	240 00
Adin*.....	Cal	Mar. 3, 1884	100 00
Silver Creek*.....	Nebr	June 10, 1884	513 00
Hodgenaville*.....	Ky	Oct. 23, 1883	105 00
Delaware*.....	Iowa	Nov. 29, 1883	15 00
8 cases.....			1,097 00

* See note on p. 16.

(b) Cases which occurred after June 30, 1884.

Washington.....	La	July 8, 1884	1 00
Carrollton.....	Miss	July 24, 1884	10 00
Do.....	Miss	July 22, 1884	3 00
Opelousas.....	La	July 29, 1884	1 00
Fort Adams.....	Miss	July 31, 1884	50
Edwards.....	Miss	Aug. 1, 1884	10 00
New Albany.....	Miss	Aug. 1, 1884	1 00
Houma.....	La	Aug. 14, 1884	1 00
Franklin.....	La	Aug. 11, 1884	4 00
Crystal Falls.....	Mich	Aug. 16, 1884	10 00
Booneville.....	Miss	Aug. 7, 1884	1 00
Lake Providence.....	La	Aug. 21, 1884	1 00
Plaquemine.....	La	Aug. 26, 1884	1 00
Thibodeaux.....	La	Aug. 27, 1884	50
Mount Blanchard.....	Ohio	Aug. 28, 1884	5 00
Boyer.....	Mich	Aug. 30, 1884	10 00
Henderson.....	Tenn	Aug. 5, 1884	87 00
Madison.....	Kans	Aug. 29, 1884	24 00
Sac City.....	Iowa	Sept. 8, 1884	20 00
Grand View.....	Dak	Aug. 23, 1884	2 00
Almond.....	N. Y.	Sept. 22, 1884	13 00
Wharton.....	Tex	Nov. 10, 1884	110 00
Milford.....	Iowa	Nov. 6, 1884	25 00
Pleasanton.....	Kans	Oct. 29, 1884	20 00
Summerville.....	Oreg	Nov. 11, 1884	15 00
Marion.....	Kans	Nov. 4, 1884	40 00
Wetumpka.....	Ala	Nov. 7, 1884	190 00
Kelloggsville.....	Ohio	Nov. 18, 1884	5 00
Whitney.....	Tex	Nov. 12, 1884	20 00
Brookston.....	Ind	Nov. 19, 1884	40 00
Washington.....	Ark	Nov. 30, 1884	381 00
Lockesburgh.....	Ark	Nov. 15, 1884	28 00
Brownsville.....	Minn	Dec. 2, 1884	5 00
Milford.....	Iowa	Nov. 20, 1884	177 00
Centre Point.....	Ark	Nov. 5, 1884	10 00
Do.....	Ark	Nov. 22, 1884	183 00
Do.....	Ark	Nov. 27, 1884	12 00
Do.....	Ark	Sept. 12, 1884	47 00
Clarington.....	Ohio	Nov. 7, 1884	48 00
Lockesburgh.....	Ark	Nov. 28, 1884	62 00
Washington.....	N. C.	Dec. 8, 1884	119 00
Carterville.....	Mo	Dec. 12, 1884	236 00
Nashville.....	Ark	Nov. 19, 1884	55 00
Nashville.....	Ark	Nov. 29, 1884	64 00
Dayton.....	Iowa	Nov. 24, 1884	101 00
Wetumpka.....	Ala	Dec. 20, 1884	2 00
Aberdeen.....	Miss	Dec. 24, 1884	250 00
High Point.....	N. C.	Dec. 31, 1884	4540 00
Osceola.....	Ark	Nov. 29, 1884	245 00
West Springfield.....	Pa	Aug. 25, 1884	2 00
Minster.....	Ohio	Dec. 4, 1884	69 00
Moscow.....	Idaho	Dec. 23, 1884	257 00
Floresville.....	Texas	Dec. 31, 1884	31 00
Greenda.....	Miss	Jan. 24, 1885	28 00
Lewiston.....	Idaho	Dec. 8, 1884	600 00
Humboldt.....	Tenn	Jan. 22, 1885	4 00

¹ Part of remittance of \$200.
² Part of remittance of \$40.
³ Part of remittance of \$72.

⁴ Part of remittance of \$600.
⁵ Part of remittance of \$167.
⁶ Part of remittance of \$200.

II.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST OFFICE DEPARTMENT FOR HIS CONSIDERATION UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882—Continued.

(b) Cases which occurred after June 30, 1884—Continued.

Office of mailing.	State.	Date of mailing.	Amount.
Water Valley	Miss.	Jan. 26, 1885	181 00
Moscow	Idaho	Dec. 6, 1884	92 00
Mount Idaho	Idaho	Dec. 23, 1884	82 00
Albendale	S. C.	Jan. 20, 1885	25 02
Olena	Ill.	Jan. 22, 1885	31 00
Winton	N. C.	Jan. 14, 1885	440 00
Arvonia	Kans.	Aug. 29, 1884	76 00
Grenada	Miss.	Feb. 2, 1885	110 00
Huntington	Oreg.	Feb. 2, 1885	65 00
Franklin	Ill.	Feb. 17, 1885	8 00
Bentonville	Ark.	Feb. 14, 1885	160 00
Cassville	Mo.	Feb. 14, 1885	134 00
Pearisburgh	Va.	Feb. 18, 1885	68 00
Troy	Tenn.	Feb. 23, 1885	710 00
Bland C. H.	Va.	Feb. 17, 1885	35 00
Tazewell C. H.	Va.	Feb. 17, 1885	60 00
Warrenton	Va.	Feb. 19, 1885	12 00
Peru	Kans.	Feb. 19, 1885	120 00
Greenville	Tenn.	Feb. 17, 1885	158 00
Pocahontas	Va.	Feb. 18, 1885	10 00
Boonsborough	Ark.	Mar. 7, 1885	220 00
Mount Idaho	Idaho	Dec. 4, 1884	21 00
Siloam Springs	Ark.	Feb. 14, 1885	109 00
Millersburgh	Ky.	Apr. 6, 1885	140 00
East Colby	Wis.	Mar. 27, 1885	4 00
Pottsborough	Texas	Mar. 5, 1885	292 00
Water Valley	Miss.	Apr. 7, 1885	180 00
Wetumpka	Ala.	Apr. 18, 1885	155 00
Grantsville	Md.	Apr. 22, 1885	5 00
Trinity	Tex.	Dec. 8, 1884	31 00
Wytheville	Va.	Feb. 17, 1885	14 00
Summerville	Ga.	Oct. 18, 1884	452 00
Port Eads	La.	Apr. 16, 1885	4 00
Marksville	La.	Mar. 6, 1885	209 00
Alkali	Oreg.	Mar. 18, 1885	40 00
Little River	Kans.	Mar. 10, 1885	107 00
Paris	Ark.	Mar. 12, 1885	22 75
Sault de Sainte Marie	Mich.	Apr. 14, 1885	200 00
Fincaastle	Va.	Jan. 1, 1885	185 00
Mazepa	Minn.	May 2, 1885	10 00
Sault de Sainte Marie	Mich.	May 19, 1885	453 00
Garnavillo	Iowa	June 1, 1885	20 00
Mount Vernon	Tex.	Mar. 23, 1885	88 00
Kerrville	Tex.	May 23, 1885	258 00
Holly Springs	Miss.	June 10, 1885	10 00
Jasper	Ala.	June 4, 1885	151 00
Providence	Ky.	Jan. 19, 1885	74 00
Rayville	La.	May 20, 1885	220 00
Boerne	Tex.	May 23, 1885	23 00
Fairmont	Mo.	Apr. 20, 1885	38 00
Fairmont	Mo.	Apr. 25, 1885	44 00
Kanab	Utah	June 25, 1885	73 00
Arcadia	La.	June 12, 1885	4 00
Troy	Tenn.	Jan. 31, 1885	942 05
Franklin	Ky.	May 25, 1885	108 00
Northport	Ala.	June 27, 1885	3 00
112 cases			8,744 42
Total, 120 cases			9,841 42

¹ Part of remittance of \$235.

² Part of remittance of \$25.

³ Part of remittance of \$71.

⁴ Part of remittance of \$140.

⁵ Part of remittance of \$881.

⁶ Part of remittance of \$433.

⁷ Part of remittance of \$400.

⁸ Part of remittance of \$177.

⁹ Part of remittance of \$560.

NOTE.—These 16 cases, involving an amount of \$1,683, and which occurred prior to June 30, 1884 were not brought to the attention of the Department until after that date.

D.—Statement of money-orders improperly paid, on a forged signature or otherwise, during the fiscal year ended June 30, 1885.

Summary.	Number of cases.		Amount.	Total amount.
Whole numbers of orders improperly paid.....		138		\$3,532 46
(a) Orders issued prior to June 30, 1884.....	85		\$2,497 51	
(b) Orders issued after June 30, 1884, and prior to July 1, 1885.....	53		1,034 95	
I. Recovered.....		16		329 56
(a) Orders issued prior to June 30, 1884.....	9		224 17	
(b) Orders issued after June 30, 1884, and prior to July 1, 1885.....	7		105 39	
II. Paid to the proper payee.....		11		179 70
(a) Orders issued prior to June 30, 1884.....	10		171 20	
(b) Orders issued after June 30, 1884, and prior to July 1, 1885.....	1		8 50	
III. Charged to paying postmaster.....		59		1,223 56
(a) Orders issued prior to June 30, 1884.....	34		785 60	
(b) Orders issued after June 30, 1884, and prior to July 1, 1885.....	25		437 96	
IV. Charged to Department.....		19		883 56
(a) Orders issued prior to June 30, 1884.....	17		811 70	
(b) Orders issued after June 30, 1884, and prior to July 1, 1885.....	2		71 86	
V. Charged to payee of order.....		1		5 00
(a) Order issued prior to June 30, 1884.....	1		5 00	
VI. Unsettled.....		32		911 08
(a) Orders issued prior to June 30, 1884.....	14		499 84	
(b) Orders issued after June 30, 1884, and prior to July 1, 1885.....	18		411 24	
Total.....		138		\$3,532 46

I.—RECOVERED.

(a) Orders issued prior to June 30, 1884.

No. of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
14485	Bellows Falls.....	Vt.....	Dec. 20, 1883	New York.....	N. Y.....	Dec. 22, 1883	\$11 08
14481	Boston.....	Mass.....	May 5, 1884	do.....	N. Y.....	May 7, 1884	10 00
32814	Troy.....	Ohio.....	Mar. 28, 1884	Greenville.....	Ohio.....	Mar. 29, 1884	50 00
4207	Strohlem.....	Ger.....	June 14, 1880	Milwaukee.....	Wis.....	Dec. 15, 1880	35 29
95561	Lainbach.....	Ger.....	Jan. 15, 1883	Louisville.....	Ky.....	Jan. 18, 1883	50 00
90562	do.....	Ger.....	Jan. 15, 1883	do.....	Ky.....	Jan. 18, 1883	50 00
56564	Minneapolis *.....	Minn.....	May 17, 1884	Baltimore.....	Md.....	May 21, 1884	4 50
D. 24922 of 56688 24247	Macon *.....	Ga.....	May 25, 1882	New York.....	N. Y.....	June 1, 1882	8 30
	Lexington.....	Va.....	Aug. 8, 1883	Omaha.....	Nebr.....	Aug. 31, 1883	5 00
	9 cases.....						224 17

(b) Orders issued after June 30, 1884.

42481	Decorah.....	Iowa.....	July 25, 1884	La Crosse.....	Wis.....	July 26, 1884	\$5 00
1974	Waucoma.....	Iowa.....	Nov. 19, 1884	Bozeman.....	Mont.....	Nov. 28, 1884	125 00
94636	Decatur.....	Ill.....	July 12, 1884	Kimball.....	Dak.....	Dec. 2, 1884	23 00
B 9251	Grandby Row.....	Eng.....	Oct. 10, 1884	New York.....	N. Y.....	Oct. 25, 1884	9 74
C 3209	Montreal.....	Can.....	Oct. 4, 1884	do.....	N. Y.....	Oct. 6, 1884	10 00
B 574	Commercial Road, Peckham, S. E.....	Eng.....	Jan. 6, 1885	Brooklyn.....	N. Y.....	Jan. 28, 1885	3 65
52239	Atlanta.....	Ga.....	June 2, 1885	Savannah.....	Ga.....	June 2, 1885	29 00
	7 cases.....						105 89
	Total 16 cases.....						329 56

¹ Part of order for \$100.

II.—PAID TO THE PROPER PAYEE.

(a) Orders issued prior to June 30, 1884.

No. of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
D. 19803 } of 10628 }	Fremont	Nebr.	Oct. 21, 1876	Ashland.....	Nebr.	Sept. —, —	\$23 00
30854	Seattle	Wash.	Apr. 25, 1883	Denison City ..	Tex.	May 5, 1883	50 00
10187	New York	N. Y.	Mar. 22, 1883	Savannah.....	Ga.	Apr. 3, 1883	10 00
65560	Scranton	Pa.	Nov. 28, 1883	Livingston.....	Mont.	Dec. 4, 1883	25 00
14867	Austin	Tex.	May 26, 1884	Galveston.....	Tex.	May 29, 1884	5 00
48913	San Francisco..	Cal.	May 16, 1884	Lowell.....	Mass.	June 13, 1884	35 00
24428	do.....	Cal.	May 16, 1883	Sacramento.....	Cal.	Oct. 28, 1884	2 50
7840	Perry	Cal.	Oct. 6, 1883	Columbia.....	S. C.	Jan. 19, 1884	5 00
41938	Atlanta*.....	Ga.	June 10, 1884	Jersey City.....	N. J.	June 27, 1884	10 70
15185	Sing Sing.....	N. Y.	May 25, 1882	Richmond.....	Va.	May 30, 1882	5 00
	10 cases.....						171 20

(b) Orders issued after June 30, 1884.

45980	Atlanta	Ga.	Oct. 8, 1884	Jersey City.....	N. J.	Oct. 14, 1884	8 50
	1 case.....						8 50
	Total, 11 cases.....						179 70

III.—CHARGED TO PAYING POSTMASTER.

(a) Orders issued prior to June 30, 1884.

40894	N. D. Sta., Chi- cago.	Ill.	Apr. 15, 1884	Newport.....	Ark.	May 7, 1884	\$12 00
5850	Newbern.....	Tenn.	Jan. 24, 1884	Pine Bluff.....	Ark.	Jan. 31, 1884	10 00
17899	Nat. Mil. Home..	Ohio.	Jan. 1, 1884	New York.....	N. Y.	Jan. 4, 1884	10 00
959	Loveland.....	Tex.	Feb. 23, 1884	Waco.....	Tex.	Mar. 1, 1884	9 55
35550	Sta. H., New York	N. Y.	Jan. 31, 1884	New York.....	N. Y.	Feb. 4, 1884	35 00
1002	Baltimore.....	Ohio.	Nov. 17, 1883	Newark.....	Ohio.	Dec. 10, 1883	5 50
68472	Lexington.....	Ky.	Feb. 25, 1884	Frankfort.....	Ky.	Mar. 13, 1884	10 00
18777	Lebanon.....	Ohio.	June 23, 1884	Xenia.....	Ohio.	June 25, 1884	5 00
6334	Reynoldsville..	Pa.	June 4, 1884	Rochester.....	N. Y.	June 7, 1884	10 00
22683	Iowa Falls.....	Iowa.	Mar. 28, 1884	Lexington.....	Mich.	Apr. 8, 1884	10 00
97702	Station D, New York.	N. Y.	June 25, 1884	Cincinnati.....	Ohio.	June 28, 1884	29 85
18421	Joplin.....	Mo.	July 13, 1883	Springfield.....	Mo.	July 14, 1883	5 00
55439	Nashville.....	Tenn.	Apr. 1, 1884	Saint Louis.....	Mo.	Apr. 21, 1884	12 00
14044	Fort Collins.....	Colo.	Mar. 1, 1884	Shenandoah.....	Pa.	Mar. 6, 1884	50 00
48973	Iowa City.....	Iowa.	July 3, 1883	Martinez.....	Cal.	July 9, 1883	10 00
D. 46490 } of 6756 }	Constantine*.....	Mich.	Nov. 18, 1882	Spencer.....	Cal.	Apr. 17, 1884	14 00
G 12870	New York*.....	N. Y.	July 16, 1883	Saa Antonio.....	Tex.	July 21, 1883	36 00
G 12871	do.....	N. Y.	July 16, 1883	do.....	Tex.	July 21, 1883	36 00
86650	Saint Louis*.....	Mo.	Feb. 15, 1883	Columbus.....	Ohio.	Feb. 17, 1883	5 00
G 34578	New York*.....	N. Y.	Jan. 18, 1884	Pocahontas.....	Ark.	Feb. 5, 1884	50 00
G 37125	do.....	N. Y.	Feb. 1, 1884	do.....	Ark.	Feb. 5, 1884	23 52
36042	Atlanta*.....	Ga.	June 14, 1884	Jersey City.....	N. J.	June 25, 1884	13 25
86581	do.....	Ga.	Apr. 8, 1884	do.....	N. J.	Apr. 12, 1884	10 70
33683	San Francisco*..	Cal.	Jan. 5, 1884	Flint.....	Mich.	Jan. 12, 1884	12 00
G 59865	New York*.....	N. Y.	June 24, 1884	Belton.....	Tex.	July 1, 1884	47 00
G 59866	do.....	N. Y.	June 24, 1884	do.....	Tex.	July 1, 1884	47 00
G 59867	do.....	N. Y.	June 24, 1884	do.....	Tex.	July 1, 1884	47 00
G 59868	do.....	N. Y.	June 24, 1884	do.....	Tex.	July 1, 1884	18 43
G 107	Franklin*.....	Nebr.	Feb. 8, 1883	Franklin.....	Nebr.	Feb. 2, 1884	50 00
G 1025	Enchede.....	Neth.	May 29, 1884	Cullman.....	Ala.	June 14, 1884	29 52
G 1026	do.....	Neth.	May 29, 1884	do.....	Ala.	June 14, 1884	37 48
G 53154	Heibienstadt*..	Neth.	May 4, 1884	do.....	Ala.	May 27, 1884	50 00
73172	Dallas.....	Tex.	Jan. 16, 1882	Salisbury.....	N. C.	Jan. 21, 1882	15 00

¹Part of order for \$10.

61489	Cleveland.....	Ohio.	Nov. 3, 1882	Atlanta.....	Ga.	Nov. 17, 1882	19 80
	34 cases.....						785 60

IMPROPER PAYMENTS OF MONEY-ORDERS.

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III.—CHARGED TO PAYING POSTMASTER—Continued.

(b) Orders issued after June 30, 1884.

No. of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
16428	Winnemucca	Nev	Aug. 23, 1884	Denver	Colo	Sept. 24, 1884	\$5 00
16551	do	Nev	—, 1884	do	Colo	Sept. 27, 1884	50 00
10268	Perth Amboy	N. J.	Aug. 5, 1884	McKeesport	Pa.	Aug. 6, 1884	9 00
9392	Oxford	Iowa	Sept. 29, 1884	Denver	Colo	Oct. 6, 1884	20 00
17042	Atlantic City	N. J.	July 23, 1884	Philadelphia	Pa.	—, 1884	10 50
473	Niantic	Ill	Aug. 15, 1884	Coffeyville	Kans	Sept. 15, 1884	21 50
G 75431	New York	N. Y.	Nov. 29, 1884	New York	N. Y.	Dec. 3, 1884	7 06
3049	San Angela	Tex	Oct. 15, 1884	Austin	Tex	Oct. 18, 1884	20 00
1974	Waucoma	Iowa	Nov. 19, 1884	Bozeman	Mont	Nov. 28, 1884	175 00
7848	Palestine	Ill	Dec. 9, 1884	Neodesha	Kans	Dec. 11, 1884	25 00
2646	Rockland	Mass	Dec. 19, 1884	New York	N. Y.	Dec. 22, 1884	17 20
3818	West Bloomfield	N. Y.	Dec. 12, 1884	do	N. Y.	Dec. 22, 1884	3 10
1919	Elbridge	N. Y.	Dec. 29, 1884	do	N. Y.	Dec. 20, 1884	2 00
9494	Goshen	N. Y.	Jan. 15, 1885	do	N. Y.	Jan. 16, 1885	2 50
638	Richmond	N. Y.	Dec. 8, 1884	do	N. Y.	Dec. 4, 1884	10 00
54374	Brooklyn	N. Y.	Jan. 7, 1885	Jacksonville	Fla	Jan. 10, 1885	25 00
30511	Fort Atkinson	Wis	Oct. 9, 1884	Hammond	Ind	Oct. 10, 1884	20 00
21495	Peoria	Ill	Oct. 18, 1884	Fort Worth	Tex	Dec. 12, 1884	25 00
28274	Clinton	Mo	Oct. 29, 1884	Saint Louis	Mo	Oct. 24, 1884	17 00
10705	Allerton	Iowa	Dec. 3, 1884	Denver	Colo	Dec. 8, 1884	10 00
74807	Zanesville	Ohio	Sept. 8, 1884	Boone	Iowa	Sept. 12, 1884	6 25
3239	Monument	Colo	Oct. 27, 1884	Denver	Colo	Oct. 28, 1884	8 00

¹ Part of order for \$100.

69800	Fort Worth	Tex	Dec. 17, 1884	Greenville C.H.	S. C	Dec. 22, 1884	15 00
13681	Fincastle	Va	Sept. 11, 1884	Churubusco	Ind	Nov. 3, 1884	23 85
76882	Columbus	Ga	Sept. 13, 1884	Saint Louis	Mo	Oct. 13, 1884	10 00
	25 cases						487 96
	Total, 59 cases						1, 223 56

IV.—CHARGED TO DEPARTMENT.

(a) Orders issued prior to June 30, 1884.

19, 299	Chatfield	Minn	Sept. 15, 1883	Bay City	Mich	Sept. 18, 1883	40 00
86, 971	Sta. A, New York	N. Y.	April 7, 1884	Danbury	Conn.	April 8, 1884	100 00
86, 972	do	N. Y.	April 7, 1884	do	Conn	April 8, 1884	100 00
86, 973	do	N. Y.	April 7, 1884	do	Conn	April 8, 1884	50 00
39, 850	San Francisco*	Cal	Feb. 27, 1884	Hot Springs	Ark	Mar. 14, 1884	50 00
5, 017	New York	N. Y.	Jan. 21, 1884	Chicago	Ill	Feb. 13, 1884	48 70
12, 189	Nunda*	N. Y.	July 9, 1883	Minneapolis	Minn	July 18, 1884	25 00
13, 230	New York*	N. Y.	July 18, 1883	San Antonio	Tex	July 23, 1883	50 00
13, 231	do	N. Y.	July 18, 1883	do	Tex	July 23, 1883	50 00
13, 232	do	N. Y.	July 18, 1883	do	Tex	July 23, 1883	50 00
13233	do	N. Y.	July 18, 1883	do	Tex	July 23, 1883	50 00
13234	do	N. Y.	July 18, 1883	do	Tex	July 23, 1883	50 00
13235	do	N. Y.	July 18, 1883	do	Tex	July 23, 1883	50 00
G 22590	Station H, New York*	N. Y.	Mar. 4, 1884	Ladenburgh	Ger	May 29, 1884	25 00
30043	Newberry C. H.*	S. C.	Oct. 2, 1882	Atlanta	Ga.	Oct. 10, 1884	10 00
C 3501	Winnipeg*	Can.	June 23, 1884	Columbus	Ohio	June 30, 1884	50 00
C 3502	do*	Can.	June 23, 1884	do	Ohio	June 30, 1884	13 00
	17 cases						811 70

(b) Orders issued after June 30, 1884.

89449	New York	N. Y.	Sept. 9, 1884	Cincinnati	Ohio	Sept. 9, 1884	39 86
76227	Chatanooga	Tenn	Oct. 14, 1884	New York	N. Y.	Oct. 16, 1884	32 00
	2 cases						71 86
	Total, 19 cases						883 56

V.—CHARGED TO PAYEE OF ORDER.

(a) Order issued prior to June 30, 1884.

No. of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
78172	Dallas.....	Tex...	Jan. 16, 1882	Salisbury.....	N. C..	Jan. 21, 1882	\$45 00

¹ Part of order for \$10.

VI.—UNSETTLED.

(a) Orders issued prior to June 30, 1884.

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
C 4450	Dundalk.....	Ont.	Apr. 11, 1877	Louisville.....	Ky.	Apr. 18, 1877	42 35
C 4451	do.....	Ont.	Apr. 11, 1877	do.....	Ky.	Apr. 18, 1877	42 35
C 4452	do.....	Ont.	Apr. 11, 1877	do.....	Ky.	Apr. 18, 1877	30 50
16098	Philadelphia.....	Pa.	Jan. 3, 1883	Richmond.....	Va.	Jan. 5, 1883	25 00
30587	Emporia.....	Kans.	Sept. 12, 1881	Fort Wingate.....	N. Mex.	Sept. 24, 1881	50 00
16092	Bodie.....	Cal.	Dec. 21, 1883	Virginia City.....	Nev.	Dec. 22, 1883	11 00
C 5155	Port Arthur*.....	Ont.	Nov. 6, 1883	Port Huron.....	Mich.	Nov. 17, 1883	25 00
12849	Cheestertown*.....	Md.	June 14, 1882	Buffalo.....	N. Y.	July 21, 1882	20 00
17826	Waltham*.....	Mass.	Aug. 7, 1882	San Francisco.....	Cal.	Aug. 14, 1882	10 00
4694	Waterproof*.....	La.	Sept. 24, 1883	New Orleans.....	La.	Sept. 27, 1883	50 00
4695	do*.....	La.	Sept. 24, 1883	do.....	La.	Sept. 27, 1883	100 00
60684	New York*.....	N. Y.	Apr. 5, 1882	Chicago.....	Ill.	May 4, 1884	35 29
	14 cases.....						490 84

(b) Orders issued after June 30, 1884.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
11087	Lawler.....	Iowa	July 7, 1884	Jersey City.....	N. J..	July 11, 1884	\$30 00
1449	Mineral Wells.....	Tex.	Aug. 11, 1884	Cisco.....	Tex.	Aug. 20, 1884	15 00
18253	Lampasas.....	Tex.	July 10, 1884	Waco.....	Tex.	July 12, 1884	30 00
58076	Muscataine.....	Iowa	Sept. 22, 1884	Honey Grove.....	Tex.	Oct. 29, 1884	50 00
341	Pilsen.....	Aus.	Aug. 30, 1884	S. W. Station, Chicago.	Ill.	Sept. 24, 1884	9 72
40309	Paris.....	Tex.	Mar. 20, 1885	Denton City.....	Tex.	Mar. 23, 1885	5 00
36110	Quincy.....	Ill.	Apr. 11, 1885	Williamsport.....	Pa.	Apr. 14, 1885	50 00
680	Snohomish.....	Wash.	Aug. 20, 1884	Portland.....	Oreg.	Sept. 9, 1884	15 00
36300	Denver.....	Colo.	Apr. 18, 1885	Colorado Springs.....	Colo.	Apr. 2, 1885	8 00
66766	Atchison.....	Kans.	Apr. 25, 1885	Denver.....	Colo.	Apr. 30, 1885	24 00
3188	Way Cross.....	Ga.	Dec. 13, 1884	Americus.....	Ga.	Dec. 19, 1884	8 00
288	New Market.....	Iowa	Dec. 11, 1884	Kansas City.....	Mo.	Dec. 12, 1884	10 00
74960	Fort Scott.....	Kans.	Nov. 24, 1884	Liberal.....	Mo.	Nov. 25, 1884	4 15
80111	Fortress Monroe.....	Va.	May 29, 1885	Baltimore.....	Md.	June 5, 1885	20 00
3335	Livingston.....	Tenn.	Mar. 10, 1885	Bowling Green.....	Ky.	Mar. 20, 1885	100 00
81607	South Bend.....	Ind.	May 15, 1885	Cincinnati.....	Ohio	May 18, 1885	12 40
56440	Saint Louis.....	Mo.	Aug. 11, 1884	New York.....	N. Y.	Aug. 15, 1885	1 52
22403	Austin.....	Tex.	Feb. 9, 1885	La Plata.....	Mo.	Feb. 12, 1885	18 45
	18 cases.....						411 24
	Total 32 cases.....						911 68

* These 40 cases, amounting to \$1,295.69, alleged to have occurred prior to June 30, 1884, were brought to the attention of the Department after that date.

Convention for an exchange of Money-Orders between the Kingdom of Sweden and the Republic of the United States of America, signed at Stockholm, December 27, 1884, and at Washington, February 17, 1885.

ARTICLE I.

EXCHANGE OF MONEY-ORDERS.

Between the Kingdom of Sweden and the Republic of the United States of America there shall be a regular exchange of Money-Orders.

ARTICLE II.

OFFICES OF EXCHANGE.

1. The Money-Order Service between the two countries shall be performed exclusively by means of offices of exchange.

2. The office of exchange, on the part of the Kingdom of Sweden, shall be Malmö, and, on the part of the Republic of the United States of America, New York, N. Y.

ARTICLE III.

MAXIMUM AMOUNT OF ORDERS.

1. The maximum amount for which a money-order may be drawn in Sweden upon the United States shall be one hundred eighty six (186) Kronor, 50 öre; and the maximum amount for which a money-order may be drawn in the United States on Sweden shall be fifty dollars (\$50.).

2. This maximum of 186 Kronor, 50 öre, respectively 50 dollars, may, however, be increased to three hundred seventy-three (373) Kronor, respectively, one hundred dollars (\$100.) by mutual agreement between the Post-Offices of the two countries, provided the Post-Office Department of the United States of America is authorized, by law, to assent to such an increase.

ARTIKEL I.

UTVEXLING AF POSTANVISNINGAR.

Mellan konungariket Sverige och republiken Amerikas Förenta Stater skall en regelbunden utväxling af postanvisningar ega rum.

ARTIKEL II.

UTVEXLINGSPOSTANSTALTER.

1. Utväxlingen af postanvisningar mellan de båda länderna skall förmedlas genom särskildt dertill utsedda utväxlingspostanstalter.

2. Postkontoret i Malmö är utsedt till utväxlingspostanstalt för konungariket Sverige och postkontoret i New York, N. Y., är utsedt till utväxlingspostanstalt för republiken Amerikas Förenta Stater.

ARTIKEL III.

MAXIMIBELOPP FÖR POSTANVISNINGAR.

1. Det högsta belopp, på hvilket en postanvisning kan utställas i Sverige till de Förenta Staterna, utgör etthundra åttatiossex (186) kronor 50 öre, och det högsta belopp, på hvilket en postanvisning kan utställas i de Förenta Staterna till Sverige, utgör femtio (50) dollars.

2. Detta maximibelopp 186 kronor 50 öre resp. 50 dollars kan likväl, efter öfverenskommelse mellan de båda ländernas Postförvaltningar, höjas till 373 kronor resp. 100 dollars, förutsatt att Postdepartementet i Amerikas Förenta Stater blifvit lagligen bemyndigadt att ingå på en sådan höjning.

ARTICLE IV.

PAYMENT IN GOLD COIN.

Payment, in either country, shall be made in gold coin or its equivalent in the currency of such country.

ARTICLE V.

COMMISSION.

1. The Post-Offices of the respective countries shall each have power to fix from time to time the rates of commission to be charged on all money-orders they may respectively issue.

2. The commission, so charged, to belong to the country of issue; but the Swedish Post-Office shall pay to the Post-Office of the United States three-fourths of one per cent. on the amount of money-orders issued in Sweden and advised to the United States, and the Post-Office of the United States shall make a like payment on the amount of money-orders issued in the United States and advised to Sweden.

3. Such payments to be calculated on the totals of the lists (A) exchanged every quarter of a year by the two countries.

ARTICLE VI.

RATE OF EXCHANGE.

1. The conversion of the money of the two countries shall be in accordance with the average rate of exchange, which, it is agreed, shall be taken at three Kronor, 73 Öre to the gold dollar. *

2. The two offices are, however, authorized to fix by common agreement another rate of conversion, should the course of exchange be

ARTIKEL IV.

UTBETALNING I GULD.

Utbetalningen skall i hvardera landet verkställas i guld eller dess motsvarande värde i annat gångbart mynt.

ARTIKEL V.

POSTANVISNINGSAFGIFT.

1. De bådäländernas Postförvaltningar skola, hvar för sig, ega rätt att fastställa den afgift, som vid olika tider bör af afsändare erläggas för postanvisning, som inom vederbörande land utställas.

2. Denna afgift tillfaller det land, som utställt anvisningen, men det Svenska Postverket skall till Förenta Staternas Postverk betala trefjerdedels procent å sammanlagda beloppet af de postanvisningar, som äro utställda i Sverige, för att utbetalas inom de Förenta Staterna, och på samma sätt skall Förenta Staternas Postverk till det Svenska utgöra enahanda procents utbetalning å beloppet af postanvisningar, utställda i de Förenta Staterna för att utbetalas inom Sverige.

3. Denna procent beräknas å totalsummorna i de förteckningar (A), som för hvar tvektartal utvexlas mellan de båda länderna.

ARTIKEL VI.

MYNTREDUKTION.

1. Reduktionen af de båda ländernas mynt verkställs efter en öfverenskommen medelvexelkurs af tre kronor 73 öre för en dollar i guld.

2. De båda Postförvaltningarna kunna likväl gemensamt öfverenskomma om äfven annan kurs för myntförvandlingen, derest vaxel-

tween the two countries renders such a step necessary.

3. No account shall be taken of any fraction of a cent or of 4 Öre.

ARTICLE VII.

PARTICULARS TO BE OBSERVED FOR A MONEY-ORDER.

1. No money-order shall be issued, unless the remitter furnish, in full, the sur-name, and at least the initial of one christian name both of the remitter and of the payee; or, the name of the firm or company who are the remitters or the payees; together with the exact address of the person or firm to whom the money is to be paid; and the address of the remitter.

2. The Post Office of the addressee shall be given with the greatest possible accuracy and, for money-orders to Sweden, the government and, for money-orders to the United States, the State and if possible the county, within which the Post-Office of the addressee is situated, shall be specially indicated.

ARTICLE VIII.

DUPLICATE ORDERS.

1. In the event of a money-order miscarrying or being lost, a duplicate shall be granted by the chief office of the country of payment, on written application being made by the payee.

2. On the receipt of a similar application from the payee, instructions shall be given to stop payment of a money-order.

ARTICLE IX.

ALTERATIONS IN NAMES OF PAYEES.

Corrections of errors in the names of payees shall be effected by the chief office of the country of issue at the request of the remitter.

kursen mellan de båda länderna skulle gifva anledning till vidtagande af en dylik åtgärd.

3. Bråktal af en cent och belopp af mindre än 4 öre tagas ej i beräkning.

ARTIKEL VII.

SÄRSKILDA FÖRESKRIFTER RÖRANDE POSTANVISNINGAR.

1. Ingen postanvisning får utställas, med mindre afsändaren angifver hela tillnamnet och åtminstone begynnelsebokstafven till ett af förnamnen såväl å afsändaren som å emottagaren eller namnet på den firma eller det bolag, som är afsändare eller emottagare, tillika med den fullständiga adressen å den person eller firma, till hvilken anvisningen skall utbetalas, äfvensom afsändarens adress.

2. Adressorten bör uppgifvas så noga som möjligt och dervid särskildt utsättas, för postanvisningar till Sverige, det län och, för postanvisningar till Förenta Staterna, den stat och om möjligt den krets, inom hvilket eller hvilken adressorten är belägen.

ARTIKEL VIII.

POSTANVISNINGSDUPLETT.

1. I händelse en anvisning blifvit felsänd eller förkommit, skall af utväxlingspostkontoret i det land, der anvisningen är betalbar, på skriftlig anhållan af adressaten, utställas en duplettanvisning.

2. Vid emottagande af en dylik framställning af adressaten, skall meddelas föreskrift att inställa den ursprungliga anvisningens betalning.

ARTIKEL IX.

RÄTTELSE AF FELAKTIGHETER RÖRANDE ADRESSATENS NAMN.

Rättelser af felaktigheter i afsende å adressatens namn skola, på begäran af afsändaren, verkställas af utväxlingspostkontoret i det land, hvarifrån anvisningen utgått

ARTICLE X.

REPAYMENT OF ORDERS.

1. Repayment of an order shall not, in any case, be made, until it has been ascertained from the chief office of the country where such order is payable that the order has not been paid.

2. At the end of every quarter, each postal administration shall show, in a list similar to Form B, annexed, the particulars of all orders which it has been authorized to repay to the original remitters; and the total amount of such list, which for this purpose shall be transmitted to the accounting department of the General Post Office at Stockholm, shall be entered to the credit of such administration in the account mentioned in Article XVII.

ARTICLE XI.

UNPAID MONEY-ORDERS.

1. Money-orders, which shall not have been paid within twelve calendar months from the month of issue, shall become void. The sums received from such money-orders shall accrue to and be at the disposal of the country of origin.

2. The Swedish office shall, therefore, enter in the quarterly account (Article XVII.) to the credit of the United States, all money-orders entered in the lists received from the United States, which remain unpaid at the end of the period specified.

3. On the other side, the Post-Office Department of the United States shall, at the close of each quarter, transmit to the Swedish office, for entry in the quarterly account, a detailed statement of all orders included in the lists despatched from the Swedish office, which under this Article become void.

ARTIKEL X.

ÅTERBETALNING.

1. Återbetalning af ett anvisningsbelopp eger icke under någon omständighet rum, med mindre än att från utvexlingspostkontoret i det land, der anvisningen är betalbar, ingått underrättelse att anvisningen ej blifvit inlöst.

2. Vid slutet af hvarje kvartal skall hvardera Postförvaltningen lemna en detaljerad förteckning, i enlighet med bifogade formulär B, å alla postanvisningar, som samma Förvaltning bemyndigats att återbetala till anvisningarnas afsändare, och totalsummorna af dessa förteckningar, som för sådant ändamål skola till Generalpoststyrelsens kameralbyrå i Stockholm insändas, krediteras vederbörande Postverk i afräkningen, omnämnd i artikel XVII.

ARTIKEL XI.

OBESTÄLLBARA POSTANVISNINGAR.

1. Anvisning, som icke infriats inom tolf kalendermånader, den månad oräknad, under hvilken anvisningen utstälts, upphör att vidare gälla. Beloppet för en sådan postanvisning skall tillgodoföras och förblifva till disposition af afsändningslandet.

2. Svenska Postförvaltningen skall derföre i kvartalsafräkningen (art. XVII) kreditera Förenta Staterna för alla de postanvisningar, som, uppförda å förteckningarna från Förenta Staterna, förblifvit oinlösta vid utgången af nämnda tidsperiod.

3. Å andra sidan skall Förenta Staternas Postdepartement vid slutet af hvarje kvartal till Svenska Postförvaltningen, för intagande i afräkningen, öfversända en specificerad uppgift å alla de postanvisningar, som, uppförda å förteckningarna från Svenska Postverket, blifvit obetalbara enligt bestämmelserna i denna artikel.

ARTICLE XII.

LISTS OF MONEY-ORDERS.

1. The two Offices of Exchange shall communicate to each other by every starting Mail the sums received in each of the two countries for payment in the other. They shall use, for this purpose, the form of List A, annexed.

2. Money-orders issued in Sweden towards the end of June, and in the United States towards the end of December, and not reaching the respective offices of exchange until the first days of the following month, shall be entered and communicated to the office of exchange of the country to which they are sent, on separate lists, supplementary to the ordinary lists, dated the last of the month in which the sums were received.

3. A blank list shall be transmitted when there are no receipts to be advised.

ARTIKEL XII.

POSTANVISNINGSFÖRTECKNINGAR.

1. De båda utväxlingspostkontoren skola med hvar afgående post meddela hvarandra uppgifter af de belopp, som inom hvardera af de båda länderna emottagits till utbetalning i det andra landet. De skola i sådant ändamål använda här bifogade formulär A.

2. Postanvisningar, som blifvit utställda i Sverige mot slutet af juni månad och i Förenta Staterna mot slutet af december månad och som ej ankomma till vederbörande utväxlingspostkontor förr än de första dagarne af månaden derefter, skola uppföras å samt meddelas emottagande landets utväxlingspostkontor genom särskilda tilläggsförteckningar, som dateras för sista dagen i den månad, under hvilken beloppen blifvit emottagna.

3. Finnes för en dag ej något anvisningsbelopp att å förteckningen införa, afsändes för denna dag en vakatförteckning.

ARTICLE XIII.

INTERNATIONAL NUMBERS.

Every money-order or receipt of money entered upon the lists shall bear a number, to be called the "International number", commencing each month with No. 1.

ARTICLE XIV.

ACKNOWLEDGMENT OF LISTS.

DUPLICATES OF LISTS.

1. The receipt of each list shall be acknowledged, on either side, by means of the first subsequent list forwarded in the opposite direction, and the list which shall fail to be received shall be immediately applied for by the office of exchange to which it should have been sent.

ARTIKEL XIII.

INTERNATIONELT NUMMER.

Hvarje postanvisning likasom hvarje postanvisningsbelopp, som blifvit i förteckningen infördt, förses med ett nummer, som får benämningen af internationelt nummer och börjar med n : r 1 för hvar månad.

ARTIKEL XIV.

BESVARING.

FÖRTECKNINGSDUPLETT.

1. Erkännande af emottagen förteckning skall å ömse sidor meddelas å den näst derefter i motsatt riktning afsända förteckningen; och skulle för någon dag dylik förteckning saknas, anmäles genast förhållandet af det utväxlingspostkontor, som bort erhålla förteckningen.

2. The despatching office of exchange shall, in such case, transmit without delay, to the receiving office of exchange, a duplicate list, duly certified as such.

2. I sådant fall skall afsändande utvexlingspostkontoret utan dröjsmål till emottagande utvexlingspostkontoret öfversända en duplett-förteckning, som förses med anteckning om den sammans beskaffenhet af duplett.

ARTICLE XV.

ARTIKEL XV.

VERIFICATION OF LISTS.

FÖRTECKNINGARNAS GRANSK- NING.

1. The lists shall be carefully verified by the office of exchange to which they are sent; and, when they contain simple errors, shall be corrected.

1. Förteckningarna skola omsorgsfullt granskas af emottagande utvexlingspostkontoret, som eger att rätta dem, ifall de innehålla uppenbara felaktigheter.

2. The correction shall be communicated to the despatching office of exchange in the acknowledgment of the receipt of the list on which the corrections were made.

2. Rättelserna skola meddelas afsändande utvexlingspostkontoret vid besvaringen af den förteckning, hvori rättelserna blifvit gjorda.

3. When the list shall disclose other irregularities, the receiving office shall require an explanation from the despatching office of exchange, which shall give such explanation with as little delay as possible.

3. Skulle en förteckning förete andra felaktigheter, tillhör det emottagande utvexlingspostkontoret att begära en förklaring af afsändande utvexlingspostkontoret, som bör afgifva samma förklaring så fort ske kan.

4. In the meantime, the issue of internal money orders, relating to the entries on the list found to be irregular, shall be suspended.

4. Under tiden uppskjutes med affärdandet till orter inom riket af postanvisningar, å hvilka anteckningarna i den felaktiga förteckningen hafva afseende

ARTICLE XVI.

ARTIKEL XVI.

INTERNAL MONEY-ORDERS TO BE PREPARED.

UTSTÄLLANDE AF INRIKES POST- ANVISNINGAR.

As soon as the lists shall have reached the receiving office of exchange, that office shall prepare internal money orders in favor of the payees and for the amounts specified in the lists, and shall forward them to the payees, or, to the paying office in conformity with the arrangements existing in each country for regulating the payment of money-orders.

Så snart en postanvisningsförteckning inkommit till emottagande utvexlingspostkontoret, utställer detta postkontor inrikes postanvisningar till adressaterna för de i förteckningen specificerade belopp samt afsänder anvisningarna till adressaterna eller till vederbörande utbetalande postanstalter i enlighet med de bestämmelser, som inom hvardera landet gälla för utvexling af inrikes postanvisningar.

ARTICLE XVII.

ACCOUNTS.

1. The Swedish office shall at the close of every quarter prepare an account showing:

1. The totals of the lists of the quarter which have been exchanged between the two Post-Offices (Article XII.), with addition of the commission mentioned in Article V.;

2. The totals of the lists of money-orders which the despatching office has been authorized to repay to the remitter (Article X.);

3. The totals of the money-orders which in the two countries have not been paid (Article XI.);

4. The balance which in conformity with the account has to be paid by either office.

2. Such account, which shall be in conformity with Form C, annexed, shall be transmitted, in duplicate, by the Swedish office to the Post-Office Department of the United States, which shall return one copy of the account duly accepted.

ARTICLE XVIII.

PAYMENT OF BALANCE.

1. When the Swedish office has to pay to the office of the United States the balance of the account, it shall pay such balance at the same time that it sends the account, which shall be as soon as possible, and at the latest within the close of the quarter, immediately following that which the Account concerns.

2. A similar course shall be followed by the Post-Office Department of the United States when it returns the duplicate of the account accepted. This return shall be made as soon as possible and at

ARTIKEL XVII.

AFRÄKNINGAR.

1. Vid slutet af hvarje kvartal skall af Svenska Postverket upprättas en afräkning, upptagande:

1:o) slutsummorna af de samma kvartal tillhörande postanvisningsförteckningar som utvexlats mellan de båda Postverken (art. XII.), med tillägg af den i art V omnämnda provision.

2:o) slutsummorna å förteckningarna öfver postanvisningar, som afsändande Postverket bemyndigats att till afsändare återbetala (art. X.);

3:o) totalbeloppen för de postanvisningar, som inom hvardera landet förblifvit obeställbara (art. XI.); och

4:o) det saldo, som på grund af afräkningen för det ena eller andra Postverket uppkommit.

2. Denna afräkning, som skall upprättas i enlighet med här bilagda formulär C., skall af Svenska Postverket öfversändas i två exemplar till Förenta Staternas Postverk, som återsänder det ena exemplaret, behörigen attesteradt.

ARTIKEL XVIII.

SALDOT AF EN AFRÄKNING.

1. När Svenska Postverket har att till Förenta Staternas Postverk betala afräkningens saldo, skall denna betalning äga rum samtidigt med öfversändandet af afräkningen, som bör äga rum så fort ske kan och senast inom utgången af kvartalet näst efter det afräkningen afser.

2. Enahanda förtarande skall iakttagas af de Förenta Staternas Postverk, när det samma återsänder det andra exemplaret af afräkningen, försedt med dess attestering. Detta återsändande bör

the latest within thirty days after the reception of the accounts.

3. The payment of the balance shall be made at Stockholm, when it is to the credit of Sweden; and at Washington, when it is to the credit of the United States; and always in the money of the country to which payment is made without any deduction for the last-mentioned country; and all expenses in the matter shall be at the charge of the debtor Post-Office.

4. Should on any occasion one of the Post-Offices be creditor of the other for paid money-orders amounting to a total exceeding 20,000 Kronor, the creditor office shall have the right to require a prepayment or provisional liquidation which may amount to three-fourths of the sum of the debt. In such case the payment shall follow immediately.

5. In the event of the balance of an account not being paid within the time specified in 1 and 2 above, the amount of such balance shall be chargeable with interest from the date of the stipulated period until the day of the transmission of the amount due. Such interest shall be computed at the rate of five (5) per cent. per annum, and is to be entered in the accounts next following as a debit against the dilatory administration.

ARTICLE XIX.

ADDITIONAL RULES.

1. The Postmaster General in each country shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for the greater security against fraud, or, for the better working of the system generally.

2. All such additional rules, however, must be communicated to the Postmaster General of the other country.

verkställas så fort ske kan och senast inom tretio dagar efter afräkningens emottagande.

3. Betalningen af det uppkommande saldöt skall fullgöras i Stockholm, då det samma utfaller till förmån för Sverige, och i Washington, då det utfaller till förmån för Förenta Staterna, samt alltid ega rum i det fordringsegande landets mynt, utan något afdrag för sistnämnda land; åliggande alla omkostnaderna härvid det skuldegende Postverket.

4. Skulle vid något tillfälle det ena Postverket finna sig ega fordran för inlösta postanvisningar af det andra till belopp af mer än 20,000 kronor, är samma Postverk berättigadt att fordra en afbetalning eller provisorisk saldering intill tre fjerdedelar af fordringsbeloppet. I sådant fall skall likvid omedelbart följa.

5. Dersaldöt af en afräkning icke varder godtgjordt inom utgången af den tid, som i mom. 1 och 2 här ofvan finnes bestämd, skall för saldöts belopp erläggas ränta från nämnda tid intill den dag likvid sändes. Denna ränta beräknas efter fem (5) procent för år och påföres i nästpåföljande afräkning det Postverk, som icke fullgjort betalningen inom den bestämda tiden.

ARTIKEL XIX.

TILLÄGGSBESTÄMMELSER.

1. Hvardera landets Generalpostdirektör eger rättighet att, till större säkerhet mot bedrägerier eller till underlättande af systemets utförande i allmänhet, fastställa en eller annan tilläggsbestämmelse, som dock ej får stå i strid med ofvan anförda bestämmelser.

2. Alla sådana tilläggsbestämmelser skola omedelbart delgifvas det andra landets Generalpostdirektör.

ARTICLE XX.

POWER TO INCREASE COMMISSION,
OR, TO SUSPEND ISSUE OF OR-
DERS.

Should it appear, at any time, that money-orders are used by mercantile men or other persons in Sweden, or, in the United States, for the transmission of large sums of money, the Swedish office, or, the Post-Office Department of the United States, as the case may be, shall consider the propriety of increasing the commission; and shall have power even for a time wholly to suspend the issue of money-orders.

ARTICLE XXI.

COMMENCEMENT AND TERMINA-
TION OF CONVENTION.

This Convention shall come into operation on the 1st day of April, 1885, and shall be terminable on a notice, by either party, of six calendar months.

Done in duplicate and signed at Stockholm this 27th day of December, 1884 and at Washington this 17th day of February, 1885.

WILHELM ROOS. FRANK HATTON.
Seal.) (Seal.)

ARTIKEL XX.

RÄTTIGHET ATT INSTÄLLA POST-
ANVISNINGSRÖRELSEN.

Skulle det någon gång visa sig att postanvisningar anlitas af handlande eller andra personer i Sverige eller i de Förenta Staterna för öfversändande af större penningesummor, står det Svenska eller Förenta Staternas Postförvaltning, efter omständigheterna, fritt att besluta höjandet af postanvisningsafgiften eller att till och med för någon tid inställa postanvisningsrörelsen.

ARTIKEL XXI.

AFTALET'S TRÄDANDE I KRAFT
OCH DESS VARAKTIGHET.

Detta aftal skall träda i kraft den 1 april 1885 och upphöra att gälla sex kalendermånader efter skedd uppsägning å någondera sidan.

Utfärdadt i två exemplar och underskrifvet i Stockholm den 27 dagen i december 1884 och i Washington den 17 dagen i februari 1885.

WILHELM ROOS. FRANK HATTON.
(Sigill.) (Sigill.)

I hereby approve the foregoing Convention and in testimony thereof I have caused the seal of the United States to be hereunto affixed.

(Seal.)

CHESTER A. ARTHUR.

By the President :

FRED'K T. FRELINGHUYSEN,
Secretary of State.

WASHINGTON, *February 18th, 1885.*

C.

.....kvartalet 18..

Afräkning öfver utveezlingen af postanvisningar mellan Sverige och Amerikas Förenta stater.

Fordringar för Sverige.	Belopp.		Fordringar för Förenta Staterna.	Belopp.	
	Kr.	öre.			öre.
För postanvisningar från de Förenta Staterna till Sverige, enligt postanvisningsförteckningarna (A)			För postanvisningar från Sverige till de Förenta Staterna, enligt postanvisningsförteckningarna (A)		
$\frac{1}{2}$ procent å förenämnda belopp ...			$\frac{1}{2}$ procent å förenämnda belopp ...		
För återbetalade postanvisningar till afsändare i Sverige, enligt förteckningarna (B)			För återbetalade postanvisningar till afsändare i de Förenta Staterna, enligt förteckningarna (B)		
För obeställbara postanvisningar från Sverige till de Förenta Staterna, enligt gjorda meddelanden.			För obeställbara postanvisningar från de Förenta Staterna till Sverige, enligt sammandrag		
Summa kredit för Sverige ...			Summa kredit för Förenta Staterna		
Saldo tillkommande de Förenta Staterna			Saldo tillkommande Sverige		
	Doll.	c.			
Förvandladt i amerikanskt mynt..					
Stockholm den.....18....					

C.

.....Quarter 18.....

Statement of the Result of the Exchange of Money-Orders between the Kingdom of Sweden and the United States of America.

To credit of Sweden.	Amount.		To credit of United States.	Amount.	
	Kr.	Örs.		Kr.	Örs.
Orders issued in the United States and payable in Sweden, as per Lists of Money-Orders (A)			Orders issued in Sweden and payable in the United States, as per Lists of Money-Orders (A)		
Commission, at three-fourths of one per cent. on above			Commission, at three-fourths of one per cent. on above		
Repaid Orders to Remitters in Sweden, as per Lists (B)			Repaid Orders to Remitters in the United States, as per Lists (B)		
Unpaid Money-Orders from Sweden to United States, as per information			Unpaid Money-Orders from United States to Sweden, as per information		
Total credit to Sweden			Total credit to United States		
Balance due to United States			Balance due to Sweden		
	<i>Dolls.</i>	<i>Cts.</i>			
Converted in money of United States					
Stockholm					

Convention for the exchange of money orders between the Post Office Department of the United States of America and the general Post Office of the Empire of Japan.

ARTICLE 1.

There shall be a regular exchange of money orders between the Empire of Japan and the United States of America.

ARTICLE 2.

The amounts of orders in both directions shall be expressed in United States money, and on account of the frequent fluctuations in the rate of exchange between the two countries it is agreed that all amounts shall be converted into their proper equivalents by the Japanese Post Office; that is to say, the sums received by the Japanese Post Office for orders drawn on the United States shall be converted at the time of issue into United States money at the current rate of exchange, and the amounts of orders drawn in the United States on Japan shall, in like manner, be rendered by the Japanese Post Office into the currency of Japan at the current rate of exchange on the day of the arrival of the exchange list.

ARTICLE 3.

The maximum amount for which a money-order may be drawn in either country upon the other shall be Fifty dollars.

ARTICLE 4.

No money-order shall contain a fractional part of a cent.

ARTICLE 5.

The amounts of money-orders shall be deposited by the remitters, and paid to the payees in gold coin, or in any other legal money of the same current value.

However, in case there should be in circulation, in either country, a paper currency, of legal tender, but of less value than gold, the Administration of that country shall have the right to receive and employ the same in its relations with the public, taking into account the difference of value.

ARTICLE 6.

The General Post Office of Japan, and the Post Office Department of the United States shall each have power to fix, from time to time, the rates of commission to be charged on all money-orders they may respectively issue. This commission shall belong to the issuing Postal Administration, but the General Post Office of Japan shall pay to the Post Office Department of the United States three fourths of one per cent. ($\frac{3}{4}$ of 1%) on the amount of orders issued in Japan and payable in the United States; and the Post Office Department of the United States shall make a like payment to the General Post Office of Japan for money-orders issued in the United States and payable in Japan.

ARTICLE 7.

No money-order shall be issued unless the applicant furnish, in full, the surname, and at least the initial of one Christian name, both of the remitter and the payee, (or the corresponding names in the case of na-

tives of Japan;) or the name of the firm, or company, who are the remitters or payees, together with the address of the remitter and that of the payee.

If, however, any applicant for a money-order shall tender the name of either the remitter or payee at greater length, such particulars shall be received and the List shall be made out accordingly.

ARTICLE 8.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of the Offices of Exchange. On the part of Japan the Office of Exchange shall be Tokio, and on the part of the United States, San Francisco, California.

ARTICLE 9.

The particulars of all money-orders drawn in the United States upon Japan shall be entered at the Exchange Office, San Francisco, in a list similar to the form marked "A" (in the Appendix,) in which shall be shown the amount of each order in United States money, which list, after having received the impression of the San Francisco date stamp, shall be forwarded to the General Post-Office at Tokio, where it shall be impressed with the date stamp of that office, and where the requisite arrangements for effecting payment of the orders shall be carried out.

In like manner, the particulars of money-orders drawn in Japan, upon the United States, shall be entered at the General Post-Office, Tokio, in a list similar to the form marked "B," in which shall be shown the amount of each order in the money of both countries, which list, after having received the impression of the date stamp of that office, shall be forwarded to the exchange Office of San Francisco, where it shall receive the impression of the date stamp in use at that office, and where the necessary arrangements for effecting payment of the orders shall be carried out. Each list, as well as the entries in the list, dispatched shall be numbered consecutively, 1, 2, 3, 4, 5, &c., in the order of dispatch, and the receipt of each list shall be acknowledged, on either side, by means of the first subsequent list forwarded in the opposite direction.

Such a list shall be transmitted by each mail dispatched from either country to the other, and in order to prevent inconvenience in case the original lists should be lost, each office shall forward by the following mail a duplicate of the list sent by the preceding mail.

Should it happen that, on the day when the list is to be dispatched, there are no orders to be communicated for payment, the list must nevertheless be sent. But, in that event, the Exchange Office will write across the list the words, "No money-orders."

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 San Francisco 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 Japan during the quarter ending June 30th, of each year, which may arrive at the Exchange Office of Tokio in the following quarter, shall be entered on lists supplementary to the last list of the month of June.

ARTICLE 10.

As soon as the list of the dispatching office shall have reached the receiving office of exchange, the latter shall make out internal money-orders in favor of the payees for the amounts specified in the list, and shall forward them, free of postage, to the addressees, or to the offices of destination in conformity with the regulations existing in each country for the payment of money-orders.

When the lists shall show irregularities which the receiving office shall not be able to rectify, that office shall demand an explanation from the dispatching office which shall give such explanation with as little delay as possible. Pending the receipt of the explanation, the issue of domestic money-orders of payment relating to the entries found to be erroneous in the list should be suspended.

One copy of each Exchange List shall be returned by the receiving Exchange Office to the dispatching Exchange Office, but, before returning such copy the receiving Exchange Office shall enter therein the names of the respective offices of payment of the orders enumerated in the list, and, in the lists from the United States returned by the Japanese Office the latter office shall also enter the amount of each order in Japanese money according to the conversion made by it.

ARTICLE 11.

The orders issued by each country on the other shall be subject, as regards payment, to the regulations which govern the payment of domestic orders in the country of destination.

It is agreed that all money-orders paid in either country shall be retained in the country in which they are paid.

ARTICLE 12.

When it is desired that any error in the name of the payee, or remitter shall be corrected, or that the amount of a money-order shall be repaid to the remitter, application must be made by the remitter to the Postal Administration of the country in which the order was issued.

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 13.

Repayment, whether of an original, or by means of a duplicate order, shall not be made to the remitter until it has been ascertained, through the Postal Administration of the country where such order is payable, that the order has not been paid, and shall not be paid in the office of payment.

ARTICLE 14.

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 General Post-Office of Japan, 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.

On the other hand, the Post Office Department of the United States shall, at the close of each month, transmit to the General Post Office of Japan, 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 15.

At the close of each quarter an account shall be prepared at the General Post Office, Tokio, 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 Japan, be paid at New York, in the money of the United States, at the same time that it transmits the account, and if due by the Post Office Department of the United States, it shall be paid, at the same time that it returns the accepted copy of the account by means of a bill of exchange on Yokohama, for as much, in the local currency of Japan, as can be obtained at the market rate, for the balance due Japan in United States money. For 'his quarterly account forms shall be used in exact conformity with the patterns "C," "D," and "E" in the appendix.

If, pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding Five Thousand Dollars (\$5,000), the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

ARTICLE 16.

The Postmaster General, in either 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 communicated to the Postmaster General of the other country.

ARTICLE 17.

Should it appear that money-orders are used by mercantile men, either in Japan or in the United States, for the transmission of large sums of money, the Japanese or United States Postal Administration, as the case may be shall have the power of increasing the commission, and even of wholly suspending, for a time, the issue of money-orders.

ARTICLE 18.

This Convention shall come into operation on the first day of October, 1885, 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 eighteenth day of April, 1885, and in Tokio on the 23rd day of 5th month of 18th year of Meiji, (the 23rd day of May, 1885.)

WM. F. VILAS,

Postmaster General of the United States of America.

[Seal of the Post-Office Department of the United States of America.]

YOSHIO KUSAKA,

Acting Postmaster General of Japan.

[Seal of the Post-Office Department of Japan.]

A.

MONEY-ORDER OFFICE,
San Francisco, Cal.,....., 188 .

SIR: I have received your List No....., relative to money-orders issued in the Empire of Japan, and payable in the United States of America.

In return, I transmit to you a detailed account of the amount received for orders issued in the United States, and payable in Japan, the particulars of which have reached this office since the dispatch of my previous List No.....

Awaiting an acknowledgment of the present List,

I have the honor to be, sir, your obedient servant,

.....,
Postmaster.

To,
General Post-Office, Tokio.

A.

GENERAL POST-OFFICE,

Tokio, 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 the Empire of Japan, amounting in the aggregate to \$.....

The said List was found to be correct with the following exceptions:

.....
.....
.....
.....

I have the honor to be, sir, your obedient servant,

To the POSTMASTER,
Money-Order Exchange Office, San Francisco, Cal.

B.

GENERAL POST-OFFICE,
Tokio, 188 .

SIR: I have received your List No., relative to money-orders issued in the United States of America, and payable in the Empire of Japan.

In return, I transmit to you a detailed account of the amounts received for orders issued in Japan, and payable in the United States, the particulars of which have reached this Office since the dispatch of my previous List No.

Awaiting an acknowledgment of the present List,

I have the honor to be, sir, your obedient servant,

To the POSTMASTER,
Money-Order Exchange Office, San Francisco, Cal.

B.

MONEY-ORDER OFFICE,
San Francisco, Cal., 188...

SIR: I have examined this List of money-orders from No. to No., inclusive,
for sums received in the Empire of Japan for payment in the United States, amounting in the aggregate to \$

The said List was found to be correct with the following exceptions:

.....
.....
.....
.....

I have the honor to be, Sir, your obedient servant,

.....
Postmaster.

To
General Post Office, Tokio.

REPORT
OF THE
SUPERINTENDENT OF FOREIGN MAILS
TO THE
POSTMASTER-GENERAL
FOR
1885.

REPORT
OF
THE SUPERINTENDENT OF FOREIGN MAILS.

WASHINGTON, D. C., *November 20, 1885.*

SIR: I assumed the duties of Superintendent of Foreign Mails on the 1st of April last, and have the honor to submit the following report of the operations and business of this office for the fiscal year ended June 30, 1885.

The office of foreign mails was established by the act of July 27, 1868, "for the more efficient management of the increased postal business connected with the foreign mail service"; and to it, under the current regulations of the Department, are assigned "all foreign postal arrangements and correspondence connected with the foreign mail service and the supervision of the ocean mail steamship service." (See page 41, Postal Laws and Regulations.)

Under this assignment the office of foreign mails has the supervision of all details connected with the exchanges of mails for foreign countries, including arrangements for the ocean transportation of all mails from the United States, and the preparation of postal treaties and conventions; the instruction of postmasters at exchanging offices in regard thereto; the decision, in the cases of doubt, of the classification of all mailable matter addressed abroad; and the fixing of the rates to be credited to this Department by foreign countries for transportation through the United States of their mails for other countries.

It conducts the correspondence with foreign countries, sends to and receives from them documents of all kinds, such as annual and special reports, maps, postal guides, and statistics, which are placed on file convenient for ready reference.

Letters and documents in foreign languages received in the Department are referred to this office for translation, and to it are referred, for reply, inquiries of all kinds relative to our international postal service, whether from foreign postal officials or from private citizens at home or abroad.

The blank forms prescribed by international conventions for use in exchange of mails are prepared by this office and issued to postmasters on their requisitions.

A schedule of the sailings of mail steamers is prepared monthly, showing the sailing date of, and the mails conveyed by, each vessel, of which 2,200 copies are sent out to foreign Governments and various private citizens throughout the world.

An account is kept of each vessel or line carrying mails from the United States, and all orders for payment of sums due for such service are prepared quarterly in this office.

Total weight of mail sent from the United States by sea to foreign countries during the fiscal year ended June 30, 1885.

Countries.	Letters.	Papers.	Countries.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>		<i>Grams.</i>	<i>Grams.</i>
Cuba	3,461,865	22,559,081	Argentine Republic ..	414,487	6,021,898
Porto Rico	823,855	3,607,357	Costa Rica	169,850	2,588,183
Mexico	907,564	7,971,895	St. Pierre and Miquel-		
Hawaiian Islands	1,656,521	17,753,253	on	224,853	2,549,133
United States of Co-			Tahiti and Marquesas ..	54,944	1,015,113
lombia	1,440,328	14,617,880	Turk's Islands	28,035	295,722
Japan	1,375,465	16,245,878	Uruguay	139,415	2,102,158
Hong-Kong	1,241,925	5,070,796	Paraguay	3,375	38,801
Brazil	837,774	9,475,106	New Caledonia	4,188	95,948
Shanghai	2,200	2,800,152	Barbadoes	3,050	20,870
Bermuda	603,185	5,060,667	England	89,723,917	422,918,376
Jamaica	492,880	5,749,082	Austria	6,789,025	16,810,796
Chili	652,160	11,068,789	Belgium	1,970,165	11,029,535
Windward Islands	730,900	7,324,305	Denmark	3,346,560	6,977,048
Peru	506,197	10,636,787	France	11,907,963	59,158,214
Venezuela	532,580	5,952,257	Germany	52,138,628	179,055,342
Newfoundland	410,474	3,671,445	Italy	7,112,917	19,832,550
Hayti	256,460	2,796,007	Netherlands	2,274,000	8,382,694
St. Thomas	224,853	2,549,133	Norway	6,243,755	11,829,370
Honduras	324,305	3,130,506	Portugal	790,225	2,199,075
Guatemala	392,062	5,144,614	Russia	3,924,880	6,836,582
Salvador	194,866	2,795,719	Sweden	1,574,755	9,206,010
Ecuador	192,311	2,594,772	Switzerland	11,133,785	33,169,475
Curacao	242,290	1,030,669	Switzerland	4,269,630	19,360,446
Bahamas	215,255	2,285,020	Turkey	453,750	5,437,955
San Domingo	158,545	2,777,046	Total	222,267,094	1,004,062,036
Nicaragua	103,846	3,092,046			

The following table shows the percentage of the correspondence dispatched by countries:

Countries.	Percentage of letters and postal cards.	Percentage of prints and samples.	Countries.	Percentage of letters and postal cards.	Percentage of prints and samples.
Great Britain	40.37	42.09	Hawaiian Islands, Japan,		
Germany	23.46	17.82	Hong-Kong, Shanghai,		
France	5.42	5.80	Tahiti, Marquesas Isl-		
Sweden	5.01	3.22	ands, New Caledonia,		
Italy	3.20	1.98	Cochin China, Straits		
Austria	3.05	1.68	Settlements, Java	1.96	4.28
Norway	2.80	1.17	United States of Colom-		
Switzerland	1.92	1.93	bia	1.23	3.23
Russia	1.77	.68	Central American coun-		
Denmark	1.50	.69	tries		4.66
Netherlands	1.02	.84	Brazil and other South		
Belgium .....	.85	1.09	American countries	1.48	.79
Spain .....	.70	.92	Mexico .....	.40	.62
Portugal .....	.35	.22	Newfoundland, St.		
Turkey .....	.20	.54	Pierre, and Miquelon ..	.28	
China	1.55	2.25			
Porto Rico and other					
West Indies	1.48	3.32			

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 year amounted to \$331,903.24 (including \$4,723.83 paid to the Panama Railway Company for isthmus transit of mails, heretofore paid to the British administration, and \$516.62 for inward mails from the United States consul at Shanghai and from non-conventional colonies). Of the total of \$331,903.24, \$270,908.72 were for the transatlantic service (exclusive of \$5,872.53, the amount credited to France in the

quarterly accounts with the French postal administration for the conveyance of United States mails during the year by French contract packets from New York to Havre), \$22,124.44 for the trans-Pacific, and \$38,870.08 for the West Indian, Mexican, Canadian, Newfoundland, and Central and South American services.

The total amount actually paid to steamship companies for the conveyance of United States mails to foreign countries during the fiscal year ended June 30, 1885, was, therefore, \$326,735.18.

The transit and postage accounts relative to the exchanges of the year, as far as settlement has been made, show that \$104,797.80 have been allowed other administrations, and this Department has received credit for the sum of \$140,302.46, of which \$81,681.36 represents the credit by the British office for the territorial transit between San Francisco and New York of British and Australian closed mails during the fiscal year ended June 30, 1885.

The expenditures (chargeable to the foreign mail service) on account of the United States postal agencies at Shanghai, China, and Panama, United States of Colombia, for office rent, clerk hire, portorage of mails, and other miscellaneous items, amounted during the year to \$1,791.63 for the Shanghai agency and \$846.80 for the Panama agency, in all \$2,638.43. From this amount it is proper, however, to deduct the sum of \$310 collected as box rents by the Shanghai agent and debited against him in his accounts with the Department, and \$611.50 for United States postage-stamps sold by him during the fiscal year ended June 30, 1885, leaving the net cost of the two agencies for the year \$1,716.93.

Statement showing the weights of the mails dispatched by sea to countries of the Postal Union, except Canada, during the year ended June 30, 1885, as compared with the weights of similar mails dispatched during the year ended June 30, 1884.

Destination of the mails.	Letters and post cards.			Other printed matter.			Aggregate weight of the mails.	
	Grams.	Pounds.	Per cent.	Grams.	Pounds.	Per cent.	Grams.	Pounds.
Great Britain and Ireland	89,723,917	197,841	40.37	422,918,376	9,325,035	42.09	512,642,293	1,130,376
Germany	52,138,628	114,966	23.46	17,055,342	394,817	17.82	231,193,970	509,783
Other countries of Europe and Asiatic Turkey	61,792,310	136,252	27.80	210,229,720	463,556	20.93	272,022,030	590,808
Other Postal Union countries and colonies	18,612,239	41,040	8.37	192,458,598	424,371	19.16	211,070,837	465,411
Total	222,267,084	490,099	.....	1,004,662,036	2,215,280	.....	1,226,929,130	2,705,379
Decrease as compared with the preceding year		7,790	1.56					
Increase as compared with the preceding year					33,319	1.53		25,527

* The apparent decrease may be accounted for by the fact that mails for Mexico, which were sent by sea during preceding years, were, during the present year, forwarded almost exclusively overland by rail, and by the decrease of emigration and the general depression of business.

Statement showing transatlantic lines and occasional sailings of vessels to foreign countries during the year ended June 30, 1885, weight of the mails, rate and sum paid, and the sea and inland postage estimated at ten and fifteen grams per letter.

Name of line.	Weight of mails.		Sea postage.	Sea and inland postage.	
	Letters.	Papers.		Estimated at 5 cents per 15 grams for letters and 1 cent per 2 ozs. for prints.	Estimated at 5 cents per 10 grams for letters, or three letters to an ounce, and 1 cent per 2 ounces for prints.
	<i>Grams.</i>	<i>Grams.</i>			
White Star Line.....	31,474,062	131,343,457	\$43,047 06	\$131,182 05	\$183,658 70
Inman Line.....	21,509,283	89,298,323	29,365 06	89,539 27	125,388 04
Anchor Line.....	7,050,794	33,739,325	10,959 86	30,250 50	42,001 82
National Line.....	3,151,109	12,582,156	4,255 00	13,020 12	18,271 97
Hamburg-American.....	13,652,898	52,053,265	18,285 04	56,106 38	78,855 11
Cunard Steamship, limited.....	359,239	1,780,114	518 45	1,553 48	2,152 29
Canadian Line.....	40,496,613	156,151,829	54,147 89	166,219 40	233,713 39
Canadian Line.....	172,444	452,879	210 11	665 38	952 77
Liverpool and Great Western.....	17,528,213	70,990,423	23,765 34	72,625 53	101,839 30
North German Lloyd of Bremen.....	65,638,181	247,813,479	87,254 91	268,356 62	377,753 86
American Steamship Company.....	377,615	1,891,715	.....	1,637 05	1,605 58
General Transatlantic.....	2,225,036	13,206,752	.....	10,058 13	13,766 53
Red Star Line.....	15,638	18,161	.....	55 75	81 82
Netherland Steam Navigation Company.....	3,790	71,060	.....	26 84	33 16
Total.....	203,654,855	812,203,438	270,908 72	841,290 19	1,180,074 34

Statement showing miscellaneous foreign lines and occasional sailings of vessels to foreign countries during the year ended June 30, 1885, the number of vessels and trips made, weight of the mails, rate and sum paid, and the sea and inland postage, estimated at 10 and 15 grams per letter.

Foreign lines or vessels.	Number of vessels.		Number of trips made.		Rate of pay.		Weight of mails.		Sea postage.	Sea and inland postage (estimated at 5 cents per 15 grams for letters and 1 cent per 2 ounces for prints).	Sea and inland postage (estimated at 5 cents per 10 grams for letters, or 3 cents per 2 ounces for prints).
			Letters.	Papers.	Letters.	Prints.	Grams.	Grams.			
Red Cross Line, Brazil, &c.	9	15	15	1.00	390,062	6,220,683	2,061 04	2,544 34	3,194 37		
Booth Line, Brazil	6	11	15	1.00	57,484	354,022	234 74	262 41	358 14		
United States and River Plate Line, Argentine Republic	1	1	15	1.00	10,592	204,162	64 12	76 14	93 78		
Barden Tower, Argentine Republic	1	1	15	1.00	17,015	334,315	101 17	123 58	151 91		
New York and Jamaica Mail Line, Jamaica	3	15	5	.50	114,515	1,390,700	244 71	659 85	850 70		
Frank Brothers' Line, West Indies	2	11	5	.50	54,930	741,819	124 59	331 46	423 00		
United States Mail Line, Jamaica, &c.	2	3	5	.50	17,010	208,669	37 13	100 43	129 78		
D-Ira, Jamaica	1	1	5	.50	4,450	66,140	10 68	28 06	35 47		
Ciudad Bolivar Line, Venezuela	3	4	5	.50	5,515	231,655	27 08	64 71	73 59		
Craighill, Venezuela	1	3	5	.50	11,500	123,750	23 03	63 08	82 23		
Atlas Line, Jamaica, &c.	11	64	5	.50	840,930	9,585,172	1,736 45	4,720 13	6,121 62		
Mexican Navigation Company, Mexico	1	8	5	.50	24,930	132,220	30 82	100 54	151 07		
Atlantic and West India Line, Windward Islands	2	13	5	.50	240,725	2,163,466	441 07	1,235 00	1,636 29		
Quebec Steamship Line, Bermuda	6	59	5	.50	1,076,165	10,042,839	2,007 57	5,595 58	7,389 02		
Scott's Line, Windward Islands	3	4	5	.50	18,020	190,897	35 81	98 24	128 28		
Burley, Mexico	1	1	5	.50	830	4,924	1 28	3 75	5 14		
Ramon de Herrera, Cuba	1	1	5	.50	14,050	151,304	28 16	77 09	100 51		
J. J. Dowsett, Hawaii	1	1	5	.50	9,145	115,005	19 92	53 48	68 71		
New York, Newfoundland, and Halifax Line, Newfoundland	3	29	5	.50	28,910	49,950	32 72	107 35	154 51		
Total foreign vessels	57	219			2,937,318	32,311,712	7,208 69	16,254 22	21,148 42		

Statement showing all American lines and occasional sailings of vessels to foreign countries during the year ended June 30, 1888, the number of vessels and trips made, total number of nautical miles traveled, weight of the mails, rate and sum paid, and the sea and inland postage estimated at 10 and 15 grams per letter.

American lines and vessels.	Number of vessels.	Vessels of foreign lines in American register.	Number of trips made.	Total number of nautical miles traveled.	Weight of mails.		Rate of pay.		Sea and inland postage (estimated at 5 cents per 10 grams for letters, or 3 let. cent per 2 ounces for prints).
					Letters.	Papers, &c.	Letters.	Papers.	
Pacific Mail Line:					Grams.	Grams.	Prs. Cent's		
China and Japan	4		18	210,240	2,143,661	14,901,368	5 .50	\$3,506 64	\$13,098 82
Hawaii and New Caledonia	3		13		288,610	5,865,521	5 .50	892 55	1,550 02
Panama, &c.	11		63	319,940	3,789,951	52,673,705	5 .50	8,817 66	29,484 29
Oceanic Steamship Company, Hawaii	2		24	99,792	1,262,277	11,928,675	5 .50	2,369 22	8,697 08
Occidental and Oriental Line, China and Japan	3	2		146,160	1,005,954	9,274,338	5 .50	2,243 77	6,859 81
California and Mexico Steamship Company, Mexico	1		12	36,480	128,147	882,533	5 .50	208 82	817 19
New York, Havana and Mexican Line, Cuba, &c.	9	5	50	117,400	2,393,923	20,181,876	5 .50	4,134 13	15,881 10
New York and Cuba Mail Line, Cuba, &c.	5	5	71	166,708	1,219,310	11,580,883	5 .50	2,698 63	10,012 65
United Line, Hayti	2		17	44,710	7,310,160	3,345,046	5 .50	553 66	1,984 87
Civilized States and Brazil Mail Line, Brazil	3	1	13	134,004	1,046,006	11,516,268	15 11.00	4,210 24	7,536 19
Red D Line, Venezuela, &c.	7	2	34	298,488	7,093,705	6,827,746	5 .50	1,392 94	5,169 04
New Orleans and Central America Line, Nicaragua, &c.	2		15	40,500	14,965	104,025	5 .50	24 50	95 66
Oteri's Pioneer Line, British Honduras	4	2	37	74,000	45,540	387,969	5 .50	229 30	302 95
Morgan Line, Cuba, &c.	4		41	30,500	185,468	347,213	5 .50	212 48	996 49
Tampa Steamship Company, Cuba	1		17	5,100	52,943	22,861	5 .50	53 31	266 87
New Orleans, Honduras, and Guatemala Line, British Honduras	1		5	10,650	21,075	102,460	5 .50	38 91	143 86
Royal Mail Line, British Honduras	3		36	76,680	312,434	2,770,980	5 .50	569 88	2,121 81
Mendoza, Argentine Republic, &c.	1		1	12,578	14,475	213,840	10 .07	70 72	115 22
Kate Croll, British Honduras, &c.	1		1	2,130	4,435	7,810	5 .50	1 17	3 01
Lizrie Henderson, Cuba	1		12	5,600	20,085	2,476	5 .50	10 62	100 89
Christiana, Cuba	1		2	600	7,080	6,676	5 .50	7 76	26 73
Dictator, Cuba	1		2	600	4,450	6,720	5 .50	11 28	26 09
Aaron Kingsland, Cuba	1		3	900	5,828	361	5 .50	5 65	29 18
Total	71	12	499	1,750,760	15,330,720	182,985,289		32,204 87	106,718 64
Total miscellaneous, foreign					2,997,318	32,311,712		7,208 69	21,148 42
Total transatlantic, foreign					203,277,240	810,311,723		270,908 72	1,176,468 76

Statement showing, approximately, the net revenues of the Post-Office Department of the United States on mail matter sent to foreign countries by sea, during the fiscal year ended June 30, 1885, based upon the net weights of mail matter exchanged during that period.

RECEIPTS.

Postage prepaid on 222,267,094 grams of letters, estimated at 15 grams per letter	\$740,890 31
Postage prepaid on 1,004,662,036 grams of printed matter, estimated at 1 cent per each 2 ounces	200,932 40
New Zealand and Australian mails:	
202,975 letter rates, at 12 cents	24,357 00
24,712 letter rates, at 5 cents	1,245 60
699,169 printed matter, at 2 cents	13,983 38
Samoan Islands, 334 letter rates, at 5 cents	16 70
Canadian service, 215,790 letter rates, at 2 cents	4,315 80
Total receipts	\$985,731 19

EXPENDITURES.

Amount paid for sea conveyance	\$331,903 24
Amount paid for intermediary service	104,797 80
United States' share of expense of maintaining the international bureau	756 56
Net cost of maintaining the Shanghai and Panama postal agencies	2,486 43
Interior domestic mail service on 222,267,094 grams of letters, estimated at 2 cents per each 15 grams	296,356 12
Interior domestic mail service on 837,218,364 grams of printed matter, estimated at 1 cent per each 4 ounces	83,721 83
Interior domestic mail service on 167,443,672 grams of samples and business papers, at 1 cent per each 2 ounces	33,488 73
Total expenditures	853,510 71
Net revenue	132,220 48

FOREIGN MAILS STATISTICS.

Estimate of the amount of mail matter exchanged with all foreign countries (including Mexico and Canada, by rail and sea) during the fiscal year ended June 30, 1885, based upon the count of such matter exchanged during seven days of October, 1884, and seven days of April, 1885, 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	35,236,532	25,558,270	60,794,802	9,678,262		.58	.42
Number of unpaid and insufficiently-paid letters	826,612	1,147,349	1,973,961		320,737	.42	.58
Number of free-of-postage letters	145,618	94,612	240,230	51,006		.60	.40
Total number of letters	36,208,782	26,800,231	63,008,993	9,408,531		.67	.33
Total number of single rates	40,971,263	29,736,795	70,708,078	11,234,468		.58	.42
Number of postal cards	1,632,028	1,372,613	3,004,641	259,415		.54	.46
Number of newspapers, other printed matter, and business papers	20,215,250	22,483,730	51,702,980	6,735,620		.56	.44
Number of packets of samples of merchandise	379,180	480,574	859,754		101,394	.44	.56
Number of registered articles	623,654	590,474	1,214,128	33,180		.51	.49
Number of demands for return receipts	12,892	21,221	34,113		8,329	.38	.62
Prepaid postages on letters	\$1,538,098 70						
Prepaid postages on printed matter	575,978 74						
Registration fees paid on packets sent	62,365 40						
Unpaid postages on letters, printed matter, &c	33,100 62	\$110,726 29	\$143,826 91		\$77,625 67	.23	.77

APPROPRIATION REQUIRED FOR FOREIGN MAIL SERVICE. 825

The following amounts are estimated as required to be appropriated for the foreign mail service for the fiscal year ending June 30, 1887:

For the transportation of mails, including railway transit across the Isthmus of Panama, calculated at the rate heretofore paid for said service.	\$350,000 00
For balance 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	100,000 00
Total	450,000 00

If it should be decided to pay to vessels of United States register, for the transportation of mails to foreign countries, the whole amount of the postage collected on the mails conveyed (calculated at the postal-union rates of postage, viz, 5 cents per one-half ounce, or \$1.60 per pound, of letters and post-cards, and 1 cent per two ounces, or 8 cents per pound, of other articles), the above estimate for "the transportation of mails," &c., would be increased from \$350,000 to \$425,000, and the total from \$450,000 to \$525,000. The following is an explanation of the foregoing estimate:

Cost of the ocean service for the past six years:

1880	\$196,684 08
1881	236,602 11
1882	280,163 98
1883	316,358 15
1884	332,221 21
1885	331,903 33

It will be observed that the cost of the ocean service has steadily increased from 1880 to 1884, as follows, viz:

1881 over 1880	\$39,918 03
1882 over 1881	43,561 87
1883 over 1882	36,194 17
1884 over 1883	15,863 06

In comparing the cost of the ocean service for the year 1885 with that of 1884 there is, however, a decrease of \$317.88, which may be accounted for, first, by the fact that a large portion of the mail that has heretofore been dispatched to Mexico by sea is now conveyed overland by rail; secondly, from a general depression of business and a decrease of immigration to this country.

If the Cuban service is transferred from this Bureau to a Bureau of the Second Assistant Postmaster-General the estimate will be further decreased by about \$8,000, but if we have a revival of business and an influx in immigration you may anticipate, in judging from the past, that the ocean service will fully reach a cost of \$350,000.

In estimating the cost of "intermediary service" and the amount due the International Bureau of the Universal Postal Union and the subscription of this Department for the monthly journal (L'Union Postale) of that Bureau during the fiscal year to end June 30, 1877, the usual percentage of increase for the past five years has been taken as a basis of calculation, and it is confidently believed that the sum of \$100,000 will be required to defray the cost of said intermediary service on that basis.

If it is the will of Congress that the entire sea and inland postage shall be given to vessels of United States register for the conveyance of mails transported by them, the estimate of \$350,000 must be increased \$75,000, as you will observe by reference to the table herewith transmitted, which gives the weight of the mails conveyed by vessels

of United States register for the fiscal year of 1885, and shows the total sea and inland postage thereon to be \$81,679,667.

Deducting the amount of sea postage that was actually paid to said vessels, viz, \$32,294.97, we have a balance of \$49,384.70, that would have been paid if said vessels had been allowed both the sea and inland postage.

Under the same percentage of increase in the weight of mails, as is estimated in this statement it will require \$75,000 in addition to the appropriation of \$350,000, making a grand total of \$525,000 needed by the foreign mail service of this Department for the fiscal year to end June 30, 1887.

The following statement shows the present arrangement for conveying mails to foreign countries, as compared with those in force prior to the 1st of August last, when the refusal of certain American steamship lines to transport the mails made it necessary to alter the then existing methods.

Up to the date named mails for Japan and China had been conveyed from this country direct by steamers of the Pacific Mail and Occidental and Oriental Steamship Companies, sailing from San Francisco sometimes twice, sometimes thrice a month, the time occupied in the trips from San Francisco being 22 or 23 days to Yokohama and 30 or 31 days to Hong-Kong, which made the mail time from New York 29 or 30 days to Yokohama and 37 or 38 to Hong-Kong. The compensation paid was 5 francs per kilogram (about 44 cents per pound) for letters and post-cards, and 50 centimes per kilogram (about 4½ cents per pound) for other articles, calculated on the net weights of the mails conveyed.

The Pacific Mail refused to convey mails after July 31, and as no steamers of the Occidental and Oriental Line were scheduled to leave San Francisco between August 1 and October 3, mails for the countries named were forwarded during the month of August and September (except one mail on August 1) exclusively by the route via Europe; mails being dispatched from New York three times a week to London, whence mails are dispatched for Japan and China every Friday, by the overland route via Brindisi, Italy, and by French packets from Marseilles via the Suez Canal, alternately. The time from London by these routes being to Hong-Kong 37 days and to Yokohama 43 days, or from New York 46 or 47 days to Hong-Kong and 52 or 53 days to Yokohama, provided close connection was made at London with the outgoing Indian mails.

On the 11th of September the dispatches via Europe were discontinued, and since then the mails have been dispatched exclusively via San Francisco, steamers of the Occidental and Oriental Steamship Company having been scheduled to sail October 3 and 17, November 10 and 28, December 19, 1885, and January 7, 1886.

From the 1st to the 17th of August mails for New Zealand and Australia were also forwarded via Europe; but the Pacific Mail Steamship Company having tendered for conveyance of these mails its steamer Zealandia, to sail from San Francisco August 29 (in accordance with its contract with New Zealand), the direct dispatches for those colonies were resumed, and have been continued regularly each month since, so that, practically, the direct service was not interrupted, the usual monthly dispatch having occurred in August. The last sailing under the contract between New Zealand and the Pacific Mail occurred on the 24th of October, but there was no interruption of the direct service in consequence, as the New Zealand office has advised this Department that it has entered into a contract with the Union Steamship Company

for a term of three years, which provides for a sailing from San Francisco on the 21st of November, present month, and every four weeks thereafter.

Prior to August 1 most of the mails for the Isthmus of Panama, and for Central and South America, via the Isthmus, were conveyed from New York to Colon (Aspinwall), and from San Francisco to Panama, by vessels of the Pacific Mail Steamship Company, which declined to convey United States mails after that date, except those for Mexico and Costa Rica, which it was obliged to convey under its contracts with those countries, and which it still conveys from San Francisco, although it declined, in a letter under date of October 7, to furnish this Department, in advance, with the dates of sailings of its steamers, as the following extract shows:

As we have no arrangements with the Post-Office Department for carriage of outward mails on our steamers, we can see no present necessity for submitting the list of our departures in November in order to permit the Postmaster-General to determine which of our steamers may be entitled to carry the United States mails.

We shall, during that month, as heretofore, receive from the Post-Office Department outward bound mails to such countries whose postal contracts with our company oblige this company to carry such outward mails.

So that, at present, the dispatch of mails for Central and South America from San Francisco is limited to those for Mexico and Costa Rica twice a month by the Pacific Mail Steamship Company, and for the west coast of Mexico once a month by California and Mexican Steamship Company, the mails previously sent from San Francisco to the Central American States other than Costa Rica being now sent to New Orleans for dispatch with an average saving in the time occupied in transit of about seven days, and a weekly instead of a semi-monthly service.

Arrangements were made with the Atlas Steamship Company to convey the mails for the Isthmus and Central and South America from New York to Colon twice a month from August 1, but before its first sailing in August the company notified this Department through the postmaster of New York that it was under an arrangement with the Pacific Mail Line not to carry passengers or freight from New York to Colon (Aspinwall), and that, as the Pacific Mail had given notice that it would consider the conveyance of mails by Atlas vessels as a violation of the agreement not to carry freight or passengers, the company preferred not to convey the mails to Colon. As the Pacific Mail and the Atlas Steamship Company are the only steamship lines sailing from New York for the Isthmus direct, no direct route for forwarding the mails for and via the Isthmus was available by this Department, and consequently, by agreement with the Jamaica office, it was arranged to send the mails in question from New York to Jamaica five times a month, for dispatch thence to Colon by steamers sailing from Kingston for Colon not more than one or two days later than if sent from New York to Colon direct, provided close connection be made at Kingston with the outgoing steamer for Colon. The mails sent by this route include those for Colon, Panama, and for Central and South America destinations requiring transit across the Isthmus of Panama.

Mails for British Honduras, Guatemala, Republic of Honduras, and Nicaragua have been forwarded from New Orleans direct, not only without complaint, so far as this office is advised, to the entire satisfaction of the countries of destination, and in some cases securing delivery of the mails about seven days earlier than under previous arrangements.

Prior to the 1st of August my attention had been directed to the advantage offered by the route of Key West, Fla., for forwarding the mails for Cuba, which were then being dispatched exclusively from New York about eight times a month by the New York and Cuba Mail Steamship Company and the New York, Havana and Mexican Steamship Company, except that local mails were made up at New Orleans and Key West and dispatched by steamers sailing once a week from New Orleans via Key West.

These companies having declined to convey mails after August 1, the dispatch of mails from New York to Havana by sea was discontinued, and it was decided to dispatch all mails for Cuba by rail to Tampa, Fla., thence by steamboat to Key West, and thence by a steamer to sail every Wednesday and Saturday for Havana direct, and in pursuance of this plan the railway mail service arranged a mail schedule between New York and Tampa of fifty-eight hours and twenty minutes, and between Tampa and Key West of twenty-six hours, which made the time occupied in transit between New York and Havana about ninety-four hours, as against one hundred and twelve hours occupied by the trip by sea between the same points, but with the prospect of materially lessening the time by fast trains between New York and Key West in the near future. The dispatches from Key West have occurred without interruption every Wednesday and Saturday since the inauguration of the service, except that some accidents on the domestic routes have occurred, which it is believed will not be likely to again interfere with regular dispatch.

Since the 22d of October there has been an additional dispatch from Key West by steamers sailing every Sunday, thus giving three dispatches a week (Sunday, Wednesday, and Saturday) from Key West for Havana, which, in connection with the improvement of the railway mail service to Tampa and fast steamers from Tampa to Havana (by which it is proposed to reduce the time from New York to Havana to sixty-eight hours), it is expected will give more satisfactory mail communication with Cuba than has ever been had heretofore, not only from New York, but especially with regard to correspondence from the Southern and South-western States, which will now be forwarded to Key West for dispatch instead of to New York, thereby reducing the time occupied in transit to such an extent that said correspondence will probably be delivered in Cuba in about the same time as would be required to send to New York.

Prior to August 1, mails for Venezuela (which average about 1,000 pounds of letters per annum) were dispatched exclusively from New York by steamers of the Red D Line, generally three times a month; but since that time, in consequence of the refusal of the Red D Line to continue the service, these mails have been dispatched from New York to Venezuela direct, by the Ciudad Bolivar Line, once a month; and to the island of Barbadoes four times a month, to be forwarded thence by steamers sailing every Monday and Saturday from Barbadoes to Venezuela direct. If close connections are made at Barbadoes the time from New York to La Guayra is about eleven days.

The mail service between this country and Brazil, the Argentine Republic, Uruguay, and Paraguay was not interrupted, the service with those countries as well as with all other foreign countries continuing to be performed at present as frequently and efficiently as it has been in the past.

The Mexican office has furnished this Department with copies of the contracts in force between the Mexican Government and the Pacific Mail Steamship Company, the California and Mexican Steamship

Company, and the New York, Havana and Mexican Steamship Company—the first two plying between San Francisco and Mexico, and the latter between New York and Mexico; and has advised this Department that under the contracts “no pay can or ought to be received by these steamship companies” for the conveyance of mails on their trips between this country and Mexico, for the reason that in consideration of the subsidies paid them by Mexico the companies “oblige themselves in a clear and distinct manner that they are obliged to convey, both going and coming, the official and public correspondence free of charge, not only the employés of the Mexican post-office, but also the sacks or packages of mail, so that, virtually, the steamers may be considered as traveling offices of the Mexican post-office,” and as such become, by the provisions of the second paragraph of Article III of the Postal Union Convention, by which this country is bound, a “third service,” for the use of which other countries are required to account to Mexico at the transit rates and upon the basis of the biennial statistics provided for by Article IV of the Paris Convention; but that the use of these lines by the United States for forwarding correspondence of *United States origin* gives rise to no claim against this Department, because Article VII of the Postal Convention of December, 1861, between the United States and Mexico grants the use of such services to the United States free of expense.

The Mexican office has been advised that this Department consents to regard these subsidized lines as “third services” for the future, and to account to that office for their use for the transportation of mails exchanged between countries beyond the United States and Mexico for which this country acts as an intermediary, and the auditor for this Department and the steamship companies have been so informed.

EXTENSION OF THE POSTAL UNION.

(1) The regimen of the Universal Postal Union has been extended to Massouah, on the Red Sea, by the establishment there of an Italian post-office.

(2) On the 1st of July, 1885, the Kingdom of Siam entered the Universal Postal Union. The accession to the union of this important Asiatic Kingdom is due in a large measure to the untiring efforts of Hon. John A. Halderman, United States minister resident at Bangkok.

(3) On the 1st of January, 1886, the recently created independent state of Congo will enter the Universal Postal Union.

(4) On the 1st of April, 1886, the Republic of Bolivia will enter the Universal Postal Union, having declared its adhesion to the Paris convention of June 1, 1878, and to the additional act of Lisbon of March 21, 1885; and thus the entire continent of America will be embraced in the union.

On the 1st of April, 1886, the Universal Postal Union, exclusive of Congo, will therefore comprise an area of 51,315,447 square miles, with a population of 850,569,015.

It is to be hoped that in the near future, the limits of the Postal Union will be still further extended by the accession of New Zealand and the Australian colonies of Victoria, New South Wales, Queensland, South Australia, West Australia, and Tasmania, and of Cape Colony, South Africa, special provision having been made by the congress of Lisbon for the anticipated adhesion to the Universal Postal Union of said colonies. These accessions would increase the area of the Postal Union 3,328,000 square miles, and its population by about 4,000,000.

INTERNATIONAL POSTAL CONGRESS OF LISBON.

At the session of May 28, 1878, of the International Congress of Paris, it was resolved that the next congress should meet at Lisbon, Portugal, on the 1st of October, 1884, but in consequence of the prevalence of cholera in the south of Europe the meeting of congress was postponed from the date named to February 3, 1885.

On that day the congress, attended by delegates from all the countries of the Universal Postal Union, was formally opened in the capital of Portugal, and remained in session till March 21, 1885, when the "additional acts of Lisbon," modifying the Paris convention, and the regulation of detail and order for its execution, both to take effect April 1, 1886, were signed by the delegates representing the countries of the Postal Union.

A copy of the "additional act of Lisbon" is appended.

The United States was represented at the Lisbon congress by two delegates, Hon. William T. Otto, of Washington, D. C., and Hon. James S. Crawford, late superintendent of foreign mails.

Of the various projects of international postal arrangements submitted for the action of the congress, those relative to the exchanges of letters of declared values, money-orders, and small parcels, the collection of receipts, bills, &c., and the use of books of identification for travelers were completed and executed, on behalf of the various union countries, by their delegates. None of these special arrangements were signed by the United States delegates; but adhesion to any of them by the United States whenever found desirable can be readily effected by in the mode prescribed by these arrangements.

Special arrangements respecting postal notes, subscriptions to journals through the post, and the publication in newspapers, &c., by means of the post, of advertisements and notices, were referred to the International Bureau, for submission through it to the votes of the members of the Universal Postal Union.

MEMORANDUM OF THE CHANGES MADE IN THE UNIVERSAL POSTAL UNION BY THE ADDITIONAL ACT OF LISBON, MARCH 21, 1885.-

By Article I:

Article II of the convention of 1878 is extended to embrace post cards with a paid reply; but it is provided that the contracting countries do not bind themselves to issue such cards, but merely to return the reply-halves received from other union countries.

By Article II:

The eighth paragraph of Article IV of the convention of 1878 is amended simply to declare that where the sea transit rate is not fixed at 5 francs per kilogram of letters and post cards, and 50 per cent. for other articles, these rates shall continue.

The original simply provided that when the rate had been 6 francs 50 centimes, it was reduced to 5 francs.

The thirteenth paragraph of the same article is altered to provide for a general settlement once in *three*, instead of once in *two*, years, and on the basis of a statement prepared during a period of *twenty-eight days*, instead of one month.

The fourteenth paragraph of the same article is altered to provide that among articles for which no charges for carriage shall be made reply-halves of double post cards shall be included.

By Article III:

Article V of the said convention is amended to provide postage for double (or reply-paid) post cards at 10 centimes for each half or double postage.

The second sentence of the seventh paragraph of this article is amended by striking out the sentence beginning with the prefatory words, "As a temporary arrangement"; thus prohibiting any greater rate of postage than 25 centimes in case of prepayment, and double that amount in the contrary case, for each letter and every weight of fifteen grams or fraction of fifteen grams, except in the case of articles subjected to sea-transit rates of 15 francs and 1 franc, immediately before mentioned.

The fourteenth paragraph of this article is amended by adding to the articles not to be carried packets of commercial papers and printed papers which measure in any one direction more than 45 centimeters (17.46 inches), as well as such as exceed 2 kilograms in weight, as formerly.

By Article IV:

A new article (called Article V *bis*) is interpolated in the convention, providing that the sender of a letter can have it withdrawn or its address altered before delivery, and fixing the rate by post or telegraph for such request at current post and telegraph rates. This stipulation not to apply to countries whose laws do not allow such interference.

By Article V:

The last five paragraphs of the sixth article are stricken out, and instead a new article (called Article VI *bis*) is interpolated, providing an indemnity of 50 francs to the sender (or at his request to the addressee) of a registered article which may be lost, and defining how the responsibility shall be determined for this indemnity; not applicable to countries beyond Europe whose legislation is actually opposed to the principle of responsibility.

By Article VI:

A new article (called Article IX *bis*) is interpolated after Article IX of the convention, providing for special immediate delivery by a special messenger of "Express" correspondence, on prepayment of a charge of 30 centimes, to be paid in full and in advance by the sender to the administration of the country of origin, in those countries which undertake this service in their reciprocal relations. Additional charges may be levied in the country of delivery if the address is a place where there is no post-office.

By Article VII:

Article X is amended by adding that when undelivered correspondence is returned it does not entitle a reclamation of the transit charges due to intermediary administrations for its previous carriage.

By Article VIII:

The first three paragraphs of Article XI are replaced by other provisions, forbidding the public to send by post: (1) Letters or packets containing pieces of money; (2) articles dutiable; (3) gold or silver bullion, precious stones, jewelry, or other precious articles; but the latter only if forbidden by the laws of the countries concerned.

By Article IX:

The thirteenth article is amended simply to include among those postal adjunct businesses which form the subject of special arrangements between the various countries, the parcel-post system, the collection of bills of exchange, &c., the system of certificates of identity, &c.,

as well as letters of declared value and those of the money-order system, before spoken of.

By Article X:

The last paragraph of the fourteenth article is amended by canceling the latter part, so as simply to leave the convention to authorize special bargains to lower the rate of postage within a radius of 30 kilometers.

By Article XI:

Amends Article XV so as to provide that the convention involves no alteration in any legislation, *postal or otherwise*, not provided for; simply omits the qualifying adjective "postale" to "legislation."

By Article XII:

The seventeenth article is amended to extend the obligation to arbitrate differences to questions of responsibility for loss and to special agreements under Article XIII as amended.

Article XIII amends Article XX so as to provide that unanimity is necessary to alter the additional articles, V *bis*, VI *bis*, and IX *bis*, and the XXth. The additional act to go into force April 1, 1886, and be ratified as soon as possible.

POSTAL CONVENTION WITH MEXICO.

I regret to state that the special postal convention with Mexico, referred to in the report of my predecessor for 1884, the terms of which had been fully arranged, and which was to have been put into operation on January 1, 1885, has not yet been ratified by the Mexican Government.

RECOMMENDATIONS.

I recommend that you ask Congress to re-enact the law requiring all steamships of United States registry, as the condition of their clearance, to convey the mails upon such terms as are now, or may hereafter be, allowed by Congress. I further recommend that the basis of compensation should be computed upon the net weights of the mails conveyed, and the weight and distance to be taken into account as to the amount to be paid per pound for said conveyance.

The intimate social relations existing between citizens of the United States and other countries, and our rapidly increasing trade relations with Mexico, render it almost necessary to the convenience of our citizens that provisions be made for the interchange by mail of small parcels of merchandise (other than trade samples, the exchange of which is already provided for) at reduced rates of postage, subject to such regulations as may be necessary to protect our customs revenues. But, in absence of any act of Congress authorizing such an arrangement, this Department has been compelled to decline to entertain the special propositions to that effect which have been urged upon it by the Governments of Great Britain, Germany, and France, as well as to decline becoming a party to the Parcel Post Convention signed at Paris, November 3, 1880, and the act additional thereto signed at Lisbon on the 21st of March last, which accomplishes the same end, and which embraces all the countries of Europe and several of those of Central and South America.

I therefore recommend that the legislation necessary to enable this Department to adhere to the Parcel Post Convention of Lisbon above referred to, and to execute special conventions with foreign countries having the same end in view, be asked of Congress at an early date.

From the complex foreign mail system in vogue when Postmaster-General Blair opened correspondence through the State Department,

on the 4th day of August, 1862, between the Post-Office Department of the United States and the postal administrations of foreign Governments, with the statement that an "international adjustment on a common basis for direct correspondence was clearly of the first importance to the commercial and social intercourse between this and other nations," and from the closing of the first international postal congress assembled at the Hotel des Postes in Paris, on the 11th day of May, 1863, we have been steadily approaching a degree of uniformity, simplicity, and cheapness, until we have one uniform rate of postage, one universal postal law that governs and controls ninety-nine one-hundredths of the correspondence between the civilized nations of the globe.

The interchange of letters, which is so necessary to the concern of friendship, and upon which so much of peace and happiness of our race rely, is within the reach of the poor as well as the rich.

NICHOLAS M. BELL,

Superintendent of Foreign Mails.

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UNIVERSAL POSTAL UNION.

ADDITIONAL ACTS OF LISBON.

MARCH 21, 1885.

UNION POSTALE UNIVERSELLE.

UNIVERSAL POSTAL UNION.

Acte Additionnel de Lisbonne à La Convention du 1er Juin 1878 conclu entre l'Allemagne, les États-Unis d'Amérique, la République Argentine, l'Autriche Hongrie, la Belgique, la Bolivie, le Brésil, la Bulgarie, le Chili, les États-Unis de Colombie, la République de Costa-Rica, le Danemark et les Colonies Danoises, la République Dominicaine, l'Égypte, l'Équateur, l'Espagne et les Colonies Espagnoles, la France et les Colonies Françaises, la Grande-Bretagne et diverses Colonies Anglaises, le Canada, l'Inde Britannique, la Grèce, le Guatemala, la République de Haïti, le Royaume de Hawaï, la République du Honduras l'Italie, le Japon, la République de Libéria, le Luxembourg, le Mexique, le Monténégro, le Nicaragua, le Paraguay, les Pays-Bas et les Colonies Néerlandaises, le Pérou, la Perse, le Portugal et les Colonies Portugaises, La Roumanie, la Russie, le Salvador, la Serbie, le Royaume de Siam, la Suède et Norvège, la Suisse, la Turquie, l'Uruguay et les États-Unis de Vénézuéla.

Additional Act of Lisbon to The Convention of the 1st of June 1878 concluded between Germany, the United States of America, the Argentine Republic, Austria Hungary, Belgium, Bolivia, Brazil, Bulgaria, Chili, the United States of Colombia, the Republic of Costa Rica, Denmark and the Danish Colonies, the Dominican Republic, Egypt, Ecuador, Spain and the Spanish Colonies, France and the French Colonies, Great Britain and various British Colonies, Canada, British India, Greece, Guatemala, the Republic of Haiti, the Kingdom of Hawaii, the Republic of Honduras, Italy, Japan, the Republic of Liberia, Luxemburg, Mexico, Montenegro, Nicaragua, Paraguay, the Netherlands and the Netherland Colonies, Peru, Persia, Portugal and the Portuguese Colonies, Roumania, Russia, Salvador, Servia, the Kingdom of Siam, Sweden and Norway, Switzerland, Turkey, Uruguay, and the United States of Venezuela.

Les soussignés, plénipotentiaires des Gouvernements des pays ci-dessus désignés, réunis en Congrès à Lisbonne,

En vertu de l'article 19 de la Convention conclue à Paris le 1^{er} Juin 1878,

Ont, d'un commun accord et sans réserve de ratification, arrêté l'Acte additionnel suivant :

The undersigned, plenipotentiaries of the Governments of the countries above enumerated, being assembled in Congress at Lisbon,

By virtue of article 19 of the Convention concluded at Paris on the 1st of June 1878,

Have, by common consent, and subject to ratification, adopted the following additional Act :

ARTICLE PREMIER.

La Convention du 1^{er} Juin 1878 est modifiée comme suit :

I.

L'article 2 portera dorénavant la rédaction suivante :

Article 2.

Les dispositions de cette Convention s'étendent aux lettres, aux cartes postales simples et avec réponse payée, aux imprimés de toute nature, aux papiers d'affaires et aux échantillons de marchandises, originaires de l'un des pays de l'Union et à destination d'un autre de ces pays. Elles s'appliquent également, quant au parcours dans le ressort de l'Union, à l'échange postal des objets ci-dessus entre les pays de l'Union et les pays étrangers à l'Union, toutes les fois que cet échange emprunte les services de deux des parties contractantes, au moins.

Tous les pays contractants ne sont pas tenus d'émettre des cartes avec réponse payée, mais ils assument l'obligation de renvoyer les cartes-réponse reçues des autres pays de l'Union.

II.

L'article 4 est modifié comme suit :

L'alinéa 8 est remplacé par la disposition ci-après :

2^o. Que, partout où les frais de transit maritime sont fixés actuellement à 5 francs par kilogramme de lettres ou de cartes postales, et à 50 centimes par kilogramme d'autres objets, ces prix sont maintenus.

L'alinéa 13 est modifié comme suit :

Le décompte général de ces frais a lieu sur la base de relevés établis tous les trois ans, pendant une période de 28 jours à déterminer

ARTICLE 1.

The Convention of the 1st of June 1878 is modified as follows :

I.

Article 2 will, hereafter, read as follows :

Article 2.

The stipulations of this Convention extends to letters, to simple postal cards and postal cards with paid reply, to printed matter of all kinds, commercial papers, and samples of merchandise, originating in one of the countries of the Union, and intended for another of those countries. They also apply, as far as regards conveyance within the Union, to the exchange by mail of the articles above mentioned between the countries of the Union and countries foreign to the Union, whenever that exchange makes use of the services of two of the contracting parties at least.

All the contracting countries are not obliged to issue postal cards with paid reply, but they assume the obligation to return reply-cards received from other countries of the Union.

II.

Article 4 is modified as follows :

The following provision is substituted for paragraph 8 :

2d. That wherever the rate of sea-transit is at present fixed at 5 francs per kilogramme of letters or postal cards, and at 50 centimes per kilogramme of other articles, these rates are maintained.

Paragraph 13 is modified as follows :

The general settlement of these expenses takes place on the basis of statements prepared every three years, during a period of 28 days to

dans le Règlement d'exécution prévu par l'article 14 ci-après.

Le 14^e alinéa est remplacé par la disposition suivante :

Sont exempts de tous frais de transit territorial ou maritime, la correspondance des administrations postales entre elles, les cartes postales réponse renvoyées au pays d'origine, les objets réexpédiés ou mal dirigés, les rebuts, les avis de réception, les mandats de poste ou avis d'émission de mandats, et tous autres documents relatifs au service postal.

III.

L'article 5 est modifié comme suit :

Le 3^e alinéa portera dorénavant :

2^e. Pour les cartes postales, à 10 centimes pour la carte simple ou pour chacune des deux parties de la carte avec réponse payée.

La 2^e phrase due 7^e alinéa commençant par les mots : "Par mesure de transition" est supprimée.

Le 14^e alinéa portera dorénavant :

4^e. Enfin aux paquets de papiers d'affaires et d'imprimés de toute nature dont le poids dépasse 2 kilogrammes ou qui présentent sur l'un des côtés une dimension supérieure à 45 centimètres.

IV.

Il est intercalé entre les articles 5 et 6 un nouvel article ainsi conçu :

ARTICLE 5 *bis*.

L'expéditeur d'un objet de correspondance peut le faire retirer du service ou en faire modifier l'adresse, tant que cet objet n'a pas été livré au destinataire.

La demande à formuler à cet effet est transmise par voie postale ou

be determined on in the Regulations of execution referred to in Article 14 hereafter.

The following provision is substituted for paragraph 14 :

Correspondence of the Postal Administrations with each other, postal reply-cards returned to the country of origin, articles reforwarded or missent, undeliverable articles, return-receipts, post office money orders, or advices of the issue of orders, and all other documents relative to the postal service, are exempt from all transit charges, whether territorial or maritime.

III.

Article 5 is modified as follows :

The 3d paragraph will hereafter read as follows :

2d. For postal cards, 10 centimes for a simple card or for each of the two parts of a postal card with paid reply.

The second clause of the seventh paragraph commencing with the words : "As a temporary arrangement" is suppressed.

Paragraph 14 will hereafter read as follows :

4th. Lastly, to packets of commercial papers and prints of all kinds the weight of which exceeds 2 kilogrammes or the dimensions of which in any direction exceed 45 centimeters.

IV.

There is inserted between articles 5 and 6 a new article reading as follows :

ARTICLE 5, *bis*.

The sender of an article of correspondence may cause it to be withdrawn from the service, or cause the address to be changed, as long as this article has not been delivered to the addressee.

The request to be formulated for this purpose is transmitted by mail

par voie télégraphique aux frais de l'expéditeur, qui doit payer, savoir :

1°. Pour toute demande par voie postale, la taxe applicable à une lettre simple recommandée;

2°. Pour toute demande par voie télégraphique, la taxe du télégramme d'après le tarif ordinaire.

Les dispositions du présent article ne sont pas obligatoires pour les pays dont la législation ne permet pas à l'expéditeur de disposer d'un envoi en cours de transport.

V.

Les 5 derniers alinéas de l'article 6, depuis les mots: "En cas de perte d'un envoi recommandé" &c., sont supprimés, et il est ajouté, à la suite du même article, un nouvel article portant:

ARTICLE 6 bis.

En cas de perte d'un envoi recommandé et sauf le cas de force majeure, l'expéditeur ou, sur sa demande, le destinataire a droit à une indemnité de 50 francs.

L'obligation de payer l'indemnité incombe à l'Administration dont relève le bureau expéditeur. Est réservé à cette Administration le recours contre l'Administration responsable, c'est-à-dire contre l'Administration sur le territoire ou dans le service de laquelle la perte a eu lieu.

Jusqu'à preuve du contraire, la responsabilité incombe à l'Administration qui, ayant reçu l'objet sans faire d'observation, ne peut établir ni la délivrance au destinataire ni, s'il y a lieu, la transmission régulière à l'Administration suivante.

Le paiement de l'indemnité par l'Office expéditeur doit avoir lieu le plus tôt possible et, au plus tard, dans le délai d'un an à partir du jour de la réclamation. L'Office responsable est tenu de rembourser sans retard, à l'Office expéditeur,

or by telegraph, at the expense of the sender, who has to pay :

1st for every request by mail, the rate applicable to a single registered letter;

2d for every request by telegraph, the charge for the telegram according to the ordinary rates.

The provisions of this article are not compulsory in countries, the legislation of which does not allow the sender to dispose of an article in course of transportation.

V.

The last 5 paragraphs of article 6, after the words: "In case of the loss of a registered article" &c., are suppressed, and, after said article, a new article is added reading as follows:

ARTICLE 6 bis.

In case of the loss of a registered article, and except in case of *force majeure*, the sender, or at his request, the addressee, is entitled to an indemnity of 50 francs.

The obligation to pay the indemnity is incumbent on the Administration under which the despatching office belongs. This Administration has the right to make a reclamation on the responsible administration, that is to say, on the Administration within whose territory or in whose service the loss has occurred.

Until the contrary is proved, the responsibility rests with the Administration which, after having received the article without making any remark, cannot prove either its delivery to the addressee, or its regular transmission to the next Administration.

The payment of the indemnity by the despatching office should be made as soon as possible, and at the latest, within the period of one year dating from the day of the reclamation. The responsible office is bound to reimburse without

le montant de l'indemnité payée par celui-ci.

Il est entendu que la réclamation n'est admise que dans le délai d'un an, à partir du dépôt à la poste de l'envoi recommandé; passé ce terme, le réclamant n'a droit à aucune indemnité.

Si la perte a eu lieu en cours de transport entre les bureaux d'échange de deux pays limitrophes, sans qu'il soit possible d'établir sur lequel des deux territoires le fait s'est accompli, les deux Administrations en cause supportent le dommage par moitié.

Les Administrations cessent d'être responsables des envois recommandés dont les ayant droit ont donné reçu et pris livraison.

Par mesure de transition, il est permis aux Administrations des pays hors d'Europe, dont la législation est actuellement contraire au principe de la responsabilité, d'ajourner l'application de la clause qui précède jusqu'au jour où elles auront pu obtenir, du pouvoir législatif, l'autorisation d'y souscrire. Jusqu'à ce moment, les autres Administrations de l'Union ne sont pas astreintes à payer une indemnité pour la perte, dans leurs services respectifs, d'envois recommandés à destination ou provenant desdits pays.

VI.

Il est intercalé entre les articles 9 et 10 un nouvel article ainsi conçu :

ARTICLE 9 bis.

Les objets de correspondance de toute nature sont, à la demande des expéditeurs, remis à domicile par un porteur spécial immédiatement après l'arrivée, dans les pays de l'Union qui consentent à se charger de ce service dans leur relations réciproques.

Ces envois, qui sont qualifiés "ex-

delay to the despatching office the amount of the indemnity paid by it.

It is understood that the reclamation is only admitted within the period of one year from the time when the registered article was mailed; after this period has passed, the claimant has no right to any indemnity.

If the loss has occurred during transportation between the exchange offices of two neighboring countries, and it is impossible to ascertain on which of the two territories it has taken place, the two Administrations concerned bear the loss in equal proportions.

The Administrations cease to be responsible for registered articles, the addressees of which have given a receipt for them and have accepted them.

As a temporary measure, the Administrations of the countries beyond Europe, whose legislation is at present opposed to the principle of responsibility, are permitted to postpone the application of the preceding clause until the time when they shall have obtained, from the legislative power, authority to subscribe to it. Up to that time, the other Administrations of the Union are not bound to pay an indemnity for the loss, in their respective services, of registered articles addressed to or originating in the said countries.

VI.

A new article is inserted between articles 9 and 10, reading as follows :

ARTICLE 9 bis.

Articles of correspondence of every kind are, at the request of the senders, delivered at the residence of the addressees by a special carrier immediately after their arrival, in countries of the Union which consent to undertake this service in their reciprocal relations.

These articles, which are indorsed

près", sont soumis à une taxe spéciale de remise à domicile; cette taxe est fixée à 30 centimes et doit être acquittée complètement et à l'avance, par l'expéditeur, en sus du port ordinaire. Elle est acquise à l'Administration du pays d'origine.

Lorsque l'objet est destiné à une localité où il n'existe pas de bureau de poste, l'Administration des postes destinataire peut percevoir une taxe complémentaire, jusqu'à concurrence du prix fixé pour la remise par exprès dans son service interne, déduction faite de la taxe fixe payée par l'expéditeur, ou de son équivalent dans la monnaie du pays qui perçoit ce complément.

Les objets exprès non complètement affranchis pour le montant total des taxes payables à l'avance, sont distribués par les moyens ordinaires.

VII.

L'Article 10 portera dorénavant la rédaction suivante :

ARTICLE 10.

Il n'est perçu aucun supplément de taxe pour la réexpédition d'envois postaux dans l'intérieur de l'Union.

Les correspondances tombées en rebut ne donnent pas lieu à restitution des droits de transit revenant aux Administrations intermédiaires, pour le transport antérieur des dites correspondances.

VIII.

Les trois premiers alinéas de l'article 11 sont supprimés et remplacés par les dispositions suivantes :

Il est interdit au public d'expédier par la voie de la poste :

1°. Des lettres ou paquets contenant des pièces de monnaie ;

2°. Des envois quelconques contenant des objets passibles de droits de douane ;

"express," are subject to a special charge for delivery at the residence; this charge is fixed at 30 centimes, and must be paid in full, and in advance, by the sender, over and above the ordinary postage. It is paid to the Administration of the country of origin.

If the article is destined for a locality where there is no post-office, the Administration of Posts of the country of destination may levy an additional charge, to the amount of the rate fixed for delivery by express in its domestic service, a deduction being made of the fixed rate paid by the sender, or of its equivalent in the money of the country which levies this additional charge.

"Express" articles upon which the entire charges which are payable in advance are not fully prepaid are delivered by the ordinary means.

VII.

Article 10 will, in future, read as follows:

ARTICLE 10.

No additional charge is levied for the reforwarding of postal matter within the interior of the Union.

Undeliverable correspondence does not give rise to a restitution of the transit charges due to intermediary administrations for the previous conveyance of said correspondence.

VIII.

The first three paragraphs of Article 11 are suppressed, and are replaced by the following provisions:

It is forbidden to the public to send by mail :

1°. Letters or packets containing pieces of money ;

2°. Any packets whatever containing articles liable to customs duty.

3°. Des matières d'or ou d'argent, des pierreries, des bijoux au autres objets précieux, mais seulement dans le cas où leur insertion ou expédition serait défendue d'après la législation des pays intéressés.

3°. Gold or silver bullion, precious stones, jewelry, or other precious articles, but only in case the legislation of the countries concerned prohibits their being placed in the mails or their being forwarded.

IX.

IX.

L'article 13 est modifié comme suit:

Article 13 is modified as follows:

ARTICLE 13.

ARTICLE 13.

Le service des lettres avec valeurs déclarées, et ceux des mandats de poste, des colis postaux, des valeurs à recouvrer, des livrets d'identité, etc., font l'objet d'arrangements particuliers entre les divers pays ou groupes de pays de l'Union.

The service of letters with declared value, and the services of money orders, postal parcels, amounts to be collected, books of identity &c., form the subject of special arrangements between the different countries or groups of countries of the Union.

X.

X.

La finale du dernier alinéa de l'article 14 à partir des mots: "pour les conditions de la remise des lettres par exprès", est supprimée, et cet alinéa portera dorénavant:

The last part of the last paragraph of Article 14, commencing with the words: "for the conditions of the delivery of letters by express", is suppressed, and this paragraph will read in future as follows:

Il est toutefois permis aux Administrations intéressées de s'entendre mutuellement pour l'adoption de taxes réduites dans un rayon de 30 kilomètres.

The Administrations interested are, however, permitted to come to mutual arrangements for the adoption of lower rates of postage, within a radius of 30 kilometers.

XI.

XI.

Le 1^{er} alinéa de l'article 15 reçoit la rédaction suivante:

The first paragraph of Article 15 is worded as follows:

La présente Convention ne porte point altération à la législation de chaque pays dans tout ce qui n'est pas prévu par les stipulations contenues dans cette Convention.

The present Convention involves no alteration in the legislation as regards anything which is not provided for by the stipulations contained in this Convention.

XII.

XII.

L'article 17 est modifié comme suit:

Article 17 is modified as follows:

ARTICLE 17.

ARTICLE 17.

En cas de dissentiment entre deux ou plusieurs membres de l'Union,

In case of disagreement between two or more members of the Union,

relativement à l'interprétation de la présente Convention ou à la responsabilité d'une Administration en cas de perte d'un envoi recommandé, la question en litige est réglée par jugement arbitral. A cet effet, chacune des Administrations en cause choisit un autre membre de l'Union qui n'est pas directement intéressé dans l'affaire.

La décision des arbitres est donnée à la majorité absolue des voix.

En cas de partage des voix, les arbitres choisissent, pour trancher le différend, une autre Administration également désintéressée dans le litige.

Les dispositions du présent article s'appliquent également à tous les Arrangements conclus en vertu de l'article 13 de la Convention du 1^{er} Juin 1878, modifié par l'article 1^{er}, chiffre IX, du présent Acte additionnel.

XIII.

Les 2^e et 3^e alinéas de l'article 20 porteront dorénavant :

1^o. L'unanimité des suffrages, s'il s'agit de la modification des dispositions du présent article et des articles 2, 3, 4, 5, 5 bis, 6, 6 bis, 9, et 9 bis précédents ;

2^o. Les deux tiers des suffrages, s'il s'agit de la modification des dispositions de la Convention autres que celles des articles 2, 3, 4, 5, 5 bis, 6, 6 bis, 9, 9 bis, et 20 ;

ARTICLE 2.

1.—Le présent Acte additionnel entrera en vigueur le 1^{er} Avril 1886 et aura la même durée que la Convention conclue à Paris le 1^{er} Juin 1878.

2.—Il sera ratifié aussitôt que faire se pourra. Les Actes de ratification seront échangés à Lisbonne.

En foi de quoi, les plénipotentiaires des pays ci-dessus énumérés

as to the interpretation of the present Convention, or as to the responsibility of an Administration in case of the loss of a registered article, the question in dispute is decided by arbitration. To that end, each of the Administrations concerned chooses another member of the Union not directly interested in the matter.

The decision of the arbitrators is given by the absolute majority of the votes.

In case the votes are equally divided, the arbitrators choose, in order to settle the difference, another Administration equally disinterested in the disputed question.

The provisions of the present article apply likewise to all the Agreements concluded in virtue of Article 13 of the Convention of June 1, 1878, modified by Article 1, Number IX, of the present Additional Act.

XIII.

The 2nd and 3d paragraphs of Article 20 will hereafter read as follows :

1st. Unanimity of votes, if they involve a modification of the stipulations of the present article, and of articles 2, 3, 4, 5, 5 bis, 6, 6 bis, 9, and 9 bis preceding ;

2nd. Two-thirds of the votes, if they involve a modification of the stipulations of the Convention other than those of articles 2, 3, 4, 5, 5 bis, 6, 6 bis, 9, 9 bis, and 20 ;

ARTICLE 2.

1.—The present Additional Act will take effect on the 1st of April 1886, and will remain in force for the same period as the Convention concluded at Paris on the 1st of June, 1878.

2.—It shall be ratified as soon as possible. The Acts of ratification shall be exchanged at Lisbon.

In faith of which, the plenipotentiaries of the countries above

ont signé le présent Acte additionnel à Lisbonne, le vingt et un mars mil huit cent quatre-vingt-cinq.

enumerated have signed the present Additional Act at Lisbon, the twenty-first of March, one thousand eight hundred and eighty-five.

<i>Pour l'Allemagne :</i>	SACHSE. FRITSCH.
<i>Pour les États-Unis d'Amérique :</i>	WILLIAM T. OTTO. JAS. S. CRAWFORD.
<i>Pour la République Argentine :</i>	F. P. HANSEN.
<i>Pour l'Autriche :</i>	DEWEZ. VARGES.
<i>Pour la Hongrie :</i>	GERVAY.
<i>Pour la Belgique :</i>	F. GIFE.
<i>Pour la Bohême :</i>	JOAQUIN CASO.
<i>Pour le Brésil :</i>	LUIZ C. P. GUIMARÃES.
<i>Pour la Bulgarie :</i>	R. IVANOFF.
<i>Pour le Chili :</i>	M. MARTINEZ.
<i>Pour les États-Unis de Colombie :</i>	CÉSAR CONTO.
<i>Pour la République de Costa-Rica :</i>	
<i>Pour le Danemark et les Colonies Danoises :</i>	LUND.
<i>Pour la République Dominicaine :</i>	P. GOMES DA SILVA.
<i>Pour l'Égypte :</i>	W. F. HALTON.
<i>Pour l'Équateur :</i>	ANTONIO FLORES.
<i>Pour l'Espagne et les Colonies Espagnoles :</i>	S. ALVAREZ BUGALLAL. A. HERCE.
<i>Pour la France :</i>	LABOULAYE. A. BESNIER.
<i>Pour les Colonies Françaises :</i>	LABOULAYE.
<i>Pour la Grande-Bretagne et diverses Colonies Anglaises :</i>	S. A. BLACKWOOD. H. BUXTON FORMAN.
<i>Pour le Canada :</i>	S. A. BLACKWOOD. H. BUXTON FORMAN.
<i>Pour l'Inde Britannique :</i>	H. E. M. JAMES.
<i>Pour la Grèce :</i>	EUGÈNE BOREL.
<i>Pour le Guatemala :</i>	J. CARRERA.
<i>Pour la République de Haïti :</i>	LABOULAYE. ANSAULT.
<i>Pour le Royaume de Haïti :</i>	EUGÈNE BOREL.
<i>Pour la République du Honduras :</i>	J. CARRERA.
<i>Pour l'Italie :</i>	J. B. TANTESIO.
<i>Pour le Japon :</i>	YASUSHI NOMURA.
<i>Pour la République de Libéria :</i>	COMTE SENMARTI.
<i>Pour le Luxembourg :</i>	CH. RISCHARD.
<i>Pour le Mexique :</i>	L. BRETON Y VEDRA.
<i>Pour le Monténégro :</i>	DEWEZ. VARGES.
<i>Pour le Nicaragua :</i>	MANUEL J. ALVEZ DINIZ.
<i>Pour le Paraguay :</i>	F. A. REBELLO.
<i>Pour les Pays-Bas et les Colonies Néerlandaises :</i>	HOFSTEDE. B. SWEERTS DE LANDAS-WYBORGH.

<i>Pour le Pérou :</i>	N. SEMINO.
<i>Pour la Perse :</i>	GUILHERMINO AUGUSTO DE BARROS.
<i>Pour le Portugal :</i>	ERNESTO MADEIRA PINTO.
<i>Pour les Colonies Portugaises :</i>	GUILHERMINO AUGUSTO DE BARROS.
<i>Pour la Roumanie :</i>	JON GHKA.
<i>Pour la Russie :</i>	N. DE BESAK.
	GEORGES DE POGGENPOHL.
<i>Pour le Salvador :</i>	
<i>Pour la Serbie :</i>	
<i>Pour le Royaume de Siam :</i>	PRISDANG.
<i>Pour la Suède :</i>	W. ROOS.
<i>Pour la Norvège :</i>	HERALD ASCHE.
<i>Pour la Suisse :</i>	ED. HÖHN.
<i>Pour la Turquie :</i>	
<i>Pour l'Uruguay :</i>	ENRIQUE KUBLY.
<i>Pour le Vénézuéla :</i>	J. L. PERIA. CRESPO.

Regulations of Detail and Order.

UNION POSTALE UNIVERSELLE.

Acte Additionnel de Lisbonne au Règlement de Détail et d'Ordre pour l'Exécution de La Convention du 1er Juin 1878 conclu entre L'Allemagne, Les États-Unis d'Amérique, La République Argentine, L'Autriche-Hongrie, La Belgique, La Bolivie, Le Brésil, La Bulgarie, Le Chili, Les États-Unis de Colombie, La République de Costa Rica, Le Danemark et Les Colonies Danoises, La République Dominicaine, l'Égypte, l'Équateur, l'Espagne et les Colonies espagnoles, la France et les Colonies Françaises, La Grande-Bretagne et diverses Colonies Anglaises, le Canada, L'Inde Britannique, La Grèce, Le Guatemala, la République De Haïti, Le Royaume de Hawaï, La République du Honduras, L'Italie, Le Japon, La République de Libéria, Le Luxembourg, Le Mexique, Le Monténégro, Le Nicaragua, Le Paraguay, Les Pays Bas et les Colonies Néerlandaises, Le Pérou, La Perse, Le

UNIVERSAL POSTAL UNION.

Additional Act of Lisbon to the Regulations of Detail and Order for the execution of The Convention of the 1st of June 1878 concluded between Germany, the United States of America, the Argentine Republic, Austria-Hungary, Belgium, Bolivia, Brazil, Bulgaria, Chili, the United States of Colombia, the Republic of Costa Rica, Denmark and the Danish Colonies, the Dominican Republic, Egypt, Ecuador, Spain and the Spanish Colonies, France and the French Colonies, Great Britain and various British Colonies, Canada, British India, Greece, Guatemala, the Republic of Haiti, the Kingdom of Hawaii, the Republic of Honduras, Italy, Japan, the Republic of Liberia, Luxemburg, Mexico, Montenegro, Nicaragua, Paraguay, the Netherlands and the Netherland Colonies, Peru, Persia, Portugal and the Portuguese Colonies, Roumania, Russia, Salvador, Serbia, the Kingdom of Siam, Sweden

Portugal et les Colonies Portugaises, La Roumanie, La Russie, Le Labrador, La Serbie, Le Royaume de Siam, La Suède et Norvège, La Suisse, La Turquie, L'Uruguay, et Les États-Unis de Vénézuéla.

and Norway, Switzerland, Turkey, Uruguay, and the United States of Venezuela.

Les soussignés, vu l'Article XXXIV du Règlement de détail et d'ordre pour l'exécution de la Convention du 1^{er} Juin 1878, sont, au nom de leurs Administrations respectives, convenus d'apporter à ce Règlement les modifications suivantes, qui seront exécutoires à partir du 1^{er} Avril 1886 :

The undersigned, in accordance with Article XXXIV of the Regulations of detail and order for the execution of the Convention of the 1st of June 1878, have, in the name of their Administrations, agreed to make the following modifications in these Regulations, which will take effect on the 1st of April 1886:

1.

L'article III est complété par la disposition suivante, qui en formera le 4^e alinéa :

3°. Celui qui est établi pour le transport des dépêches par chemin de fer entre Colon et Panama.

1.

Article III is completed by the following provision, which will form its 4th paragraph :

3d. That which is established for the conveyance of mails by railroad between Colon and Panama.

2.

Le tableau des équivalents figurant à l'article IV est remplacé par le tableau ci-après :

Pays de l'Union.	25 centimes.	10 centimes.	5 centimes.
Allemagne	20 pfennig	10 pfennig	5 pfennig.
Argentine (République)	8 centavos	4 centavos	2 centavo.
Autriche-Hongrie	10 kreuzer	5 kreuzer	3 kreuzer.
Bolivie	5 centavos	2 centavos	1 centavo.
Bésil	100 reis	50 reis	25 reis.
Canada	5 cents	2 cents	1 cent.
Chili	5 centavos	2 centavos	1 centavo.
Costa Rica	5 centavos	2 centavos	1 centavo.
Danemark	20 öre	10 öre	5 öre.
Colonies Danoises:			
Groenland	20 öre	10 öre	5 öre.
Antilles Danoises	5 cents	2 cents	1 cent.
Dominicaine (République)	5 centavos	2 centavos	1 centavo.
Egypte	1 piastre	20 paras	10 paras.
Équateur	5 centavos	2 centavos	1 centavo.
Colonies Espagnoles:			
Cuba et Porto Rico	5 centavos	2 centavos	1 centavo.
Iles Philippines	5 centimos de peso.	2 centimos de peso.	1 centimo de peso.
États-Unis d'Amérique	5 cents	2 cents	1 cent.
États-Unis de Colombie	5 centavos	2 centavos	1 centavo.
Grande-Bretagne	2½ pence	1 penny	½ penny.
Colonies Anglaises:			
Antigua, Bahamas (Iles), Barbade, Bermudes, Côte d'Or, Dominique, Falkland, (Iles), Gambie, Grenade, Honduras, Jamaïque, Lagos, Montserrat, Nevis, St.-Christophe, Ste-Lucie, St. Vincent, Sierra-Léone, Tabago, Trinité, Turquesa (Iles) et Vierges (Ile).	2½ pence	1 penny	½ penny.
Guyane anglaise, Hong Kong, Labuan, Straits-Settlements et Terre-Neuve.	5 cents	2 cents	1 cent.
Maurice (Ile) et dépendances	10 cent. de roupie.	4 cent. de roupie	2 cent. de roupie.
Chypre	2 piastres ou 80 paras.	1 piastre ou 40 paras.	½ piastre ou 20 paras.
Ceylon	14 cent. de roupie.	5 cent. de roupie.	2½ cent. de roupie.
Guatemala	5 centavos	2 centavos	1 centavo.
Haiti	5 centavos de piastre.	2 centavos de piastre.	1 centavo de piastre.
Hawaï	5 cents	2 cents	1 cent.
Honduras (République du)	5 centavos	2 centavos	1 centavo.
Inde Britannique	2 annas	½ anne	¼ anne.
Japon	5 sen	2 sen	1 sen.
Libéria	5 cents	2 cents	1 cent.
Mexique	5 centavos	2 centavos	1 centavo.
Monténégro	10 soldi	5 soldi	3 soldi.
Nicaragua	5 centavos	2 centavos	1 centavo.
Norvège	20 öre	10 öre	5 öre.
Paraguay	5 centavos de peso	2 centavos de peso	1 centavo de peso.
Pays-Bas et Colonies néerlandaises	12½ cents	5 cents	2½ cents.
Pérou	5 centavos	2 centavos	1 centavo.
Perse	6 shahis	2 shahis	1 shahi.
Portugal et Colonies portugaises, sauf l'Inde portugaise.	50 reis	20 reis	10 reis.
Inde portugaise	2 tangas	10 reis	5 reis.
Russie	7 kopeks	3 kopeks	2 kopeks.
Salvador	5 centavos de peso	2 centavos de peso	1 centavo de peso.
Siam	7½ atts	3 atts	1½ att.
Suède	20 öre	10 öre	5 öre.
Turquie	40 paras	20 paras	10 paras.
Uruguay	5 centavos de piastre.	2 centavos de piastre.	1 centavo de piastre.

2.

The table of equivalents given in Article IV is replaced by the following table :

Countries of the Union.	25 centimes.	10 centimes.	5 centimes.
Germany	20 pfennig	10 pfennig	5 pfennig.
Argentine Republic	8 centavos	4 centavos	2 centavos.
Austria-Hungary	10 krenzer	5 krenzer	3 krenzer.
Bolivia	5 centavos	2 centavos	1 centavo.
Brazil	100 reis	50 reis	25 reis.
Canada	5 cents	2 cents	1 cent.
Chili	5 centavos	2 centavos	1 centavo.
Costa Rica	5 centavos	2 centavos	1 centavo.
Denmark	20 öre	10 öre	5 öre.
Danish Colonies:			
Greenland	20 öre	10 öre	5 öre.
Danish Antilles	5 cents	2 cents	1 cent.
Dominican Republic	5 centavos	2 centavos	1 centavo.
Egypt	1 piastre	20 paras	10 paras.
Ecuador	5 centavos	2 centavos	1 centavo.
Spanish Colonies:			
Cuba and Porto Rico	5 centavos	2 centavos	1 centavo.
Philippine Islands	5 centimos de peso.	2 centimos de peso	1 centimo de peso.
United States of America	5 cents	2 cents	1 cent.
United States of Columbia	5 centavos	2 centavos	1 centavo.
Great Britain	2½ pence	1 penny	½ penny.
British Colonies:			
Antigua, Bahamas, Barbados, Bermuda, Gold Coast, Dominica, Falkland Islands, Gambia, Grenada, Honduras, Jamaica, Lagos, Montserrat, Nevis, St. Christoph, St. Lucia, St. Vincent, Sierra Leone, Tobago, Trinidad, Turks Islands, Virgin Islands.	2½ pence	1 penny	½ penny.
British Guiana, Hong Kong, Labuan, Straits Settlements and Newfoundland.	5 cents	2 cents	1 cent.
Mauritius and dependencies	10 cent. de rouble	4 cent. de rouble	2 cent. de rouble.
Cyprus	2 piastres or 80 paras.	1 piastre or 40 paras.	½ piastre or 20 paras.
Ceylon	14 cent. de rouble	5 cent. de rouble	2½ cent. de rouble.
Guatemala	5 centavos	2 centavos	1 centavo.
Haiti	5 centavos de piastre.	2 centavos de piastre.	1 centavo de piastre.
Hawaii	5 cents	2 cents	1 cent.
Honduras (Republic of)	5 centavos	2 centavos	1 centavo.
British India	2 annas	1 anna	½ anna.
Japan	5 sen	2 sen	1 sen.
Liberia	5 cents	2 cents	1 cent.
Mexico	5 centavos	2 centavos	1 centavo.
Montenegro	10 soldi	5 soldi	3 soldi.
Nicaragua	5 centavos	2 centavos	1 centavo.
Norway	20 öre	10 öre	5 öre.
Paraguay	5 centavos de peso	2 centavos de peso	1 centavo de peso.
Netherlands and Netherland Colonies.	12½ cents	5 cents	2½ cents.
Peru	5 centavos	2 centavos	1 centavo.
Persia	6 shahis	2 shahis	1 shahi.
Portugal and Portuguese Colonies, except Portuguese India.	50 reis	20 reis	10 reis.
Portuguese India	2 tangas	10 reis	5 reis.
Russia	7 kopeks	3 kopeks	2 kopeks.
Salvador	5 centavos de peso	2 centavos de peso	1 centavo de peso.
Siam	7½ atts	3 atts	1½ att.
Sweden	20 öre	10 öre	5 öre.
Turkey	40 paras	20 paras	10 paras.
Uruguay	5 centavos de piastre.	2 centavos de piastre.	1 centavo de piastre.

3.

Le §. 4 de l'Article VI reçoit la rédaction suivante :

4.—Les objets recommandés doivent porter une étiquette au l'empresinte d'un timbre reproduisant, d'une manière apparente, la lettre majuscule R en caractères romains, chaque Office ayant d'ailleurs la faculté d'ajouter à la lettre R la marque spéciale (l'indication du nom du bureau d'origine ou du pays d'origine, du numéro d'ordre, etc.) qui lui conviendra.

Il est intercalé entre les §§ 5 et 6 du même article le paragraphe suivant :

5 *bis*.—Les envois à remettre par exprès sont frappés d'un timbre portant en gros caractères le mot "Express". Les Administrations sont toutefois autorisées à remplacer ce timbre par une étiquette imprimée ou par une inscription manuscrite et soulignée en crayon de couleur.

4.

L'article IX est modifié comme suit :

IX.

Feuilles d'avis.

1.—Les feuilles d'avis accompagnant les dépêches échangées entre deux Administrations de l'Union sont conformes au modèle A joint au présent Règlement.

Dans les relations par mer qui, bien que périodiques et régulières, ne comportent pas d'échange quotidien ou à jour fixe, les bureaux expéditeurs doivent numéroter leurs feuilles d'avis d'après une série annuelle par chaque bureau d'origine et pour chaque bureau de destination, en mentionnant autant que possible, sur la feuille d'avis, le nom du paquebot au du bâtiment qui emporte la dépêche.

2.—Les objets recommandés sont inscrits au No. 1 de la feuille d'avis

3.

Paragraph 4 of Article VI will read as follows :

4.—Registered articles must bear a label or impression of a stamp, showing in a distinct manner, the capital letter R in Roman text, it being left optional with each office to add to the letter R the special mark (indication of office of origin, or country of origin, number, of order, &c.) which it shall deem proper.

Between paragraphs 5 and 6 of the same article, the following paragraph is inserted :

5 *bis*.—Articles to be delivered by express are stamped with a stamp showing in large letters the word "Express". The Administrations are, however, authorized to substitute for this stamp a printed label or an inscription in manuscript underscored with a colored pencil.

4.

Article IX is modified as follows :

IX.

Letter Bills.

1. The letter bills accompanying the mails exchanged between two Administrations of the Union are in conformity with the model A annexed to the present regulations.

In the intercourse by sea which, though periodical and regular, does not allow a daily exchange, or an exchange on a fixed day, the dispatching officers should number their letter-bills in an annual series for each office of origin, and for each office of destination, giving as far as possible, on the letter bill, the name of the steamer or vessel which carries the mail.

2.—The registered articles are entered in No. 1 of the letter bill, with

avec les détails suivants: le nom du bureau d'origine, le nom du destinataire et le lieu de destination, ou seulement le nom du bureau d'origine et le numéro d'inscription de l'objet à ce bureau.

Les envois à faire remettre par exprès sont inscrits en nombre au tableau 1 de la feuille d'avis.

Les avis de réception se rapportant à des objets recommandés inscrits au Tableau 1 de la feuille d'avis, sont mentionnés par les lettres A. R. placées en regard des objets dont il s'agit, dans la colonne des observations de ce tableau.

Les avis de réception sont conformes ou analogues au modèle A *bis* ci annexé. Ils doivent être formulés en français ou porter une traduction sublinéaire en cette langue.

Les avis de réception en retour sont inscrits au tableau précité, soit individuellement, soit en bloc, suivant que ces avis sont plus ou moins nombreux.

3.—Lorsque le nombre des objets recommandés expédiés habituellement d'un bureau d'échange à un autre le comporte, il peut être fait usage d'une liste spéciale et détachée, pour remplacer le tableau No. I de la feuille d'avis.

4.—Au tableau No. II on inscrit, avec les détails que ce tableau comporte, les dépêches closes insérées dans l'envoi direct auquel la feuille d'avis se rapporte.

5.—On indique, à l'angle droit supérieur de la feuille d'avis, le nombre de paquets ou de sacs détachés dont se compose chaque expédition pour une même destination.

6.—Lorsqu'il est jugé nécessaire, pour certaines relations, de créer d'autres tableaux ou rubriques sur la feuille d'avis, la mesure peut être réalisée d'un commun accord entre les Administrations intéressées.

7.—Lorsqu'un bureau d'échange n'a aucun objet à livrer à un bureau correspondant, il n'en doit

the following details: The name of the office of origin, the name of the addressee, and the place of destination, or simply the name of the office of origin and the number under which the article is entered at that office.

The articles to be delivered by express are entered by number in Table No. 1 of the Letter Bill.

Return-Receipts relating to registered articles entered in Table 1 of the Letter Bill, are indicated by the letters A. R. placed opposite the articles in question, in the column of observations of this table.

The Return Receipts are in conformity with or analogous to the model A *bis* annexed hereto. They must be formulated in French or bear an interlinear translation in that language.

Return-Receipts when returned, are entered in said Table, either individually or collectively, according as these receipts are more or less numerous.

3.—When the number of registered articles forwarded habitually from one exchange office to another, allows it, a special and separate list may be used in place of Table No. I of the Letter Bill.

4.—In Table No. II are entered, with the details which this Table requires, the closed mails comprised in the direct dispatch to which the Letter Bill relates.

5.—The number of packets or separate sacks comprised in each dispatch for one and the same destination is indicated in the upper right hand corner of the Letter Bill.

6.—When it is deemed necessary, for certain relations, to make other tables or headings upon the Letter Bill, the measure may be accomplished by mutual agreement between the Administrations interested.

7.—When an exchange office has no article to forward to a corresponding office, it must nevertheless

pas moins envoyer, dans la forme ordinaire, une dépêche qui se compose uniquement de la feuille d'avis.

8.—En cas de dépêches closes confiées par une Administration à une autre, pour être transmises au moyen de bâtiments de commerce, le nombre de lettres et autres objets est indiqué à la feuille d'avis ou sur l'adressé de ces dépêches.

5.

L'article X est modifié comme suit :

Les §§ 1 et 2 porteront désormais :

1.—Les objets recommandés, les avis de réception qui s'y rapportent, les envois exprès, et, s'il y a lieu, la liste spéciale prévue au paragraphe 3 de l'article IX, sont réunis en un paquet distinct, qui doit être convenablement enveloppé et cacheté de manière à en préserver le contenu.

2.—Ce paquet, attaché à la feuille d'avis, est placé au centre de la dépêche.

Il est ajouté à la fin de cet article le paragraphe suivant :

5.—Les avis de réception en retour sont placés dans une enveloppe, par l'office distributeur des objets recommandés auxquels ces avis se rapportent. Ces enveloppes, revêtues de la mention : "Avis de réception en retour; Bureau de poste de — Pays —" sont soumises aux formalités de la recommandation et acheminées sur leur destination comme des objets recommandés ordinaires.

6.

L'article XI reçoit la rédaction suivante :

XI.

Indemnité pour la perte d'un envoi recommandé.

Lorsque l'indemnité due pour la perte d'un envoi recommandé a été

less send, in the ordinary form, a mail which is composed solely of the Letter Bill.

8.—In case closed mails are entrusted by one Administration to another, to be forwarded by merchant vessels, the number of letters and other articles is indicated in the Letter Bill or in the address of these mails.

5.

Article X is modified as follows :

Paragraphs 1 and 2 will henceforth read as follows :

1.—Registered articles, Return Receipts relating thereto, articles sent by express, and, if there be one, the special list specified in paragraph 3 of Article IX, are placed together in a separate packet, which must be suitably inclosed and sealed so as to preserve its contents.

2.—This packet with the Letter Bill around it, is placed in the center of the mail.

At the end of this article the following paragraph is added :

5.—Return Receipts in course of return are placed in an envelope by the office distributing the registered articles to which these receipts relate. These envelopes bearing the inscription : "Avis de réception en retour (Return Receipt returned); Bureau de poste de — Pays — (Post office of — country —)" are subjected to the formalities of registration, and are forwarded to destination as other registered articles.

6.

Article XI reads as follows :

XI.

Indemnity for the loss of a registered article.

When the indemnity due for the loss of a registered article has been

payée par une Administration, pour le compte d'une autre Administration rendue responsable, celle-ci est tenue d'en rembourser le montant dans le délai de trois mois après avis du payement. Ce remboursement s'effectue, soit au moyen d'un mandat de poste ou d'une traite, soit en espèces ayant cours dans le pays créateur.

paid by one Administration, on behalf of another Administration which has become responsible, this Administration is obliged to reimburse the amount within a period of three months after having been advised of the payment. This reimbursement is made either by a money order, or a draft, or in specie having currency in the creditor country.

7.

L'article XII est modifié comme suit :

Le § 1^{er} portera dorénavant :

1.—En règle générale, les objets qui composent les dépêches doivent être classés et enliassés par nature de correspondances, en séparant les objets affranchis des objets non ou insuffisamment affranchis.

Le mot "intérieurement" est supprimé au commencement du § 2, dont la première phrase portera par conséquent :

2.—Toute dépêche, après avoir été ficelée, est enveloppée de papier fort. . . .

8.

Le § 1^{er} de l'article XIV reçoit la rédaction suivante :

1.—Les objets de correspondance adressés sous des initiales et ceux qui portent une adresse écrite au crayon, ne sont pas admis à la recommandation.

L'article XV est remplacé par l'article suivant :

XV.

Cartes postales.

1.—Les cartes postales doivent être expédiées à découvert. Le recto est réservé à l'adresse du destinataire; mais l'expéditeur peut y ajouter son nom et son adresse au

7.

Article XII is modified as follows :

The 1st paragraph will hereafter read :

1.—As a general rule, the articles of which the mails consist must be classified and put up in bundles according to the nature of the correspondence, separating the prepaid articles from unpaid or insufficiently prepaid articles.

The word "intérieurement" ("within") is suppressed in the beginning of paragraph 2, the first phrase of which will, therefore, read :

2.—Every mail, after having been tied with a string, is inclosed in strong paper. . . .

8.

The 1st paragraph of article XIV will read as follows :

1.—Articles of correspondence addressed under initials, and those which bear an address written in pencil, are not admitted to registration.

The following article is substituted for Article XV :

XV.

Postal Cards.

1.—Postal cards must be forwarded without cover. The front is reserved for the address of the addressee; but the sender may add his name and his address by means

moyen d'un timbre, d'une griffe ou de tout procédé typographique.

2.—Les cartes postales ne peuvent excéder les dimensions suivantes: longueur, 14 centimètres; largeur, 9 centimètres.

3.—Autant que possible, les cartes postales émises spécialement en vue de la circulation dans l'Union postale, doivent porter, au recto, en langue française ou avec traduction surlignée en cette langue, le titre suivant:

CARTE POSTALE.

Union Postale Universelle.

(côté réservé à l'adresse.)

4.—Le timbre-poste représentant l'affranchissement figure à l'un des angles supérieurs du recto; il en est de même du timbre supplémentaire qui pourrait être ajouté.

5.—À l'exception des timbres d'affranchissement il est interdit de joindre ou d'attacher aux cartes postales des objets quelconques.

6.—En règle générale, les cartes postales avec réponse payée doivent présenter, au recto, comme titre imprimé: sur la première partie "Carte postale avec réponse payée"; sur la seconde partie: "Carte postaléponse". Les deux parties doivent, d'ailleurs, remplir, chacune, les autres conditions imposées à la carte postale simple; elles sont repliées l'une sur l'autre et ne peuvent être fermées d'une manière quelconque.

7.—Il est loisible à l'expéditeur d'une carte postale avec réponse payée d'insérer son nom et son adresse au recto de la partie "Réponse".

La partie "Réponse" ne peut être expédiée qu'à destination du pays d'où elle est originaire; dans le cas contraire, il n'y est pas donné cours.

8.—Les cartes postales simples et celles avec réponse payée, émanant

of a stamp, a stamped facsimile of his signature, or by any typographical process.

2.—Postal cards cannot exceed the following dimensions: Length, 14 centimeters; width, 9 centimeters.

3.—As far as possible, postal cards issued specially for circulation within the Postal Union, should bear in front, in the French language or with an interlinear translation in that language, the following title:

POSTAL CARD.

Universal Postal Union.

(side reserved for the address.)

4.—The stamp representing the prepayment is placed in one of the upper corners of the front; the same applies to the additional stamp which may be attached.

5.—With the exception of stamps for prepayment, it is forbidden to join or to attach to postal cards any articles whatsoever.

6.—As a general rule, postal cards with paid reply must show on the front, as printed title: on the first part "Postal Card with paid reply"; on the second part: "Postal Card-reply." Each of the two parts must also comply with the conditions imposed on the single postal card; they are folded, one over the other, and cannot be closed in any manner whatsoever.

7.—The sender of a postal card with paid reply may write his name and his address on the front of the "reply" part.

The "reply" part can only be forwarded to a destination in the country where it originated; in the contrary case, circulation is not given to it.

8.—Single postal cards and postal cards with paid reply issued by

de l'industrie privée, sont admises à la circulation internationale, pourvu que la législation du pays d'origine le permette et qu'elles soient conformes, au moins en ce qui concerne le format et la consistance du papier, aux cartes postales émises par l'Office des postes d'origine.

private establishments, are admitted to international circulation, provided the legislation of the country of origin allows it, and they are in conformity, at least as regards their shape and thickness of the paper, with the postal cards issued by the Post Office of origin.

10.

10.

Il est intercalé au § 1^{er} de l'article XVI, entre les mots "d'ouvrages" et "expédiés", les mots: "ou de journaux;" en sorte que la partie finale de ce paragraphe portera désormais:

. . . les partitions ou feuilles de musique manuscrites, les manuscrits d'ouvrages ou de journaux expédiés isolément, etc.

In the 1st paragraph of Article XVI, between the words "of works" and "forwarded," the words "or of newspapers" are inserted, so that the last part of this paragraph will hereafter read:

. . . scores or sheets of manuscript music, manuscripts of works, or of newspapers forwarded separately, &c.

II.

II.

L'article XVII est modifié comme suit:

Article XVII is modified as follows:

XVII.

XVII.

Imprimés de toute nature.

Printed matter of all kinds.

1.—Sont considérés comme imprimés, et admis comme tels à la modération de port consacrée par l'article 5 de la Convention, les journaux et ouvrages périodiques, les livres brochés ou reliés, les brochures, les papiers de musique, les cartes de visite, les cartes-adresses, les épreuves d'imprimerie avec ou sans les manuscrits s'y rapportant, les papiers revêtus de points à relief à l'usage des aveugles, les gravures, les photographies, les images, les dessins, plans, cartes géographiques, catalogues, prospectus, annonces et avis divers; imprimés, gravés, lithographiés ou autographiés, et, en général, toutes les impressions ou reproductions obtenues sur papier, sur parchemin ou sur carton, au moyen de la typographie, de la gravure, de la lithographie et de l'autographie ou

1.—The following are considered as printed matter, and admitted as such to the reduced postage sanctioned by Article 5 of the Convention, viz: newspapers and periodical works, books stitched or bound, pamphlets, sheets of music, visiting cards, address cards, proofs of printing with or without the manuscripts relating thereto, papers with raised points for the use of the blind, engravings, photographs, pictures, drawings, plans, geographical maps, catalogues, prospectuses, announcements and notices of various kinds, whether printed, engraved, lithographed or autographed, and in general, all impressions or reproductions obtained upon paper, parchment or card-board, by means of printing, engraving, lithographing and autographing or any other mechanical

de tout autre procédé mécanique facile à reconnaître, hormis le décalque.

Sont considérés comme facile à reconnaître les procédés mécaniques désignés par les noms de chromographie, polygraphie, hectographie, papyrographie, vélocigraphie, etc.; mais pour jouir de la modération de port, les reproductions obtenues au moyen de ces procédés doivent être déposées aux guichets des bureaux de poste et au nombre minimum de vingt exemplaires parfaitement identiques.

2.—Sont exclus de la modération de port, les timbres ou formules d'affranchissement, oblitérés ou non, ainsi que tous imprimés constituant le signe représentatif d'une valeur.

3.—Le caractère de *correspondance actuelle et personnelle* ne peut pas être attribué aux indications ci-après, savoir :

1°. A la signature de l'envoyeur ou à la désignation de son nom ou de sa raison sociale, de sa qualité, du lieu d'origine et de la date d'envoi ;

2°. A la dédicace ou à l'hommage de l'auteur ;

3°. Aux traits ou signes simplement destinés à marquer les passages d'un texte, pour appeler l'attention ;

4°. Aux prix ajoutés ou changés à la main sur les cotes ou prix-courants de bourse ou de marchés, sur les catalogues, prospectus et avis divers ;

5°. Aux offres et commandes de livres, sur lesquels on aurait indiqué à la main, soit en biffant, soit en soulignant des textes imprimés, les livres qui sont offerts ou demandés ;

6°. Aux factures et comptes joints aux imprimés et s'y rapportant ;

7°. Aux imprimés portant des corrections d'erreurs typographiques ;

8°. Enfin, aux annotations ou corrections faites sur les épreuves d'imprimerie ou de composition musicale et se rapportant au texte ou à la confection de l'ouvrage.

process easy to recognize, except the copying-press.

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

2.—The following are excluded from the reduced postage, viz: stamps or forms of prepayment, whether obliterated or not, as well as all printed articles constituting the representative sign of a value.

3.—The character of *actual and personal correspondence* cannot be ascribed to the following, viz :

1st. To the signature of the sender or to the designation of his name, of his profession, of his rank, of the place of origin, and of the date of dispatch ;

2nd. To the dedication or mark of respect offered by the author ;

3d. To the figures or signs merely intended to mark the passages of a text, in order to call attention to them.

4th. To the prices added to the quotations, or prices current of exchange or markets, to catalogues, prospectuses and notices of different kinds.

5th. To offers of, and orders for books, on which the offers and orders are indicated in handwriting, either by crossing out or under-scoring of printed text ;

6th. To invoices or bills enclosed with the prints and relating thereto ;

7th. To prints bearing corrections of typographical errors ;

8th. Lastly to annotations or corrections made upon proofs of printing or musical composition, and relating to the text or to the execution of the work.

4.—Les imprimés doivent être, soit placés sous bande, sur rouleau, entre des cartons, dans un étui ouvert d'un côté ou aux deux extrémités, ou dans une enveloppe non fermée, soit simplement pliés de manière à ne pas dissimuler la nature de l'envoi, soit enfin entourés d'une ficelle facile à dénouer.

5.—Les cartes-adresses et tous imprimés présentant la forme et la consistance d'une carte non pliée peuvent être expédiés sans bande, enveloppe, lien ou pli. Les cartes portant le titre "carte-postale" ne sont pas admises au tarif des imprimés.

12.

Le § 3 de l'article XVIII reçoit la rédaction suivante :

3.—Ils ne peuvent avoir aucune valeur marchande, ni porter aucune écriture à la main que le nom ou la raison sociale de l'expéditeur, l'adresse du destinataire, une marque de fabrique ou de marchand, des numéros d'ordre, des prix et des indications relatives aux poids, au métrage et à la dimension, ainsi qu'à la quantité disponible.

13.

L'article XX est modifié comme suit :

Le paragraphe suivant est intercalé entre les §§ 2 et 3 :

12 bis.—Lorsque des objets primitivement adressés à l'intérieur d'un pays de l'Union et affranchis en numéraire sont réexpédiés à un autre pays, l'office réexpéditeur doit indiquer, sur l'objet, le montant de la taxe perçue en numéraire.

A la fin de l'article il est ajouté un nouveau paragraphe ainsi conçu :

4.—Les correspondances de toute nature, ordinaires ou recommandées, qui, portant une adresse incomplète ou erronée, sont renvoyées aux expéditeurs pour qu'ils la complètent ou la rectifient, ne sont pas, quand elles sont remises

4.—Printed matter must be either placed under band, upon a roller, between boards, in a case open at one side or at both ends, or in an unclosed envelope, or simply folded in such a manner as not to conceal the nature of the packet, or, lastly, tied by a string easy to unfasten.

5.—Address cards, and all printed matter presenting the form or consistency of an unfolded card, may be forwarded without band, envelope, fastening, or fold. Cards bearing the title "postal card" are not admitted at the rate for printed matter.

12.

Paragraph 3 of Article XVIII will read as follows :

3.—They must not have any salable value, nor bear any manuscript other than the name or the social position of the sender, the address of the addressee, a manufacturer's or trade mark, numbers, prices and indications relating to weight, size, and dimensions, as well as to the quantity to be disposed of.

13.

Article XX is modified as follows :

The following paragraph is inserted between paragraphs 2 and 3 :

2 bis.—When articles originally addressed to the interior of a country of the Union and prepaid in cash, are reforwarded to another country, the reforwarding office must indicate, on the article, the amount of the charge levied in cash.

At the end of the article a new paragraph is added, worded as follows :

4.—Correspondence of every kind, ordinary or registered, which, bearing an incomplete or erroneous address, is returned to the senders, in order that they may complete or correct it, is not considered, when re-entering the service with a com-

dans le service avec une suscription complétée ou rectifiée, considérées comme des correspondances réexpédiées, mais bien comme de nouveaux envois, et deviennent, par suite, passibles d'une nouvelle taxe.

pleted or corrected address, as re-forwarded correspondence, but as newly dispatched, and becomes in consequence subject to a new charge.

14.

Il est intercalé au § 1^{er} de l'article XXI, après "destinataire" les mots: "et au plus tard dans un délai de six mois"; le § 1^{er} portera donc:

1.—Les correspondances de toute nature qui sont tombées en rebut, pour quelque cause que ce soit, doivent être renvoyées, aussitôt après les délais de conservation voulus par les règlements du pays destinataire, et au plus tard dans un délai de six mois, par l'intermédiaire des bureaux d'échange respectifs et en une liasse spéciale étiquetée: *Rebuts*.

15.

Les deux premiers paragraphes de l'article XXII reçoivent la rédaction suivante:

1.—Les statistiques à effectuer une fois tous les trois ans, en exécution des articles 4 et 12 de la Convention, pour le décompte, tant des frais de transit dans l'Union que des taxes afférentes au transport en dehors des limites de l'Union, sont établies d'après les dispositions des articles suivants, pendant les vingt-huit premiers jours du mois de mai ou de novembre (alternativement) de la deuxième année de chaque période triennale, pour sortir leurs effets rétroactivement à partir de la première année.

2.—La statistique de mai 1885 réglera les paiements à faire depuis le 1^{er} janvier de la même année jusqu'à la fin de mars 1886. La statistique de novembre 1887 servira de base aux paiements depuis le 1^{er} avril 1886 jusqu'à la fin de l'année 1888. La statistique de mai

14.

The words "at latest within a period of six months" are inserted after "destination" in paragraph 1 of Article XXI; paragraph 1 will, therefore, read:

1. Correspondence of every kind which is not delivered, from whatever cause, must be returned immediately after the expiration of the period for keeping it required by the laws of the country of destination, and at latest within a period of six months, through the intermediary of the respective offices of exchange, and in a special bundle labeled "*Rebuts*".

15.

The first two paragraphs of Article XXII will read as follows:

1. The statistics to be taken once every three years, in execution of articles 4 and 12 of the Convention, for the settlement as well of the expenses of transit within the Union, as of the charges relating to the conveyance beyond the limits of the Union, are taken according to the provisions of the following articles during the first twenty-eight days of the month of May or of November (alternately) of the second year of each triennial period, and have a retro-active force dating from the first year.

2.—The statistics of May 1885 will regulate the payments to be made from the 1st of January of that year till the end of March 1886. The statistics of November 1887 will serve as a basis for the payments from the 1st of April 1886 till the end of the year 1888. The

1890 s'appliquera aux années 1889, 1890 et 1891, et ainsi de suite.

statistics of May 1890 will apply to the years 1889, 1890 and 1891, and so on.

16.

16.

Le paragraphe suivant est ajouté après le § 1^{er} de l'article XXIII :

The following paragraph is added after the 1st paragraph of Article XXIII :

1 *bis*.—Lorsque plusieurs voies comportant chacune des frais de transit différents sont ouvertes à la transmission des correspondances pour un même pays, l'Office expéditeur rétribue l'Office intermédiaire d'après un tarif unique basé sur la moyenne des différents prix de transit.

1 *bis*.—When several routes, each involving different transit expenses, are open for the transmission of correspondence to one and the same country, the dispatching office pays the intermediary office according to one rate based on the average of the different transit rates.

La première phrase du § 6 du même article est modifiée comme suit :

The first clause of paragraph 6 of the same article is modified as follows :

6.—A défaut de correspondances possibles d'un port intermédiaire ou étranger, il n'est pas dressé de tableau E. et le bureau expéditeur inscrit en tête de la feuille d'avis la mention : " Pas de tableau E".

6.—If there be no correspondence liable to intermediary or foreign postage, the Table E. is not prepared, and the dispatching office makes the entry " No Table E " at the head of the letter bill.

17.

17.

Les dispositions suivantes sont ajoutées à la fin de l'article XXIV :

The following provisions are added at the end of Article XXIV :

5.—Après chaque période de statistique, les Administrations qui ont expédié des dépêches en transit envoient la liste de ces dépêches aux différentes Administrations dont elles ont emprunté l'intermédiaire.

5.—After each statistical period, the Administrations which have dispatched mails in transit send the list of these mails to the different Administrations which they have used as intermediaries.

6.—Le simple entrepôt, dans un port, de dépêches closes apportées par un paquebot et destinées à être reprises par un autre paquebot, ne donne pas lieu au paiement de frais de transit territorial au profit de l'Office des postes du lieu d'entrepôt.

6.—The mere landing, in a port, of closed mails brought by a packet, and intended to be taken up by another packet, does not give rise to the payment of territorial transit expenses to the post office of the port of landing.

18.

18.

L'article XXV est modifié comme suit :

Article XXV is modified as follows :

XXV.

XXV.

Compte des frais de transit.

Account of Transit Expenses.

1.—Les tableaux E. et F. sont résumés dans un compte particulier

1.—The Tables E. and F. are incorporated in a special account, in

par lequel on établit, en francs et centimes, le prix annuel de transit revenant à chaque Office, en multipliant les totaux par 13. Dans le cas où le multiplicateur ne se rapporterait pas à la périodicité du service, les Administrations intéressées s'entendent pour l'adoption d'un autre multiplicateur. Le soin d'établir ce compte incombe à l'Office créateur, qui le transmet à l'Office débiteur.

2.—Le solde résultant de la balance des comptes réciproques entre deux Offices, est payé par l'Office débiteur à l'Office créateur en francs effectifs et au moyen de traites tirées sur la capitale ou sur une place commerciale de ce dernier Office.

3.—L'établissement, l'envoi et le paiement des comptes des frais de transit afférents à une exercice, doivent être effectués dans le plus bref délai possible, et, au plus tard, avant l'expiration du premier semestre de l'exercice suivant. En tous cas, si l'Office qui a envoyé le compte n'a reçu dans cet intervalle aucune observation rectificative, ce compte est considéré comme admis de plein droit. Cette disposition s'applique également aux observations non contestées faites par un Office sur les comptes présentés par un autre Office. Passé ce délai de six mois, les sommes dues par un Office à un autre Office sont productives d'intérêts, à raison de 5 pour cent l'an et à dater du jour d'expiration dudit délai.

Les paiements des frais de transit pour la première et au besoin pour la seconde année de chaque période triennale s'effectuent provisoirement, à la fin de l'année, sur les bases de la statistique précédente, sauf règlement ultérieur des comptes d'après les résultats de la statistique nouvelle.

which is shown, in francs and centimes, the annual amount of transit payment accruing to each office by multiplying the totals by 13. In case the multiplier does not correspond with the periodicity of the service, the Administrations concerned will agree among themselves to adopt another multiplier. The duty of preparing this account devolves upon the creditor office, which transmits it to the debtor office.

2.—The balance resulting from the reciprocal accounts between two offices, is paid by the debtor office to the creditor office in effective francs, and by means of bills drawn upon the capital, or upon a commercial place of the latter office.

3.—The preparation, transmission, and payment of the accounts of the expenses of transit belonging to a period of service, must be effected with the least possible delay, and at the latest, before the expiration of the first six months of the following period of service. In all cases, if the office which has transmitted the account has not during this interval received a correcting observation, this account is considered as duly accepted. This provision likewise applies to observations which have not been called into question, made by one office relative to the accounts presented by another office. When this time has passed, the amounts due by one office to another office are subject to interest at the rate of 5 per cent. per annum, dating from the day of expiration of said delay.

The payments of transit expenses for the first, and if necessary, for the second year of each triennial period are made provisionally at the end of the year, on the basis of the preceding statistics, except the subsequent adjustment of the accounts according to the results of the new statistics.

19.

Un nouvel article ainsi conçu est intercalé entre les articles XXVII et XXVIII :

XXVII bis.

Retrait de correspondances et rectification d'adresses.

1.—Pour les demandes de retrait de correspondances ou de rectification d'adresses, l'expéditeur doit faire usage d'une formule conforme au modèle H. annexé au présent Règlement. En remettant cette réclamation au bureau de poste, l'expéditeur doit y justifier de son identité. Après la justification, dont l'Administration du pays d'origine assume la responsabilité, il est procédé de la manière suivante :

1°. Si la demande est destinée à être transmise par voie "postale", la formule, accompagnée d'un facsimile parfait de la lettre à rechercher, est expédiée directement, sous pli recommandé, au bureau de poste destinataire :

2°. Si la demande doit être faite par voie télégraphique, la formule est déposée au service télégraphique chargé d'en transmettre les termes au bureau de poste destinataire ;

2.—A la réception de la formule H. ou du télégramme en tenant lieu, le bureau de poste destinataire recherche la correspondance signalée et donne à la demande la suite nécessaire.

Toutefois, s'il s'agit d'un changement d'adresse par voie télégraphique, le bureau destinataire se borne à retenir la lettre et attend, pour faire droit à la demande, l'arrivée du facsimile nécessaire.

Si la recherche est infructueuse, si l'objet a déjà été remis au destinataire ou si la demande par voie télégraphique n'est pas assez explicite pour permettre de reconnaître sûrement l'objet de correspondance indiqué, le fait est signalé

19.

A new article, worded as follows, is inserted between Articles XXVII and XXVIII :

XXVIII, bis.

Withdrawal of correspondence and correction of addresses.

1.—For requests for withdrawal of correspondence or for correction of addresses, the sender must use a form like model H. annexed to the present Regulations. In transmitting this request to the post-office, the sender must there establish his identity. After identification, the responsibility for which is assumed by the Administration of the country of origin, the following course is pursued :

1st. If the request is to be transmitted by mail, the form, accompanied by a perfect facsimile of the letter asked for, is forwarded direct, under registration to the post office of destination.

2nd. If the request is to be made by telegraph, the form is handed to the telegraph service which is charged to transmit its contents to the post office of destination ;

2.—Upon the receipt of form H., or of the telegram taking its place, the post office of destination institutes an inquiry for the correspondence indicated, and complies with the request.

If, however, a correction of the address is requested by telegraph, the office of destination confines itself to retain the letter and waits for the arrival of the necessary facsimile, before complying with the request.

If the inquiry is without result, if the article has already been delivered to the addressee, or if the request by telegraph is not explicit enough to allow the article of correspondence indicated to be recognized with certainty, the fact is

immédiatement au bureau d'origine, qui en prévient le réclamant.

3.—A moins d'entente contraire, la formule H est rédigée en français ou porte une traduction sublinéaire en cette langue, et, dans le cas d'emploi de la voie télégraphique, le télégramme est formulé en langue française.

4.—Toute Administration peut exiger, par une notification adressée au Bureau international, que l'échange des réclamations, en ce qui la concerne, soit effectué par l'entremise des Administrations centrales ou d'un bureau spécialement désigné.

20.

Les 3 derniers alinéas de l'article XXVIII porteront désormais :

5e classe : Argentine (République), Bulgarie, Chili, Etats-Unis de Colombie, Grèce, Mexique, Pérou, Serbie;

6e classe : Bolivie, Costa-Rica, République Dominicaine, Equateur, Guatemala, Haiti, République du Honduras, Luxembourg, Nicaragua, Paraguay, Perse, Salvador, Royaume de Siam, Uruguay, Vénézuéla, Colonies danoises, Colonie de Curaçao (ou Antilles néerlandaises), Colonie de Surinam (ou Guyane néerlandaise);

7e classe : Hawaï, Libéria, Monténégro.

21.

Le § 2 de l'article XXIX reçoit la rédaction suivante :

2.—Les Administrations faisant partie de l'Union doivent se communiquer notamment, par l'intermédiaire du Bureau international :

1^o. L'indication des surtaxes qu'elles perçoivent, par l'application de l'article 5 de la Convention, en plus de la taxe de l'Union, soit pour port maritime, soit pour frais de

immediately made known to the office of origin, which informs the claimant.

3.—Unless a different arrangement has been entered into, the form H. is made out in French or bears an interlinear translation in that language, and, in case the telegraph is used, the telegram is written in the French language.

4.—Every Administration may demand, by a notice addressed to the International Bureau, that the exchange of reclamations, as far as it is concerned, is effected through the intermediary of the Central Administrations or of a specially designated office.

20.

The last three paragraphs of Article XXVIII will in future read as follows :

5th class : Argentine Republic, Bulgaria, Chili, United States of Colombia, Greece, Mexico, Peru, Serbia;

6th class : Bolivia, Costa Rica, Dominican Republic, Ecuador, Guatemala, Haiti, Republic of Honduras, Luxembourg, Nicaragua, Paraguay, Persia, Salvador, Kingdom of Siam, Uruguay, Venezuela, Danish Colonies, Colony of Curaçao (or Netherlands Antilles), Colony of Surinam (or Netherlands Guiana);

7th class : Hawaii, Liberia, Montenegro.

21.

Paragraph 2 of Article XXIX will read as follows :

2. Administrations belonging to the Union must communicate to each other specially through the intermediary of the International Bureau :

1st. Information relative to the surtaxes which they levy by virtue of Article 5 of the Convention, in addition to the Union rate, whether for sea-postage, or for the expenses

transport extraordinaire, ainsi que la nomenclature des pays par rapport auxquels ces surtaxes sont perçues, et, s'il y a lieu, la désignation des voies qui en motivent la perception ;

2°. La collection en triple de leurs timbres-poste ;

3°. Enfin, les tableaux C dont l'établissement est prescrit par l'article V du Règlement.

of extraordinary conveyance, as well as a list of the countries in relation to which these surtaxes are levied, and if necessary, the designation of the routes which cause their collection ;

2nd. The collection of their postage-stamps in triplicate.

3d. Lastly, the Tables C., the preparation of which is prescribed by Article V of the Regulations.

22.

22.

Il est ajouté après l'article XXIX un nouvel article ainsi conçu :

After Article XXIX a new article is added, reading as follows :

ARTICLE XXIX *bis*.

ARTICLE XXIX *bis*.

Statistique générale.

General Statistics.

1. Chaque Administration fait parvenir, à la fin du mois de juillet de chaque année, au Bureau international, une série aussi complète que possible de renseignements statistiques se rapportant à l'année précédente, sous forme de tableaux conformes ou analogues aux modèles ci annexés I, K et L.

1. Each Administration transmits at the end of the month of July of each year, to the International Bureau, a series of statistical data, as complete as possible, relating to the preceding year, in the form of tables conforming to or analogous with the models I, K and L annexed hereto.

2. Les opérations de service qui donnent lieu à enregistrement font l'objet de relevés périodiques, d'après les écritures effectuées.

2. The operations of the service in which each transaction is recorded, form the subject of periodical statements, based upon the entries made.

3. Pour toutes les autres opérations il est procédé à un dénombrement, pendant une semaine au moins pour les échanges quotidiens, et pendant quatre semaines pour les échanges non quotidiens, avec faculté pour chaque Administration de faire un dénombrement séparé pour chaque catégorie de correspondances.

3. As regards all other operations a count is made, during one week at least for daily exchanges, and during four weeks for non-daily exchanges, leaving it optional with each Administration to make a separate count for each category of correspondence.

4. Est réservé à chaque Administration le droit de procéder à ce dénombrement aux époques qui se rapprochent le plus de la moyenne de son trafic postal.

4. There is reserved to each Administration the right to make this count at periods which come nearest to the average of its postal traffic.

5. Le Bureau international est chargé de faire imprimer et de distribuer les formules de statistique à remplir par chaque Administration. Il est chargé, en outre, de

5. The International Bureau is charged with the printing and the distribution of the statistical forms to be filled out by each Administration. It is, likewise, obliged to

fournir aux Administrations qui en feront la demande, toutes les indications nécessaires sur les règles à suivre pour assurer, autant que possible, l'uniformité des opérations de statistique.

23.

Le § 7 de l'article XXX est modifié comme suit :

7. Dans les questions à résoudre par l'assentiment unanime ou par la majorité des Administrations de l'Union, celles qui n'ont point fait parvenir leur réponse dans le délai maximum de six mois, à compter de la date de la circulaire du Bureau international par laquelle les questions leur sont soumises, sont considérées comme s'abstenant.

24.

Les alinéas 7 et 8 (chiffres 6° et 7°) de l'Article XXXII sont remplacés par les dispositions suivantes :

6°. Gibraltar, comme relevant de l'Administration des postes de la Grande-Bretagne, ainsi que l'agence postale que cette Administration entretient à Tanger (Maroc);

7°. Les bureaux de poste que l'Administration de la colonie anglaise de Hong-Kong entretient à Hoihow (Kiung-Schow), Canton, Swatow, Amoy, Foo-Chow, Ningpo, Shang-Haï et Hankow (Chine);

Le 11° alinéa (chiffre 10°) portera dorénavant :

10°. Les bureaux de poste que l'Administration japonaise a établis à Shang-Haï (Chine), à Fusampo, à Genzanshin et à Jinsen (Corée);

Au 3° alinéa (chiffre 2°) de l'article XXXIII, les articles XXVII bis et XXIX bis sont intercalés entre les chiffres XXVII et XXXI.

furnish to the Administrations which may make the request, all the necessary instructions relative to the rules to be followed, to insure, as much as possible, the uniformity of the statistical operations.

23.

Paragraph 7 of Article XXX is modified as follows :

7. In questions to be decided by unanimous assent, or by the majority of the Union Administrations, those Administrations which have not sent in their reply within the maximum delay of six months, counting from the date of the circular of the International Bureau by which these questions are submitted, are considered as expressing no opinion.

24.

Paragraphs 7 and 8 (6th and 7th) of Article XXXII are replaced by the following provisions :

6th. Gibraltar, as subordinate to the Administration of Posts of Great Britain, as well as the postal agency which that Administration maintains at Tangier (Morocco);

7th. The post offices which the Administration of the British Colony of Hong Kong maintains at Hoihow (Kiung-show), Canton, Swatow, Amoy, Foo-Chow, Ningpo, Shanghai, and Hankow (China);

The 11th paragraph (10th) will in future read as follows :

10th. The post offices which the Japanese Administration has established at Shanghai (China), at Fusampo, at Genzanshin and at Jinsen (Corea);

In the 3d paragraph (2nd) of Article XXXIII, articles XXVII bis and XXIX bis are inserted between numbers XXVII and XXXI.

Fait à Lisbonne, le vingt et un mars mil huit cent quatre-vingt-cinq. Done at Lisbon, the twenty-first of March one thousand eight hundred and eighty-five.

- Pour l'Allemagne:* SACHSE.
FRITSCH.
- Pour les États-Unis d'Amérique:* WILLIAM T. OTTO.
JAS. S. CRAWFORD.
- Pour la République Argentine:* F. P. HANSEN.
- Pour l'Autriche:* DEWEZ.
VARGES.
- Pour la Hongrie:* GERVAY.
- Pour la Belgique:* F. GIFE.
- Pour la Bolivie:* JOAQUIN CASO.
- Pour le Brésil:* LUIZ C. P. GUIMARÃES.
- Pour la Bulgarie:* R. IVANOFF.
- Pour le Chili:* M. MARTINEZ.
- Pour les États-Unis de Colombie:* CÉSAR CONTO.
- Pour la République de Costa Rica:*
- Pour le Danemark et les Colonies Danoises:* LUND.
- Pour la République Dominicaine:* R. GOMES DA SILVA.
- Pour l'Égypte:* W. F. HALTON.
- Pour l'Équateur:* ANTONIO FLORES.
- Pour l'Espagne et les Colonies Espagnoles:* S. ALVAREZ BUGALLAL.
A. HERCE.
- Pour la France:* LABOULAYE.
A. BESNIER.
- Pour les Colonies Françaises:* LABOULAYE.
- Pour la Grande-Bretagne et diverses Colonies Anglaises:* S. A. BLACKWOOD.
H. BUXTON FORMAN.
- Pour le Canada:* S. A. BLACKWOOD.
H. BUXTON FORMAN.
- Pour l'Inde Britannique:* . . H. E. M. JAMES.
- Pour la Grèce:* EUGÈNE BOREL.
- Pour le Guatemala:* J. CARRERA.
- Pour la République de Haïti:* LABOULAYE.
ANSAULT.
- Pour le Royaume de Hawaï:* EUGÈNE BOREL.
- Pour la République du Honduras:* J. CARRERA.
- Pour l'Italie:* J. B. TANTESIO.
- Pour le Japon:* YASUSHI NAMURA.
- Pour la République de Libéria:* COMTE SENMARTI.
- Pour le Luxembourg:* CH. RISCHARD.
- Pour le Mexique:* L. BRETON Y VEDRA.
- Pour le Monténégro:* DEWEZ.
VARGES.
- Pour le Nicaragua:* MANUEL J. ALVEZ DINIZ.
- Pour le Paraguay:* F. A. REBELLO.

<i>Pour les Pays-Bas et les Colonies Néerlandaises :</i>	HOFSTEDE. B. SWEERTS DE LANDAS-WYBORGH.
<i>Pour le Pérou :</i>	
<i>Pour la Perse :</i>	N. SEMINO.
<i>Pour le Portugal :</i>	GUILHERMINO AUGUSTO DE BARROS. ERNESTO MADEIRA PINTO.
<i>Pour les Colonies Portugaises :</i>	GUILHERMINO AUGUSTO DE BARROS.
<i>Pour la Roumanie :</i>	JON GHIIKA.
<i>Pour la Kussie :</i>	N. DE BESAK. GEORGES DE POGGENPOHL.
<i>Pour le Salvador :</i>	
<i>Pour la Serbie :</i>	
<i>Pour le Royaume de Siam :</i>	PRISDANG.
<i>Pour la Suède :</i>	W. ROOS.
<i>Pour la Norvège :</i>	HARALD ASCHE.
<i>Pour la Suisse :</i>	ED. HÖHN.
<i>Pour la Turquie :</i>	
<i>Pour l'Uruguay :</i>	ENRIQUE KUBLY.
<i>Pour le Vénézuéla :</i>	J. L. PERIA. CRESPO.

FINAL PROTOCOL.

UNION POSTALE UNIVERSELLE.

UNIVERSAL POSTAL UNION.

PROTOCOLE FINAL.

FINAL PROTOCOL.

Au moment de procéder à la signature des Conventions arrêtés par le Congrès postal universel de Lisbonne, les plénipotentiaires soussignés sont convenus de ce qui suit:

At the moment when the Conventions concluded by the Universal Postal Congress of Lisbon were to be signed, the undersigned plenipotentiaries have agreed as follows:

I.

I.

Le Pérou, le Salvador, la Serbie et la Turquie, qui font partie de l'Union postale, ne s'étant pas fait représenter au Congrès, le protocole leur reste ouvert pour adhérer aux Conventions qui y ont été conclues ou seulement à l'une ou l'autre d'entr'elles. Il en est de même à l'égard de la République de Costa Rica, dont le représentant n'assiste pas à la séance dans laquelle ces Actes seront signés.

Peru, Salvador, Servia and Turkey, which form part of the Postal Union, being unrepresented at the Congress, the protocol will be left open for their adhesion to the Conventions which have been concluded at the Congress, or only to one or the other of these Conventions. The same applies to the Republic of Costa Rica, whose representative is not present at the session at which these Acts will be signed.

II.

II.

Les Colonies britanniques de l'Australie et les Colonies britan-

The British Colonies of Australia and the British Colonies of the

riques du Cap et de Natal seront admises à adhérer à ces Conventions, ou à l'une ou l'autre d'entre elles, et le protocole leur reste ouvert à cet effet.

III.

Le protocole demeure ouvert en faveur des pays dont les représentants n'ont signé aujourd'hui que la Convention principale, ou un certain nombre seulement des Conventions arrêtées par le Congrès, à l'effet de leur permettre d'adhérer aux autres Conventions signées ce jour, ou à l'une ou l'autre d'entre elles.

IV.

Les adhésions prévues aux articles I, II et III ci-dessus devront être notifiées au Gouvernement portugais, par les Gouvernements respectifs, en la forme diplomatique. Le délai qui leur est accordé pour cette notification expirera le 1^{er} février 1886.

V.

Les représentants des pays qui n'ont pas adhéré jusqu'ici à l'une ou l'autre des Conventions ci-après, savoir :

La Convention du 1^{er} juin 1878;

L'Arrangement, en date du 1^{er} Juin 1878, concernant l'échange des lettres avec valeurs déclarées;

L'Arrangement du 4 juin 1878, concernant l'échange des mandats de poste;

La Convention du 3 novembre 1880, concernant l'échange de colis postaux sans déclaration de valeur;

ayant été admis à participer aux actes additionnels modifiant et complétant ces Conventions et Arrangements, leur signature au pied de l'un ou l'autre de ces Actes additionnels implique de leur part, sous réserve de ratification, adhésion, au nom de leur pays, à la Conven-

Cape and of Natal will be allowed to join these Conventions, or one or the other of them, and the protocol will be left open for this purpose.

III

The protocol will be left open for countries whose representatives have this day only signed the principal Convention, or only a certain number of Conventions concluded by the Congress, for the purpose of allowing them to join the other Conventions signed this day, or one or the other of these Conventions.

IV.

The adhesions provided by Articles I, II and III above, should be notified to the Portuguese Government by the Governments concerned, in diplomatic form. The delay accorded to them for this notice will expire on the 1st of February 1886.

V.

The representatives of the countries which, so far, have not declared their adhesion to one or the other of the following Conventions, viz:

The Convention of the 1st June 1878;

The Agreement dated June 1, 1878, relative to the exchange of letters with declared value;

The Agreement of June 4, 1878, relative to the exchange of money-orders;

The Convention of November 3, 1880, relative to the exchange of postal parcels without declaration of value;

having been allowed to take part in the Additional Acts modifying and completing these Conventions and Agreements, their signature at the foot of one or the other of these Additional Acts implies on their part, subject to ratification, the adhesion in the name of their country,

tion ou à l'arrangement auquel cet acte additionnel se rapporte, et ce, à partir de la date de l'entrée en vigueur de ce dernier.

to the Convention or to the Agreement to which this additional Act relates, such adhesion to date from the date the latter takes effect.

VI.

Dans le cas où une ou plusieurs des parties contractantes aux Conventions postales signées aujourd'hui à Lisbonne, ne ratifieraient pas l'une ou l'autre de ces Conventions, cette Convention n'en sera pas moins valable par les États qui l'auront ratifiée.

En foi de quoi, les plénipotentiaires ci-dessous ont dressé le présent protocole final, qui aura la même force et la même valeur que si ses dispositions étaient insérées dans le texte même des Conventions auxquelles il se rapporte, et ils le l'ont signé en un exemplaire qui restera déposé aux Archives du Gouvernement portugais et dont une copie sera remise à chaque partie.

Lisbonne, le vingt et un mars mil huit cent quatre-vingt cinq.

Pour l'Allemagne:

Pour les États-Unis d'Amérique:

Pour la République Argentine:

Pour l'Autriche:

Pour la Hongrie:

Pour la Belgique:

Pour la Bolivie:

Pour le Brésil:

Pour la Bulgarie:

Pour le Chili:

Pour les États-Unis de Colombie:

Pour la République de Costa Rica:

Pour le Danemark et les Colonies Da-

noises:

Pour la République Dominicaine:

Pour l'Égypte:

Pour l'Équateur:

Pour l'Espagne et les Colonies Espa-

gnoles:

Pour la France:

VI.

In case one or several of the contracting parties to the Postal Conventions signed this day at Lisbon, should not ratify one or the other of these Conventions, this Convention will be none the less valid for the States which have ratified it.

In faith of which the undersigned plenipotentiaries have drawn up the present final protocol, which shall have the same force and the same value as if its provisions were inserted in the text of the Conventions themselves to which they relate; and they have signed it in one single instrument which shall be deposited in the Archives of the Portuguese Government, and a copy of which shall be delivered to each party.

Lisbon, the twenty-first of March one thousand eight hundred and eighty-five.

SACHSE.

FRITSCH.

WILLIAM T. OTTO.

JAS. S. CRAWFORD.

F. P. HANSEN.

DEWEZ.

VARGES.

GERVAY.

F. GIFE.

JOAQUIN CASO.

LUIZ C. P. GUIMARÃES.

R. IVANOFF.

M. MARTINEZ.

CÉSAR CONTO.

LUND.

R. GOMES DA SILVA.

W. F. HALTON.

ANTONIO FLORES.

S. ALVAREZ BUGALLAL.

A. HERCE.

LABOULAYE.

A. BESNIER.

<i>Pour les Colonies Françaises :</i>	LABOULAYE.
<i>Pour la Grande Bretagne et diverses Colonies Anglaises :</i>	S. A. BLACKWOOD. H. BUXTON FORMAN.
<i>Pour le Canada :</i>	S. A. BLACKWOOD. H. BUXTON FORMAN.
<i>Pour l'Inde Britannique :</i>	H. E. M. JAMES.
<i>Pour la Grèce :</i>	EUGÈNE BOREL.
<i>Pour le Guatemala :</i>	J. CARRERA.
<i>Pour la République de Haïti :</i>	LABOULAYE. ANSAULT.
<i>Pour le Royaume de Hawaï :</i>	EUGÈNE BOREL.
<i>Pour la République du Honduras :</i>	J. CARRERA.
<i>Pour l'Italie :</i>	J. B. TANTESIO.
<i>Pour le Japon :</i>	YASUSHI NAMURA.
<i>Pour la République de Libéria :</i>	COMTE SENMARTI.
<i>Pour le Luxembourg :</i>	CH. RISCHARD.
<i>Pour le Mexique :</i>	L. BRETON Y VEDRA.
<i>Pour le Monténégro :</i>	DEWEZ. VARGES.
<i>Pour le Nicaragua :</i>	MANUEL J. ALVEZ DINIZ.
<i>Pour le Paraguay :</i>	F. A. REBELLO.
<i>Pour les Pays-Bas et les Colonies Néerlandaises :</i>	HOFSTEDE. B. SWEERTS DE LANDAS-WY- BORGH.
<i>Pour le Pérou :</i>	
<i>Pour la Perse :</i>	N. SEMINO.
<i>Pour le Portugal :</i>	GUILHERMINO AUGUSTO DE BARROS. ERNESTO MADEIRA PINTO.
<i>Pour les Colonies Portugaises :</i>	GUILHERMINO AUGUSTO DE BARROS.
<i>Pour la Roumanie :</i>	JON GHICA.
<i>Pour la Russie :</i>	N. DE BASAK. GEORGES DE POGGENPOHL.
<i>Pour le Salvador :</i>	
<i>Pour la Serbie :</i>	
<i>Pour le Royaume de Siam :</i>	PRESDANG.
<i>Pour la Suède :</i>	W. ROOS.
<i>Pour la Norvège :</i>	HARALD ASCHE.
<i>Pour la Suisse :</i>	ED. HÖHN.
<i>Pour la Turquie :</i>	
<i>Pour l'Uruguay :</i>	ENRIQUE KUBLY.
<i>Pour le Vénézuéla :</i>	J. L. PERA. CRESPO.

H.

DEMANDE DE RETRAIT OU DE RECTIFICATION D'ADRESSE.*

RÉCLAMATION PAR VOIE POSTALE.

(Note à transmettre sous pli recommandé et aux frais du réclamant.)

I.—DEMANDE DE RETRAIT.

Prière de renvoyer au bureau de (d'origine)
 pour être remis à l'expéditeur l'..... (nature de l'objet)
 adressé à votre bureau le188.... et dont l'enveloppe est
 conforme au fac-similé ci-joint.
 A....., le 188...

Timbre du bureau:

Le..... des Postes,



II.—DEMANDE DE RECTIFICATION D'ADRESSE.

Prière de substituer..... (telle indication)
 à..... (telle autre indication) sur la suscription
 de l'..... (nature de l'objet) adressé à votre bureau
 le188.. du bureau de..... et dont l'enveloppe est conforme au
 fac-similé ci-joint.
 A....., le188...

Timbre du bureau:

Le..... des Postes,



* Biffer le recto ou le verso, suivant le cas.

H.

RÉCLAMATION PAR VOIE TÉLÉGRAPHIQUE.

(Télégramme aux frais du réclamant.)

I.—DEMANDE DE RETRAIT.

Renvoyer à origine..... *(tel objet) adressé*

..... *(ce jour ou le*) à M..... *(adresse exacte du destinataire)*

Griffe: *(situation et description)*

Cachet: *(description)*

Enveloppe: *(format et couleur)*

Particularités: *(annotations et signes de toute nature)*

A....., le..... 188...

Timbre du bureau:



Le..... des Postes.

II.—DEMANDE DE RECTIFICATION D'ADRESSE.*

Substituer..... *(telle indication) à*

..... *(telle autre indication) sur l'adresse de l*..... *(nature de l'objet)*

expédié..... *(ce jour ou le*) à votre bureau pour

M..... *(adresse exacte du destinataire)*

Griffe: *(situation et description)*

Cachet: *(description)*

Enveloppe: *(format et couleur)*

Particularités: *(annotations et signes de toute nature)*

A....., le..... 188...

Timbre du bureau:



Le..... des Postes.

* N. B.—Il ne peut être satisfait à cette demande qu'après réception du fac-similé par la poste.

H.

REQUEST FOR WITHDRAWAL OR FOR CORRECTION OF ADDRESS.*

REQUEST BY POST.

(To be transmitted under registration, and at the expense of the person making the request.)

I.—REQUEST FOR WITHDRAWAL.

Please return to the office of.....(of origin),
to be delivered to the sender, the.....(nature of article),
addressed to your office on the.....188....., the cover of which is like the fac-simile
herewith.

....., the.....188...

[Stamp of office.]



The.....of Posts,
.....

II.—REQUEST FOR CORRECTION OF ADDRESS.

Please substitute.....(give substitution),
for.....(give original version), on the address
of the.....(nature of article), addressed to your
office on the.....188., by the office of....., the cover of
which is like the fac-simile herewith.

....., the.....188...

[Stamp of office.]



The.....of Posts,
.....

* Cross out either I or II, as the case may be.

REQUEST BY TELEGRAPH

(Telegram at the expense of the person making the request.)

I.—REQUEST FOR WITHDRAWAL.

Return to origin (such and such an article) addressed
..... (this day or on the) to M (exact address of addressee).
Stamped fac-simile of signature: (place and description).
Seal: (description).
Envelope: (form and color).
Special marks: (notes and signs of every kind).
....., the 188

[Stamp of office.]



The of Posts,
.....

II.—REQUEST FOR CORRECTION OF ADDRESS.*

Substitute (give substitution) for
..... (give original version) on the address of the (nature of article)
forwarded (this day or on the) to your office for
M (exact address of addressee).
Stamped fac-simile of signature: (place and description).
Seal: (description).
Envelope: (form and color).
Special marks: (notes and signs of every kind).
....., the 188

[Stamp of office.]



The of Posts,
.....

* This request cannot be complied with until the fac-simile has been received by mail.

REPORT
OF THE
ASSISTANT ATTORNEY-GENERAL
FOR THE
POST-OFFICE DEPARTMENT,
UPON CLAIMS OF POSTMASTERS UNDER THE ACT OF MARCH 17, 1862.

1885.

REPORT

OF THE

ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT UPON CLAIMS OF POSTMASTERS UNDER THE ACT OF MARCH 17, 1882.

WASHINGTON, D. C., *November 17, 1885.*

SIR: I have the honor to report to you the action taken by the Department for the fiscal year ending June 30, 1885, under the act of Congress approved March 17, 1882, entitled "An act authorizing the Postmaster-General to adjust certain claims of postmasters for loss by fire, burglary, or other unavoidable casualty."

Since this act went into force it has been the practice of the Postmasters-General to make their report required by this act on the 1st day of December in each year, for the preceding twelve months; and the portion of the last fiscal year included in the period from July 1, to December 1, 1884, was covered by the annual report for 1884, and the action upon claims during that period was fully detailed in that report.

A list of the claims allowed during the period from December 1, 1884, to June 30, 1885, inclusive, is herewith submitted as Exhibit A.

A list of the claims disallowed is herewith submitted as Exhibit B.

It has not been deemed necessary to repeat in this report the lists already reported as above stated for the previous year.

The total number of claims allowed during the fiscal year ending June 30, 1885, under this act is..... 385

The total amount of claims allowed for money-order funds lost or destroyed is..... \$5,930.38

The total amount for postage-stamps, stamped envelopes, newspaper wrappers, and postal cards lost by fire, burglary, or other unavoidable casualty is..... 22,447.01

Making a total of..... 28,377.39

The loss of money-order funds during the fiscal year for which claims are allowed arose as follows:

Lost in transit.....	\$3,155.00
Lost by fire.....	175.08
Lost by burglary.....	2,600.30
	5,930.38

The loss of stamps, &c., for which claims were allowed during the fiscal year arose as follows:

Lost by fire.....	\$7,407.22
Lost by burglary.....	14,930.90
Lost by other casualties.....	108.89
	22,447.01

The number of claims disallowed during the fiscal year was 165, classified as follows:

For stamps, &c.:	
Lost by fire	\$1,379 81
Lost by burglary	2,787 27
Lost by larceny	4,701 07
Lost by other casualty	31 49
Total for stamps, &c.	8,899 64
For money-order funds:	
Lost in transit	2,135 00
Lost by burglary	532 33
Lost by fire	76 00
Lost by larceny	450 00
	3,193 33

Reasons for disallowance may be summarized as follows:

Not presented within the period prescribed by statute	28
Because loss resulted from fault or negligence of the postmaster	54
Because not within the provisions of the act	24
Withdrawn or dismissed	21
Because the evidence produced was not deemed sufficient to warrant allowance ..	38

Of the claims reported as disallowed, 28 were disallowed without examination of their merits, for the reason that they were not presented within the periods prescribed by the act of Congress, viz, within six months from the passage of the act, in cases of losses which occurred prior to its passage, and three months from the date of the loss in cases arising after the passage of the act.

The claims disallowed in former years since the passage of the act, for the same reason, number 31.

In addition to the claims formally presented and disallowed for the reason mentioned, many have been withheld by postmasters, who have found upon inquiry at the Department that the presentment was barred by the operation of the statute.

The limitation of the act has worked peculiar hardship upon a number of postmasters. Especially has this been the case with those who have lost remittances of money-order funds, but have no knowledge of the manner in which the loss occurred. In such cases they promptly reported the loss to the inspectors, but in the expectation that the money would be recovered, have refrained from presenting a claim until, through their oversight, the time had elapsed in which the claim could be presented. Others have been misled by the supposition that their mere notification to the Department of the fact of loss constituted a claim.

The presentation of claims for credit on account of loss by fire is frequently by inadvertence delayed beyond the period prescribed by the statute, for the reason that the records and papers of the postmaster, from which the information as to the amount of the loss could be obtained, were also destroyed in the fire which caused the loss, and the claimants are dependent upon the Department for copies. In such cases the postmasters frequently write for copies of previous returns rendered by them, and await the action of the Department in furnishing such copies. Delays in sending the desired information have often lulled them into inactivity till the bar of the statute had cut off their right to present a claim.

Among the disallowed claims during the fiscal year are several in which the losses occurred prior to the passage of the act referred to.

Before that act became a law it was the custom of the Department to allow credit for stamps, envelopes, newspaper wrappers, and postal cards, the destruction of which, without fault or negligence on the part of the postmaster, had been clearly proved; but in no cases were credits allowed for losses by burglary or theft. Frequent application for credit on account of such losses had been made, and in each instance the claimant had been informed that the only remedy afforded him was by special legislation of Congress.

The act of March 17, 1882, was not published in any form until more than six months after its passage, and was not promulgated by this Department to postmasters (except in circular letters in reply to inquiries) until January, 1883, when it appeared in the Postal Guide, long after the six months had expired in which claims for losses anterior to the act were required to be presented.

Previous to January, 1883, therefore, postmasters who had sustained losses had in many cases been informed that no remedy was provided save by presenting their claims to Congress. Some of them were out of service, had settled their accounts with the Department, and many were not informed, through no fault of theirs, of the provision made for their relief. The act, therefore, has failed to afford its benefits to many who were fairly entitled to them. Much liberality has been shown by the Department in such cases, and in determining what may be deemed the presentment of a claim the spirit of the law has been observed, and anything that could be construed as a claim for credit has been deemed such, however informal it might be.

In submitting this report my acknowledgments are due, and are cheerfully made, of the faithful and efficient service of General W. A. Knapp, in painstakingly collecting and arranging the evidence in these cases and preparing them for examination and consideration. His labors have greatly facilitated their prompt and just consideration.

All which is submitted.

Very respectfully,

EDWIN E. BRYANT,

Assistant Attorney-General, Post-Office Department.

Hon. WILLIAM F. VILAS,
Postmaster-General.

EXHIBIT A.—List of claims allowed from December 1, 1884, to June 30, 1885, under act of Congress approved March 17, 1885.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Amounts allowed.	
				Stamps.	M. O. funds.	Stamps.	M. O. funds.
Aberdeen, Miss.	James W. Lee.	Nov. 16, 1883	Lost in transit.	\$17 03	\$100 00	\$4 11	\$100 00
Andover, Va.	H. A. Cammack.	Aug. 24, 1884	Fire	14 61		4 90	
Altitude, N. Y.	L. D. Reed.	Jan. 28, 1879	do	125 00		125 00	
Augusta, Iowa	Mrs. C. Cameron	Dec. 10, 1881	do	96 60		96 60	
Anoka, Minn.	J. A. Foote.	Aug. 15, 1884	do	96 60		96 60	
All Reading, N. C.	F. M. Garnett.	July 18, 1884	do	28 50		28 50	
Avon, Ind.	R. M. Bartley	June 10, 1879	Burglary	All on hand		40 50	
Avon, Ill.	George W. Cullom	May 18, 1884	Fire	12 87		12 87	
Andersonville, S. C.	William J. Kline	Nov. 20, 1884	Burglary	133 68	60 99	135 68	60 99
Amsterdam, N. Y.	V. F. Martin	Dec. 29, 1884	do	10 00	5 00	10 00	5 00
Andrews, Ind.	Fred. M. Cole	Jan. 24, 1885	do	274 77		274 77	
Atlanta, Fla.	Francis J. Hinson	Feb. 25, 1885	Fire	58 70		58 70	
Beaver Creek, Ill.	George W. Miller	Nov. 7, 1884	Burglary	24 18		15 22	
Belfort, N. Y.	T. Q. Frost	Sept. 19, 1878	Fire	74 73		68 30	
Blossvale, N. Y.	M. S. Gray	May 30, 1880	do	81 53		81 53	
Bluffs, Mo.	David B. Conner	Apr. 27, 1884	Burglary	40 80		40 03	
Buc, Dak.	Lars O. Bus	Oct. 4, 1884	Fire	66 69		66 69	
Brooklyn, Ind.	J. N. Gregory	Sept. 13, 1884	Burglary	51 55		46 03	
Bridgeton, Mo.	J. F. Perry	Dec. 4, 1884	Fire	32 35		15 57	
Bristol, W. Va.	James Shumway	May 26, 1884	Burglary		30 00		30 00
Bella Plaine, Kans.	Oct. 10, 1884	do			9 60		9 60
Bowling Green, Ind.	A. buer Bohannan	Oct. 8, 1884	do		25 62		25 62
Braidwood, Ill.	Robert Huston	Mar. 13, 1884	do				
Biddlewood, Pa.	George H. Hussey	June 15, 1884	Fire	86 75	119 80	77 50	76 45
Bonesborough, Iowa	N. C. Galvin	Aug. 21, 1868	do	50 00		50 00	
Burnt Prairie, Ill.	Baldy F. Davis	Sept. —, 1868	Burglary	75 00		34 15	
Beverly, Mo.	A. Towle	Oct. 25, 1879	do	175 00		175 00	
Big Run, Pa.	William J. Rees	Oct. 30, 1881	do	120 00		69 06	
Biddeford, Me.	A. P. Cox	Aug. 3, 1882	do	41 16		41 16	
Bismark, Dak.	John E. Vaughan	May 2, 1884	Fire	10 00		10 00	
Bland Court-House, Va.	C. A. Lovmeberry	Mar. 6, 1885	do	265 90		265 90	
Battle, Ill.	M. Keeley	Feb. 17, 1885	Barred in transit.		35 00		35 00
Barton, Mo.	F. S. Smith	Dec. 24, 1884	Burglary	40 38		40 38	
Bearman, Mo.	M. W. Cartwright	Nov. 20, 1883	Fire	24 18		21 51	
Beaumont, Va.	F. W. Obermiller	Nov. 14, 1883	do	98 70		98 70	
Beauman, Mo.	Benjamin Porter	Feb. 14, 1885	do	38 70		38 70	
College Springs, Iowa.	John Henderson	Jan. 31, 1885	do	170 35		170 35	
Chandler, Ark.	Hay L. Harris.	June 19, 1884	Burglary	All on hand		18 62	
Charleston, Pa.	M. S. Thompson	Sept. 19, 1884	Fire		40 00		40 00
Charleston, Miss.	E. J. Littlewort	Oct. 1, 1882	Lost in transit.		128 00		128 00
Chass City, Mich.	W. Weidemeyer.	Apr. 3, 1884	do		20 47		20 47
		May 24, 1884	Burglary				

Cannon River Falls, Minn	W H Scofield	Oct. 15, 1884	do	184 00	53 06	184 00	17 01
Chardon, Ohio	Wider C. Parsons	Dec. 26, 1884	do	269 20	200 38	269 20	200 38
Cardon, Mich	Samuel H. Joslin	Nov. 27, 1884	do	13 00		13 00	
Coffeyville, Kans	S. B. Hickman	Jan. 25, 1885	Fire	110 13		110 13	
Cascade, Va	John N. Modley	June 25, 1884	do	40 25		40 25	
Charlottesville, Md	C. F. Frisling	Feb. 4, 1885	Burglary	200 00	98 79	200 00	98 79
Christiansburg, Ohio	Isaac F. Pond	July 6, 1884	do	36 84		36 84	
Conk In, Scotland, N. Y	B. J. Bayless	Jan. 16, 1885	do	19 90		19 90	
Cumden, Ill	R. A. Williams	Sept. 24, 1884	Fire	50 45		50 45	
Diana Mills, Va	William Williams	July 26, 1884	do	35 00		35 00	
Deer's Lake, Dak	H. C. Hasbrough	July 28, 1884	do	127 05		127 05	
Dakota, Wis	N. B. Prentice	Apr. 6, 1875	do	11 76		11 76	
Darby, Conn	Robert C. Naramore	July 4, 1873	Burglary	270 80		270 80	
Downey, Cal	P. P. Livermore	Mar. 11, 1885	do	216 70		216 70	
Dublin, Ga	T. M. Hightower	Nov. 15, 1883	Lost in transit		5 00		5 00
Edgerton, Wis	E. A. Hardick	May 28, 1884	Burglary	15 50		15 50	
Edina, Neb	A. Phillips	May 12, 1881	Fire	7 40		7 40	
East Concord, N. H	Florence A. Young	Oct. 29, 1884	Burglary	12 00		12 00	
East Pembroke, N. Y	E. A. Seamans	Oct. 18, 1884	Fire	10 39		10 39	
Emporia, Kans	Samuel F. Murphy	Aug. 30, 1884	Burglary	1, 068 36	66 25	1, 068 36	66 25
East Randolph, N. Y	A. A. Hall	May 24, 1877	do	68 00		68 00	
Engle Mills, N. C	Joseph Cox	Nov. 10, 1883	Fire	All on hand		All on hand	
Elkton, Ind	Abraham B. Moreton	May 22, 1884	Burglary	35 00		35 00	
Earleton, Kans	Herbert L. Freeman	Sept. 10, 1884	do	40 00	50 15	40 00	50 15
Edmore, Mich	Daniel Young	Feb. 12, 1885	Fire	75 44		75 44	
Evansburgh, Pa	R. J. Dennis	Nov. 9, 1884	do	114 55		114 55	
Eaton, Tenn	Charles Givens	Dec. 26, 1884	do	32 05		32 05	
Edwards, Miss	George W. Langford	Mar. 16, 1885	do	19 53		19 53	
Edwards, Miss	John M. Simmons	Mar. 17, 1885	Burglary	159 00		159 00	90 80
Edwards, Miss	R. Aitken	Nov. 6, 1874	do	15 00		15 00	
Fulton, Ind	G. Weber	Nov. 18, 1884	Fire	66 49		66 49	
Fortuna, Mo	L. H. Harris	Oct. 23, 1880	Burglary	102 50	2 82	80 00	
Fort Edward, N. Y	E. Brady	Nov. 29, 1884	do	13 50		11 88	
Fountain Head, Tenn	John M. Robb	May 20, 1884	Fire	30 50		24 57	
Fort Bennett, Dak	Edwin K. Paddock	Jan. 11, 1884	Stolen in transit		145 00		145 00
Farmington, Wash	F. F. Good's, k'ontz	Sept. 3, 1883	Burglary		175 68		74 68
Granby, Mo	J. H. Norvell	July 15, 1884	do	11 37		11 37	
Graham, Mo	Clarence H. Spring	Sept. 16, 1884	Burglary	353 75	15 00	353 75	15 00
Graysville, Ill	B. W. A. Uenson	July 21, 1884	Fire	12 53		8 63	
Grassy, Mo	H. K. Axtell	Nov. 13, 1884	Burglary	9 00		9 00	
Glenwood, Ill	W. R. Park	Mar. 26, 1885	do	63 87		63 87	
Grand Junction, Iowa	M. K. Mister	Mar. 9, 1885	Fire	18 84		18 84	
Grenada, Miss	R. C. Griswold	Oct. 26, 1884	do	18 06		14 81	
Griswold, Ill	F. A. New	Nov. 9, 1885	do	88 30		37 15	
Gooding's Grove, Ill	O. J. Williams	Nov. 15, 1877	do	60 50		44 37	
Green Garden, Ill	J. C. Meekins	Mar. 9, 1885	Burglary	50 00		50 00	
Grand Neck, N. C	W. R. Park	Apr. 23, 1882	do	4 03		4 03	
Grand Junction, Iowa	J. B. Pevtor	July 21, 1882	Burglary	127 00		127 00	
Hardin, Mo	Alonzo Wood	Mar. 21, 1883	do	do		do	
Honey Creek, Ill	J. M. Tinker	Aug. 23, 1884	Fire	61 86		33 37	
Do	do	Feb. 9, 1884	Burglary	60 97		60 97	
Hyattsville, Md	Henry Bookstruck	Feb. 9, 1884	Burglary	44 00		43 15	
Hurricane, Ill	do	do	do	do		do	

EXHIBIT A.—List of claims allowed from December 1, 1884, to June 30, 1885, &c.—Continued.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Amounts allowed.	
				Stamps.	M. O. funds.	Stamps.	M. O. funds.
Hoko, Wash.	J. A. Martin	June 30, 1882	Fire	\$15 70		\$11 60	
Hallowell, Kans.	Jesse Fokker	June 30, 1883	do	20 30		20 30	
Huron, N. Y.	Emmet S. Crowe	Jan. 8, 1885	Burglary	79 37		79 37	
Huron, Kans.	H. D. Starr	Nov. 15, 1884	Fire	14 40		14 40	
Hubbardtown, W. Va.	H. J. Beal	Aug. 2, 1884	do	30 75		30 75	
Haverhill, Mass.	William E. Brint	Oct. 27, 1883	Burglary	2,300 00		2,300 00	
Hoyward, Minn.	H. B. Johnson	Aug. 17, 1884	do	40 00		40 00	
Hickory Valley, Tenn.	D. W. McClintock	Nov. 15, 1883	Fire	All on hand		39 18	
Jonesville, N. Y.	Abraham S. Reed	Feb. 20, 1883	do	103 32		29 34	
Knoxville, N. Y.	William H. Frost	Nov. 28, 1882	Burglary	1,124 45	\$5 00	1,124 45	\$5 00
Kankakee, Ill.	C. S. Kenaga	Nov. 18, 1882	do	All on hand		17 45	
Kelloggville, Ohio	Andrew H. Davis	Jan. 21, 1884	Fire	241 00		224 58	
Lattus, Ohio	C. W. Nivra	May 25, 1884	Burglary	70 00		13 95	
Liberty, Ind.	F. W. Van Ness	Feb. 22, 1873	do	10 00		10 00	
Little Falls, N. Y.	A. R. Jacques	Jan. 5, 1882	Fire	14 45		11 45	
Lutesville, Mo.	S. M. Dariso	Nov. 4, 1884	Fire and burglary	18 48		18 48	
Langtry, Ga.	M. R. Joyner	Sept. 28, 1884	Fire	4 25		4 25	
Lake Village, La.	William Allison	Mar. 30, 1883	Burglary	20 79		3 59	
London, Tenn.	A. Leoney	Aug. 31, 1882	Fire	4 80		4 80	
Louneville, W. Va.	L. B. Lyman	July 16, 1881	do	11 55		11 15	
Lynch, Wash.	Nelson Brown	Feb. 10, 1884	Flood	53 28		53 28	
Leavittsburg, Ohio	A. M. Doly	Apr. 4, 1885	Burglary	9 30		2 25	
Leitchfield, Mo.	C. T. King	Nov. 26, 1884	do	13 00		13 00	
Lee Valley, Tenn.	William Greene	Dec. 30, 1883	Fire and burglary	69 20		42 95	
Marva, Ind.	Louis F. Shrove	July 10, 1884	Burglary	55 39		55 39	
Moherly, Mo.	William Firth	Mar. 18, 1884	Fire	422 98		254 95	
Midland, Mich. f.	Benjamin F. Bradley	Dec. 17, 1883	Burglary	84 06	171 20	84 06	71 20
Muscotah, Kans.	J. T. Shoemaker	Aug. 30, 1884	Fire	169 03		99 62	
Millard, Mo.	John Lautz	Mar. 3, 1884	do	22 78		21 06	
McDonnau, Iowa.	De Witt C. Baker	Oct. 10, 1884	Burglary	53 00		53 00	
Madaw, S. C.	C. Duensing	Nov. 25, 1883	Fire	5 90		5 90	
Madison, N. Y.	W. C. Holley	Dec. 28, 1883	do	14 00		14 00	
Madison, Ala.	J. M. Bennett	Sept. 5, 1881	Burglary	35 00		29 00	
McDonald, Tenn.	Adam Dennis	Dec. 2, 1883	Fire	42 00		37 13	
Mann's Choice, Pa.	Washington Winn	Mar. 29, 1884	Burglary	93 55	55 38	81 84	55 38
Mount Olive, N. C.	J. C. Clark	Mar. 27, 1885	Fire	87 58		86 37	
Mayest, Ohio	Ohio Knox	Feb. 18, 1885	Burglary	112 03	150 56	112 93	150 56
Macon, Iowa	D. G. Olds	Jan. 9, 1884	do	14 14		14 14	
Middletown, Oreg.	M. J. Duffus	Feb. 18, 1885	Fire	105 00	45 00	152 96	45 00
Macon, Iowa.	J. H. Duffus	Mar. 15, 1873	Burglary	4 60		4 60	
Stokelyville, Va.	Robert B. Quillin	June 30, 1884	Fire				

Northborough, Mass.	Samuel T. Ashley	Apr. 28, 1884	Burglary	270 00	270 00
North Danvers, N. Y.	W. H. Plumb	Nov. 3, 1879	do	35 00	4 86
North Valley, N. Y.	Andrew P. Davis	Feb. 1, 1884	Fire	7 25	7 25
New Jasper, Ohio	George A. Ryan	Nov. 6, 1884	do	40 00	40 00
New England, Ill.	Leifurum J. Bredlett	Mar. 14, 1885	do	59 31	8 25
New York, Ohio	William W. Singleton	Dec. 24, 1884	do	74 75	54 24
North Branch Station, Minn.	John Owens	Nov. 15, 1883	do	71 62	54 20
Owen, Ohio	do	Oct. 13, 1884	Burglary	55 00	55 00
Oliver Springs, Tenn.	F. A. Reed	Oct. 19, 1884	do	38 50	26 35
Osyka, Miss.	P. W. Roan	Mar. 30, 1883	do	Not stated	26 35
Orion, Mich.	Ambrose S. Warner	Jan. 5, 1885	do	85 68	81 53
Olive Hill, Tenn.	William H. Brown	June 30, 1885	Fire	15 00	15 00
Ottumwa, Iowa	A. H. Hamilton	May 26, 1884	Burglary	143 50	143 50
Port Leyden, N. Y.	E. D. Spencer	May 2, 1877	Fire	39 50	39 50
do	do	June 2, 1881	Burglary	38 54	34 97
do	do	Oct. 28, 1884	Fire	30 00	29 60
Potomac Mills, Va.	R. E. Marmaduke	May 6, 1884	Burglary	10 92	10 10
Port Washington, Wis.	Leroy L. Coo	Sept. 12, 1884	do	15 75	8 48
Phillipi, W. Va.	George E. Grant	Nov. 23, 1884	Fire	130 07	79 25
Perryburgh, Ind.	A. B. Bunnells	Jan. 8, 1877	Burglary	4 60	4 46
Port Jervis, N. Y.	A. B. Morton	May 10, 1883	do	16 74	16 74
Palmour, Ga.	Orrin Spencer	Aug. 13, 1884	do	3 00	3 96
Pomfret, Conn.	George F. Miller	Oct. 27, 1884	do	108 45	108 45
Powers, Ind.	W. S. Warner	Oct. 22, 1884	Fire	56 00	56 00
Palma Sola, Fla.	M. R. Emmons	Feb. 18, 1885	Lost in transit	31 22	31 22
Pearlsburgh, Va.	A. W. Lewis	Nov. 6, 1884	Fire	292 00	292 00
Pulaski, Ill.	G. E. Reeves	Mar. 5, 1885	Lost in transit	38 40	38 40
Puffalorburgh, Tex.	L. B. Babcock	Apr. 1, 1885	Fire	14 45	14 45
Plano, Cal.	David Bentley	Apr. 1, 1885	Burglary	77 63	74 03
Princeton, Cal.	John T. Backstrom	Feb. 27, 1884	Fire	67 07	67 07
Richburg, S. C.	J. P. Fowler	Oct. 28, 1881	Burglary and fire	48 00	47 91
Riley, Ind.	P. H. Gilkey	Feb. 18, 1881	Burglary	187 00	187 00
Richland, Mich.	R. Bunt	Nov. 16, 1883	Lost in transit	100 00	47 82
Renzel, Miss.	H. E. Simpson	Apr. 25, 1885	Fire	12 65	1 20
Rodgers, Tex.	Mary J. Green	Aug. 19, 1882	do	37 90	27 40
Reddick, Ill.	Edwin S. Hubbard	Nov. 12, 1884	Burglary	14 75	14 52
Richwood, Ohio	M. L. Putnam	May 21, 1882	Stolen in transit	20 00	20 00
Rockwell, Iowa	M. W. Miller	Nov. 12, 1884	Burglary	25 00	25 00
Russellville, Tenn.	C. S. Custer	Oct. 19, 1884	Fire	49 24	49 24
Renton, Wash.	C. H. Upham	Jan. 19, 1885	do	115 30	15 55
Ripon, Wis.	J. B. Shueser	Jan. 14, 1885	Burglary	77 00	77 00
Ronoke, Ind.	Sophia Evans	Aug. 6, 1882	do	10 80	10 80
Rockdale Mills, Pa.	F. Kleepping	Apr. 25, 1885	do	2 63	2 63
Rosemount, Minn.	M. C. Reeves	Jan. 22, 1883	Fire	32 00	28 46
Siloam, N. C.	J. B. Miller	May 2, 1880	Burglary	15 51	13 41
Smithville, Ill.	Thomas Blair	Feb. 13, 1884	do	15 01	15 51
Stanton, Ill.	William Hudleston	June 21, 1884	Fire	13 35	13 35
Spruce Vale, Ohio	E. D. Lowe	Sept. 13, 1884	Burglary	145 99	145 99
Salem, Mo.	J. L. Baumgartner	Sept. 3, 1881	do	5 00	5 00
Sumnum, Ill.	do	do	do	33 75	33 75
Stout's, Ohio	G. M. Ladforty	Oct. 4, 1883	do	8 18	8 18

* In addition to amount allowed May 14, 1884.

* Allowed under act of Congress, approved March 3, 1885.

EXHIBIT A.—List of claims allowed from December 1, 1884, to June 30, 1885, &c.—Continued.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Amounts allowed.	
				Stamps.	M. O. funds.	Stamps.	M. O. funds.
South Fork, New Mex	J. H. Blizer	Dec. 7, 1884	Fire	\$50 75		\$50 75	
Swanton, Vt	Joseph P. Jewett	July 15, 1884	Burglary	170 31	\$144 18	170 31	\$143 23
San Juan, Wash	I. Katz	Feb. 24, 1884	Fire	22 50		22 50	
Sevastopol, Iowa	Thomas Chambers	May 31, 1884	do	47 05		47 05	
Shirley Mills, Mo	Henry Blockstone	July 3, 1884	do	All on hand		68 17	
Shirley Mills, Mo	George Heinemann	Jan. 25, 1885	do	93 15		93 15	
South Anamu, Iowa	E. W. Walder	Apr. 19, 1885	Burglary		200 00		200 00
Spring Valley, Cal	Jacob Geiger	Apr. 9, 1885	Fire	72 62		72 62	
Tribe's Hill, N. Y	Henry Hurst	Oct. 10, 1884	Burglary	27 65		27 65	
Tribe's Hill, Wis	D. N. Trip	Aug. 30, 1884	Fire	24 53		23 38	
The Rocks, Md	Joseph R. Wetherill	Nov. 9, 1883	Burglary	25 00		25 00	
Taylor, Ia	L. A. Taylor	Nov. 17, 1884	do	Not known		6 48	
Union, Mo	Joseph A. Berbach	Sept. 27, 1884	do	20 58		20 58	
Windsor, Mo	William B. Snapp	Aug. 19, 1884	Fire	27 50		12 30	
Warren, N. H	E. H. Jewett	Oct. 17, 1884	Burglary	2 90		2 90	
Williamsport, Ind	E. H. Stevens	Oct. 30, 1887	do				
Wilmington, N. C	K. L. Saunders	July 23, 1883	Lost in transit	21 00			50 00
Do	do	Jan. 24, 1885	do				40 00
Waldron, Ill	H. W. Briggs	Aug. 31, 1884	Fire	10 80			
Wetumpka, Ala	L. F. Townsend	Dec. 20, 1884	Lost in transit		2 00		190 00
Do	do	Nov. 7, 1884	do				
Westborough, Ohio	John J. Hodson	Aug. 5, 1884	Burglary	95 00		95 00	
Westberry, Md	Jane Brayshaw	Feb. 4, 1885	do	10 66		10 66	
Winnebago City, Minn	Joseph F. Winship	Aug. 20, 1884	do	195 00		195 00	
Wyoming, Minn.	M. C. Tomblar	Nov. 11, 1884	do	84 56		84 56	
West Mill Creek, Pa	N. Sandy	Sept. 3, 1874	Fire	24 50		4 70	
Yulee, Fla.	W. L. Finger	Sept. 23, 1884	do	5 50		5 50	
Total				15,192 96	8,367 75	14,510 10	3,084 85

RECAPITULATION.

Number of claims allowed, 212.			
Amounts claimed:			
For money-order funds lost by fire	\$218 46	Amounts allowed:	
For money-order funds lost by burglary	1,850 29	For money-order funds lost by fire	\$175 98
For money-order funds lost in transit	1,299 90	For money-order funds lost by burglary	1,500 27
For stamps, &c., lost by fire	4,705 73	For money-order funds lost in transit	1,299 90
For stamps, &c., lost by burglary	10,487 93	For stamps, &c., lost by fire	4,384 17
Total	18,660 61	For stamps, &c., lost by burglary	16,116 98
		Total	17,844 50

EXHIBIT B.—List of claims under act of Congress approved March 17, 1882, disallowed and dismissed, from December 1, 1884, to June 30, 1885.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Reasons for disallowance, or other disposition.
				Stamps.	Money-order funds.	
Aberdeen, Ohio	Elijah Davis	Aug. 24, 1884	Burglary	\$1 00		Claim withdrawn March 9, 1885.
Albion, Ill.	George Ferriman	Sept. —, 1869	do	350 00		Not filed within the time prescribed by law.
Arvin, Kans.	L. Humphreys	Aug. 29, 1884	Stolen in transit		\$76 00	Do.
Bridgeton, N. J.	John Treichard	Nov. 18, 1884	Burglary	11 65		Proper care not exercised.
Bird Island, Minn.	J. W. Ladd	Feb. 8, 1883	Fire	108 22		Not filed within the time prescribed by law.
Bowers Mills, Mo.	H. H. D. Long	Dec. 5, 1883	do	20 00		Evidence of loss unsatisfactory.
Bridgewater, N. J.	H. G. Cole	Jan. 14, 1885	do	16 00		Not filed within the time prescribed by law.
Centron, N. J.	Richard R. Miller	Oct. 2, 1884	Burglary	31 78		Proper care not exercised.
Cottonwood Springs, Nebr.	M. J. Cobb	June 18, 1884	Lost in transit	240 00		Money recovered.
Charfield, Tex.	W. W. Loop	Mar. 7, 1885	Burglary			Loss of \$15.00 in postal funds; not included in act of March 17, 1882.
Chlo, Tex.	M. M. Gibson	Nov. 9, 1884	Fire	60 00		Not filed within the time prescribed by law.
Dunbar, Nebr.	Stewart Francis	Nov. 26, 1884	do	90 68		Proper care not exercised.
Downs, West Va.	John D. G. Thomas	Nov. 20, 1884	do	14 29		Evidence of loss unsatisfactory.
Dwan's Corners, N. Y.	D. W. Thomas	Jan. 23, 1876	do	35 25		Not filed within the time prescribed by law.
Davron, Iowa	J. A. Lindburg	Nov. 21, 1884	Stolen in transit	101 00		Money refunded by postmaster at Fort Dodge, Iowa.
Ford Creek, Ill.	M. W. Hughes	July —, 1879	Burglary	48 01		Evidence of loss unsatisfactory.
Fort Cummings, N. Mex.	S. P. Carpenter	July —, 1884	Fire	68 00		Credit allowed for damaged stamps, and claim withdrawn.
Fort Miller, N. Y.	A. F. Nichols	Jan. 6, 1874	Burglary	13 00		Not filed within the time prescribed by law.
Greendale Centre, N. Y.	M. Spaulding	Oct. 30, 1880	do	10 75		Proper care not exercised.
Grant, Iowa	John D. Beckel	May 8, 1884	do	70 00		Not filed within the time prescribed by law.
Georgetown, Wis.	James H. Cahagan	June 19, 1884	do	58 29		Proper care not exercised.
Gosport, N. Y.	Charles V. Meahler	Apr. 26, 1880	do	39 88		Not filed within the time prescribed by law.
Henderson, Mich.	George W. Detweiler	Nov. 18, 1884	do	67 64		Proper care not exercised.
Heron, Kans.	W. B. Starr	Oct. 6, 1884	do			Loss was the contents of a registered letter; not within the provisions of the law (\$15.00).
Honoktown, Ohio	D. Beagle	Nov. 14, 1884	do	9 60		Evidence of loss unsatisfactory.
Howard, Ohio	W. H. Haislton	Feb. 28, 1885	do			Loss of \$6.00 in postal funds; not within the provisions of the law.
Humboldt, Tenn.	W. H. Sawell	Jan. 22, 1885	Lost in transit		4 00	Proper care not exercised.
Hughesville, Landing Fla.	A. W. Landree	July 9, 1874	Burglary	57 70		Evidence of loss unsatisfactory.
Logg's, Pa.	John F. Workman	Oct. 31, 1884	do	11 18		The station stamps were not received from the Post-Office Department.
Illipolis, Ill.	A. D. Gihert	May 23, 1876	do	30 00		Evidence as to amount of loss unsatisfactory.
Lomb, Ill.	Oliver P. Norris	Dec. 7, 1884	do	7 50		Proper care not exercised.
Lodi, N. Y.	Albert H. Lockwood	Aug. 27, 1884	do	250 00		Claim withdrawn.
Louisville, Ark.	R. P. Whitcomb	Jan. 10, 1875	Lost in transit	64 00		Money recovered, and claim dismissed.
Louisa, Ala.	N. B. N. Hibbs	Jan. 19, 1875	Fire	30 00		Not filed within the time prescribed by law.
Low Plains, Idaho	James N. Hibbs	Dec. 5, 1884	Lost in transit		600 00	Evidence of loss unsatisfactory.
Mackinaw City, Mich.	Lewis J. Willets	Oct. 17, 1884	Burglary		20 00	Proper care not exercised.

EXHIBIT B.—List of claims under act of Congress approved March 17, 1862, disallowed and dismissed, &c.—Continued.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Reasons for disallowance, or other disposition.
				Stamps.	Money-order funds.	
Manhattan, Iowa	F. M. Swearingen	Mar. 2, 1879	Fire	\$40 00	.....	Proper care not exercised.
Mount Vernon, Iowa	S. H. Bauman	Oct. 20, 1865	Burglary	11 40	.....	Not filed within the time prescribed by law.
Milwaukee, Ill.	Campbell Young	Apr. 8, 1880	Theft	62 70	.....	Evidence of loss unsatisfactory.
Mount Washington, Ohio	W. B. Dinham	Mar. 31, 1876	Burglary	Not known	.....	Do.
Milton, Ind.	George W. Calloway	Sept. 19, 1845	Fire	57 83	.....	Do.
Milford, Iowa	Ira S. Foster	Nov. 5, 1884	Lost in transit	\$177 00	.....	Not filed within the time prescribed by law.
Do	do	Nov. 5, 1884	do	25 00	.....	Claimant failed to comply with regulations in remitting.
Mount Sterling, Ky.	James Hayward	Mar. 6, 1878	Burglary	30 00	.....	Not filed within the time prescribed by law.
Magnolia, Iowa	G. R. Brinard	July 26, 1884	Lost in transit	.....	.....	Evidence of loss unsatisfactory.
Mount Vernon, Mo.	Emirates Boucher	Feb. 21, 1865	Burglary	27 00	.....	Loss consisted of postal funds (\$12).
Monitor, Ind.	C. W. Sexton	May 29, 1877	do	.....	.....	Not filed within the time prescribed by law.
Merile, Ga.	W. F. Hurst	Nov. 23, 1882	Fire	82 50	.....	Do.
Mill Spring, Tenn.	A. A. Galbraith	Feb. 16, 1883	do	23 05	.....	Proper care not exercised.
North Sterling, Conn.	A. A. Tillinghast	June 20, 1884	do	31 30	.....	Not filed within the time prescribed by law.
New Burnside, Tex.	Christian H. Holtz	Sept. 28, 1883	Lost in transit	Not stated	.....	Money recovered; credit previously given.
North Liberty, Ind.	L. M. Houser	Apr. 4, 1885	do	.....	.....	Do.
Otto, Ind.	George C. Kinnaman	Feb. 14, 1885	Burglary	50 00	.....	Evidence of loss unsatisfactory.
Ottaville, Mo.	I. W. Hupp	June 10, 1884	do	2 00	.....	Proper care not exercised.
Port Vincent, La.	L. Speller	May 15, 1874	Flood	14 50	.....	Evidence as to amount of loss unsatisfactory.
Paynesville, Minn.	J. W. Darby	Jan. 24, 1879	Burglary	Not stated	.....	Do.
Pennsac, Va.	William H. Hanger	Apr. 11, 1884	Fire	50 00	.....	Not filed within the time prescribed by law.
Port Eads, Ia.	G. W. Burnside	Apr. 26, 1884	do	32 98	.....	Evidence of loss unsatisfactory.
Porter, Kans.	William I. Wright	Apr. 16, 1885	Lost in transit	7 00	.....	Claimant failed to comply with regulations in remitting.
Putney, Fla.	Thomas Jenkins	May 9, 1885	Burglary	4 00	.....	No stamps stolen; postmaster also claimed \$20 for postal funds.
Roxville, N. Y.	J. E. A. Davidson	July 1, 1884	Lost in transit	.....	.....	Money recovered and claim dismissed.
Rogersville, Ind.	D. R. McNamara	Dec. 1, 1882	Burglary	12 00	.....	Proper care not exercised.
South Ellet, Mo.	A. McTornick	Aug. 26, 1884	Fire	450 00	.....	Proper care not exercised.
Springer, N. Mex.	J. W. Lakin	July 8, 1876	do	13 33	.....	Proper care not exercised.
Starkland, Ala.	Howard Stapp	Apr. 21, 1882	Burglary	72 88	.....	Evidence of loss unsatisfactory.
Stonington, Ill.	James A. Stall	Jan. 25, 1884	Fire	30 00	.....	Do.
Thornover, Ind.	J. W. Martin	Dec. 15, 1884	Burglary	67 07	.....	Proper care not exercised.
Tracy, Penn.	Walter Crook	May 15, 1882	do	63 00	.....	Do.
Trounch, Ga.	John Smith	June 7, 1881	do	4 20	.....	Do.
Trounch, Ga.	L. A. W. Bloom	Dec. 29, 1885	Lost in transit	.....	.....	Error in amount remitted.
Trounch, Ga.	B. Z. Locke	Nov. 9, 1878	Fire	30 00	.....	Evidence of loss unsatisfactory.
Vernon, Fla.	A. J. Barnes	Feb. 3, 1882	do	67 07	.....	Proper care not exercised.
Williamsport, Pa.	J. E. Skupper	Sept. 22, 1880	Larceny	122 70	.....	Evidence of loss unsatisfactory.
Wadena, Minn.	Frank J. Burrows	Aug. 30, 1884	Burglary	3, 500 00	.....	Not within the provisions of the statute.
Do	Giles Peake	Oct. 1, 1884	do	28 04	.....	Proper care not exercised.

Winchester, Ky.....	Allen H. Simpson.....	Dec. 24, 1884.....	do.....	52 51	Do.
Westminster, Md.....	A. H. Huber.....	Jan. 10, 1885.....	do.....		Loss consisted of postal funds (\$36.45). Not within the provisions of the statute.
West Bergen, N. Y.....	W. A. Lawrence.....	Aug. 20, 1874.....	do.....	9 00	No evidence of loss.
Westfield, Ill.....	W. A. Snyder.....	Sept. —, 1882.....	do.....	100 00	Not filed within the time prescribed by law.
Walkerton, Ind.....	C. W. N. Stephens.....	Apr. 4, 1885.....	Lost in transit.....	140 00	Proper care not exercised.
Total.....				5,884 60	
				2,250 06	

RECAPITULATION.

	No.	Nature of claim.	Fire.	Burglary.	In transit.	Larceny.	Flood.	Total.
Claims disallowed.....	81	Stamps.....	\$683 91	\$1,423 49	.....	\$3,562 70	\$14 50	\$5,884 60
		Money-order funds.....	.....	208 06	.....	450 00	.....	2,250 06
		Postal funds.....	.....	89 45	.....	.....	.....	89 45
		Private funds (registered).....	.....	15 00	.....	.....	.....	15 00
Reasons for disallowance:		Aggregate.....	883 91	1,796 00	1,532 00	4,012 70	14 50	8,239 11
Not filed within the period prescribed by statute.....	19							
Proper care not exercised.....	23							
Not within the provisions of the statute.....	8							
Withdrawn or dismissed.....	11							
Evidence as to fact or amount of loss unsatisfactory.....	20							
Total.....	81							

The "amounts claimed," as stated above, do not include claims for credit on account of postal funds; such losses not being included in the provisions of the act of Congress, approved March 17, 1882.

REPORT
OF THE
CHIEF POST-OFFICE INSPECTOR.

1885.

REPORT

OF THE

CHIEF POST-OFFICE INSPECTOR.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., October 27, 1885.

SIR: I have the honor to submit the following report showing work performed by post-office inspectors and the office of mail depredations during the fiscal year 1885:

ARRESTS AND CONVICTIONS.

The arrests caused by post-office inspectors during the year numbered 539, of which 487 were subject to the jurisdiction of United States courts; 52 to that of State courts.

The classification and disposition of cases is more fully shown by the following table:

SUBJECT TO JURISDICTION OF UNITED STATES COURTS.

Classification of offenders.		Disposition of cases.	
Postmasters	64	Convicted	179
Assistant postmasters	26	Acquitted	73
Clerks in post-offices	35	Escaped	1
Railway post-office clerks and route agents ..	23	Forfeited bail	8
Letter-carriers	12	Proceedings dismissed	10
Mail carriers	19	Awaiting trial	222
Other employes	5		
Burglars	55	Total	487
All others, for various offenses	248		
Total	487		

SUBJECT TO JURISDICTION OF STATE COURTS.

Burglars	34	Convicted	24
All other offenders	18	Turned over to employers	15
		Proceedings dismissed	3
Total	52	Awaiting trial	10
		Total	52

DEPREDACTIONS ON AND CASUALTIES TO THE MAILS AND POSTAL PROPERTY DURING THE YEAR.

Post-offices robbed	459
Post-offices burned	256
Mails robbed by highwaymen	33
Postal cars burned	33
Mail-pouches lost by carriers	90
Complaints filed against postmasters	21
Thefts of mail-pouches	87
Cases of cutting and rifling mail-pouches reported	73
Cases of damage to mail-pouches reported	14
Mail-pouches lost by flood	4
Postal cars wrecked	22
Street mail boxes robbed	7

The cases referred to this office are divided into four classes and designated as Class A, B, C, and F.

Class A.—This class comprises all cases referring to domestic registered letters and packages, of which 4,912 cases were made up and referred to inspectors for investigation during the year, and 4,559 cases, including cases reported in previous years, were investigated and finally disposed of.

Of the 4,912 cases referred during the year, investigation and reports show that actual loss occurred in 500. Assuming the percentage of loss to have been no greater in the 2,297 cases yet to be reported upon, we can safely estimate the total loss at 939 cases. A comparison of this number with 10,531,642, the total number of pieces registered during the year, will show the comparatively small percentage of loss. These figures only relate to the domestic mails.

STATEMENT SHOWING AMOUNT OF MONEY COLLECTED BY INSPECTORS, AND DISPOSITION OF THE SAME.

To total amount collected from all sources	\$15,203 43
By amount paid to Third Assistant Postmaster-General for payment into United States Treasury, being money collected for this and previous years for which owners could not be found	\$1,902 43
By amount paid direct to owners	178 30
By amount paid to owners through the office of the Chief Inspector	13,122 70
	15,203 43

Class B.—Cases in this class refer to ordinary mail matter. Of this class, 36,410 cases were made up and referred to inspectors during the year, and 31,266 cases, including those referred in previous years, were investigated and finally disposed of.

Class C, miscellaneous cases.—This includes all matter which does not relate to depredations on the mails, and is largely composed of inquiries and information called for by other branches of the Department. Of this class 6,604 cases were made up and referred to inspectors during the year, and 6,404 cases, including those referred in previous years, were investigated and finally disposed of.

Inspectors recovered and turned in to the Treasury during the year, mostly from delinquent postmasters and ex-postmasters, the sum of \$58,352.44, as against \$26,927.11 last year.

Class F.—All cases relating to or connected with mails to and from foreign countries are comprised in this class, of which 8,343 cases were reported to this office for action during the year; 3,294 related to ordinary mail matter; 5,049 related to registered mail matter; 1,500 complaints originated in England and Possessions; 1,238 in Germany; 1,200 in all other foreign countries; 4,405 in this country; 8,451 cases, including those referred in previous years, were investigated and finally disposed

of during the year ; 4,643 of the foreign cases closed during the year related to registered matter, of which only 92 proved a loss ; 3,708 related to ordinary mail matter, of which 2,357 were closed without the loss being located.

The number of communications sent to foreign countries in connection with foreign inquiry correspondence was 7,588. The number of cases on hand awaiting foreign replies is 1,000.

CONDENSED STATEMENT SHOWING NUMBER AND CLASS OF CASES INVESTIGATED AND REPORTED UPON DURING THE YEAR.

Arrests caused to be made.....	539
Number registered cases, Class A.....	4,559
Number ordinary cases, Class B.....	31,266
Number miscellaneous cases, Class C.....	6,404
Number foreign cases, Class F.....	8,451
Total.....	<u>51,219</u>

The foregoing statements only show the cases made up and sent to inspectors by the Department. In addition, each inspector has to conduct a large correspondence in the performance of his duties.

Very respectfully,

WM. A. WEST,
Chief Inspector.

Hon. W. F. VILAS,
Postmaster-General.

REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT
FOR
1885.

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REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,
Washington, D. C., October 21, 1885.

SIE : During the past year (ending September 30, 1885) the work of keeping up the exhibit of the postal service on the maps and diagrams used by the officers and clerks in the several Bureaus, as well as rendering the special aid of this office to the different branches of the Department, has been carried on to the full capacity of the force employed.

For the daily use of the officers and "corresponding clerks" of the Contract Office and of the Appointment Office, for the Postmaster-General, for the General Superintendent of the Railway Mail Service, and for the Topographer's Office, 13 sets of diagrams, comprising 325 maps, are kept up (continuously added to by hand), showing the actual state of the service throughout the entire country at the beginning of each month. In addition to these, but not so closely brought up, there are furnished 7 sets of diagrams (175 maps) for reference in the following offices of the Department; namely, Finance, Money-Order, Chief Post-Office Inspector, Dead-Letter, and the Auditor of the Treasury for the Post-Office Department.

In procuring data for additions to the post-route maps, 107 letters of inquiry have been addressed to engineers and other officers of railroads, in most cases with inclosure of a special tracing of the immediately surrounding country, made in this office, to facilitate the return of the exact lines of their roads for transference to our maps. For this same purpose, 3,293 circular queries have been sent to postmasters to get the precise location of their post-offices in cases where the description in the data furnished through the Appointment Office is found to be inadequate, or where definition of site and adjacent topography better than that on file is required—particularly in cases where the post-office has been moved from its original site.

The miscellaneous correspondence of the Topographer, exclusive of the above-mentioned circulars, included 4,373 letters sent out. The number of letters received, exclusive of circular queries returned, was 4,255.

The distribution of the post-route maps during the past year amounted to 13,494 sheets. Besides the copies required at headquarters of the Department, the greater part of the distribution was to agents of the Department, including postmasters, officers, and clerks of the railway-mail service, and post-office inspectors; the remainder being furnished on request, where copies were available, to bureaus of other governmental Departments, members of both Houses of Congress (specially

for their personal reference), State authorities, educational and scientific institutions, libraries, &c. Of these maps, 30 per cent. were backed with muslin, mounted on rollers, or bound for portable use.

In addition to this distribution, several copies of each edition of the maps are used in the Topographer's office as samples for keeping up the corrections, others for correction-sheets furnished to the printer, and a set is reserved for the files.

The sales of the maps, as authorized by law, amounted during the past fiscal year to \$1,219.15.

Maps have been furnished, in compliance with requisitions, to the following bureaus of the public service:

Treasury Department: Office of the Secretary; Treasurer of the United States; First Comptroller; Director of the Mint; Bureau of Statistics; United States Coast and Geodetic Survey.

War Department: Office of the Secretary; Chief of Engineers, U. S. A.; Chief Signal Officer, U. S. A.

Navy Department: Nautical Almanac Office.

Department of the Interior: General Land Office, Pension Office, Indian Affairs, United States Geological Survey.

Department of Justice.

United States Commission of Fish and Fisheries.

There is appended hereto a tabular statement of the distribution of the post-route maps during the past year, with a side comparison with the distribution for the preceding two years.

The calls for certificates of distances by post-routes, required in the settlement of mileage accounts by officers of the public service, and in the adjustment of telegraph rates and pay for governmental messages, have been, as usual, attended to with promptitude and with the necessary care and precision. During the past year 456 letters (including telegrams) requesting these certificates have been answered, covering 715 queries.

In regard to the compilation of a new table of distances for reference in the settlement of such mileage accounts, which has occasionally been made a subject of inquiry, I beg leave to submit that, although in my last year's report to the Postmaster-General I proposed for consideration the employment of a computer specially to compile such a table, I now deem it proper to state that further experience of the character of the calls in question during the past year induces me now to doubt the expediency of undertaking such a compilation—a very laborious work—this doubt being based upon the fact that the greater number of the queries more recently received are found to include distances traveled, by post-routes, from twenty to twenty-five years ago, between points which being unforeseen would probably not appear in such a table, unless it were of almost impracticable extent. As it is, these calls are taken up immediately and disposed of by answers prepared by one of my assistants familiar with that subject—a work, however, which requires much labor and special attention to attain accuracy. These calls have been gradually increasing in number, more particularly owing to fresh classes of claims connected with Army service coming up for settlement in the Second Auditor's Office of the Treasury Department.

The production of successive revised editions of the sheets of the post-route maps (now 60 in number) by means of prints from lithographic stones has been continued during the past year. These prints are furnished, under contract, in bi-monthly editions—the stones, during the intervals between each edition, being brought up to the latest pos-

sible exhibit of the existing postal service by means of corrected sheets prepared by the draughtsmen and other assistants in this office.

The main difficulty connected with the keeping up of the post-route maps—distinguishing them from all other maps—arises from the continuous changes and additions necessitated by the extension of the postal service, whether by star-routes or by railroads, thus constantly requiring fresh disposition, erasures and re-erasures of names, figures, and other items over all parts of the sheets.

Still further to improve the maps, and gradually to replace some sheets that have been hitherto regarded as "preliminary," being originally constructed before the General Land Office or State surveys were completed, or before these surveys were systematically undertaken, drawings have been in progress for the map of Kansas and Nebraska, and for that of California and Nevada, which will be completed at an early day. It is desirable, for that reason, also to revise and to replace, as soon as practicable, the present map of Kentucky and Tennessee and that of Texas (all which States never have had a systematic survey), especially as the lithographic transfers of these are much deteriorated on the stones by the frequent changes and additions made on their surfaces. A new projection (in outline) of one of these (Kentucky and Tennessee) has been made, to make use of all the material now available.

Reference was made in my last report to arrangements then in progress for furnishing to the General Superintendent of the Railway Mail Service, for the special use of his office and of his assistant superintendents, copies of a map giving at one view the connections of the railway system of the United States, with as much detail as practicable on a manageable scale. This contribution has been effected so as to answer the immediate object in view, though the details of the service (by railway, &c.) over all the country can be shown only by the present separate and large-scaled post-route maps by States or groups of States. It has been suggested, however, by the General Superintendent of the Railway Mail Service that a system of diagrams (printed on light, tough paper) of the several States, separately or in groups of two or more, showing specially the railroads and their principal connections with star-routes, would meet a want of the employés (postal-car clerks and others) of that service for study and reference. After an examination of the practicability and the expense of providing these diagrams, I shall have the honor to submit the matter for your consideration.

I respectfully submit that the proviso allowing the sale of maps to the public at cost, "the proceeds to be used as a further appropriation" for the work of this office, be retained in the appropriation bill, following, as usual, the item "for miscellaneous expenses of the Topographer's office in the preparation and publication of the post-route maps." As the far larger part of the expenses of this office, besides salaries, is for the printing (including corrections) of these maps, the use of the proceeds of these sales has been so assigned by successive committees of Congress, to make available to the utmost the amount specifically appropriated for the work of this office.

I take pleasure in testifying to the generally faithful and steady work of the employés of this office.

Very respectfully, your obedient servant,

W. L. NICHOLSON,

Topographer Post-Office Department.

Hon. WILLIAM F. VILAS,
Postmaster-General.

Detailed statement of the distribution of post-route maps during the year ending September 30, 1885, with comparison with the distribution during the preceding two years.

To whom furnished.	Number of sheets during year ending—		
	September 30, 1885.	September 30, 1884.	September 30, 1883.
Officers and clerks of the Post-Office Department in Washington..	1,747	1,181	1,593
Postmasters	5,783	3,818	1,234
The railway mail service (besides special diagrams)	705	1,807	1,431
Post-office Inspectors	95	453	352
Officers of other governmental Departments	1,168	2,324	923
Miscellaneous, including members of the Senate and House of Representatives, committees of Congress, State authorities and State libraries, foreign governments, educational and scientific institutions, libraries, and geographical publishers	4,016	3,295	3,490
Total	13,494	12,878	9,023

CONDENSED STATEMENT OF THE OPERATIONS OF THE TOPOGRAPHER'S OFFICE, POST-OFFICE DEPARTMENT, DURING THE YEAR ENDING SEPTEMBER 30, 1885.

Diagrams (maps brought up by hand).

Number of diagrams kept up in detail (monthly) for reference in the following-named offices:

Contract Office	150
Appointment Office	100
Postmaster-General, General Superintendent of Railway Mail Service, and Topographer	75

Number of diagrams kept up at longer intervals than a month, for reference in the following-named offices:

Finance, Money-Order System, Chief Post-Office Inspector, Dead-Letter, Foreign Mails, and Sixth Auditor	175
---	-----

Total of diagrams required to be kept up

500

Post-route maps.

Sheets of post-route maps distributed

13,494

Of these, 30 per cent. were backed and mounted on rollers, or bound in folio or octavo.

Letters sent.

Letters sent to railroad officers (in most cases with prepared tracing inclosed for return of information as to new lines)	107
Circular queries for locations, sent to postmasters	3,293
Certificates of post-route distances (letters, 299; telegrams, 167)	456
Miscellaneous letters	4,373
	<hr/>
	8,229

Letters received.

Answers from postmasters to location queries	2,097
Requests for certificates of post-route distances	456
Miscellaneous letters (including returns from railroad officers)	4,255
	<hr/>
	6,808

Establishments and changes in post-offices.

Reported from Appointment Office daily, and entered in duplicate by States, for use of draughtsmen and for general reference.

Reports of changes in service received.

Monthly reports from corresponding clerks of Contract Office, taken directly from books of record	168
Special reports from railway-adjustment division of Contract Office concerning additional and changed railway service	240
Daily reports (printed bulletins)	304
	<hr/>
	712

All the items reported have been promptly transferred to the working maps and sample sheets, and to the correction sheets for the printer.

ANNUAL REPORT
OF THE
AUDITOR OF THE TREASURY
FOR THE
POST-OFFICE DEPARTMENT
TO THE
POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1885.

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 5, 1885.

SIR: I have the honor to submit, herewith, the annual report of the receipts and expenditures of the Post-Office Department, as shown by the accounts of this office, for the fiscal year ended June 30, 1885. All expenditures on account of service of last and prior fiscal years are stated to September 30, of current year, as in former reports.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Service of the fiscal year 1885.

Postal revenues of the year ended June 30, 1885.....	\$42,560,843 83
Expenditures to September 30, 1885.....	49,317,188 41
Excess of expenditures.....	6,756,344 58
Surplus postal revenues of previous years.....	226,835 73
Excess of expenditures over all revenues.....	6,529,508 85
Amounts placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the postal revenues under section 2 of the act approved July 5, 1884 (Statutes, vol. 23, page 157).....	5,346,272 17
Excess of expenditures over all receipts.....	1,183,236 68
Amount of balances due late postmasters on accounts closed by "suspense".....	\$9,151 97
Amount of balances due from late postmasters charged to "bad debt" and "compromise" accounts.....	5,170 81
Net gain by "suspense".....	3,981 16
Amount to be placed with the Treasurer.....	1,179,255 52

Service of the fiscal year 1884.

Expended from October 1, 1884, to September 30, 1885.....	479,491 30
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Service of the fiscal year 1883.

Amount placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the revenues under the second section of the act approved May 4, 1882 (Statutes, vol. 22, chap. 116, page 55).....	520,770 00
Expended from October 1, 1884, to September 30, 1885.....	51,927 17
	468,842 83

Service of the fiscal year 1882 and prior years (claims).

Amount placed with the Treasurer under the act approved March 3, 1885 (Statutes, vol. 23, chap. 359, page 476, par. 2).....	\$20,949 69
Expended to September 30, 1885.....	15,625 18
Available.....	<u>5,324 42</u>

Service of the fiscal year 1881 and prior years (claims).

Balance available October 1, 1884.....	646 70
Expended from October 1, 1884, to September 30, 1885.....	57 34
Available.....	<u>589 36</u>

Compensation of postmasters and late postmasters readjusted and allowed under act of March 3, 1883.

Balance available October 1, 1884.....	\$2,477 50
Amount placed with the Treasurer under the act approved March 3, 1885 (Statutes, vol. 23, chap. 359, page 476).....	178,481 23
Expended to September 30, 1885.....	180,958 73
Excess of expenditures.....	<u>181,945 81</u>
	<u>987 08</u>

GENERAL REVENUE ACCOUNT.

Postal revenues of the year ended June 30, 1885.....	42,560,843 83
Expenditures for service of 1885.....	\$49,317,188 41
Expenditures for service of 1884.....	479,491 30
Expenditures for service of 1883.....	51,927 17
Expenditures for service of 1882 and prior years (claims).....	15,625 18
Expenditures for service of 1881 and prior years (claims).....	57 34
Expenditures for salaries of postmasters readjusted, &c.....	181,945 81
Total expenditures to September 30, 1885.....	<u>50,046,235 21</u>
Excess of expenditures over revenues.....	7,485,391 38
Grants from the General Treasury:	
Under act of July 5, 1884, for 1885.....	5,346,272 17
Under act of May 4, 1882, for 1883.....	520,770 00
Under act of March 3, 1885, for 1882 and prior years..	20,949 60
Under act of March 3, 1885, for readjusted salaries of postmasters.....	178,481 23
Total grants.....	<u>6,066,473 00</u>
Amount of balances due late postmasters on accounts closed by "suspense".....	9,151 97
Amount of balances due from late postmasters charged to "bad-debt" and "compromise" accounts.....	5,170 81
Net gain by "suspense".....	<u>3,981 16</u>
Excess of expenditures.....	1,414,937 22
The balance standing to the credit of the general revenue account September 30, 1884, was.....	3,676,736 07
Balance standing to the credit of the account September 30, 1885....	2,261,798 85
Of which there was due by late postmasters, in suit..	\$224,519 08
Of which there was due by late postmasters, not in suit	94,032 45
	<u>318,551 53</u>
	<u>1,943,247 32</u>

The net revenues of the Department from postages, being aggregate revenues at post-offices for the fiscal year, less the compensation of postmasters and clerks and the contingent office expenses, were:

For the quarter ended September 30, 1884	\$5,877,012 06
For the quarter ended December 31, 1884	6,529,385 34
For the quarter ended March 31, 1885	6,692,360 72
For the quarter ended June 30, 1885	6,264,444 35
Total	<u>25,363,202 47</u>

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, 1884	49,608
For the quarter ended December 31, 1884	50,576
For the quarter ended March 31, 1885	51,286
For the quarter ended June 30, 1885	51,554
Total	<u>203,024</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, 1884	\$9,443,097 08
For the quarter ended December 31, 1884	10,200,897 25
For the quarter ended March 31, 1885	10,472,354 73
For the quarter ended June 30, 1885	9,939,877 63
Total	<u>40,056,226 69</u>

LETTER POSTAGES.

The amount of postages paid in money was \$67,527 86

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	\$42,497 24
Dominion of Canada	14,598 78
Republic of Honduras	37 00
United States of Colombia	1,162 58
Republic of Hayti	138 20
Kingdom of Italy	4,425 58
Empire of Russia	2 06
Empire of Japan	2,794 21
Kingdom of Norway	3 82
Kingdom of the Netherlands	122 06
Postal administration of New South Wales	232 86
Postal administration of Curaçoa	371 85
Postal administration of Victoria	146 90
Postal administration of Barbadoes	159 91
Postal administration of Queensland	19 56
Postal administration of Nicaragua	11 84
Postal administration of Costa Rica	102 02
Postal administration of Hong-Kong	115 30
Postal administration of Trinidad	13 43
	<u>66,955 20</u>
Balance collected by postmasters	<u>572 66</u>

The following balances were paid and charged to the appropriation for balances due foreign countries:

Service of 1885:	
Kingdom of Sweden	\$1,152 61
Kingdom of Denmark	4,253 13
Argentine Republic	22 57
Republic of France	4,586 66
Republic of Switzerland	806 27
Empire of Austria	416 97
Empire of Germany	6,234 08
Kingdom of Belgium	5,821 33
Postal administration of Bermudas	90 19
Postal administration of St. Thomas	91 90
International Bureau, Berne, Switzerland	14 00
Total for 1885	\$23,489 71
Service of previous years:	
Kingdom of Sweden	1,152 61
Kingdom of Denmark	12,759 39
Argentine Republic	69 75
Republic of France	11,196 56
Empire of Austria	1,251 91
Empire of Germany	18,755 88
Kingdom of Belgium	5,821 33
Postal administration of Bermudas	270 53
Postal administration of St. Thomas	91 90
Total for previous years	51,369 86
Aggregate amount paid to September 30, 1885	74,859 57

MAIL TRANSPORTATION.

The amount charged to "transportation accrued" and placed to the credit of mail contractors and others for mail transportation during the fiscal year was—

For the regular supply of mail routes	\$23,322,512 09
For the supply of "special" offices	53,761 20
For the supply of "mail messenger" offices	871,468 54
For the salaries of railway postal clerks	4,246,660 45
For the salaries and expenses of the superintendents of the railway mail service	51,254 99
Total	28,545,657 27

Foreign mail transportation.

New York, Great Britain and Ireland, and countries beyond, via Great Britain	\$164,640 21
New York, Great Britain and Ireland, Germany, and countries beyond	105,517 42
Philadelphia, Great Britain and Ireland	1,416 42
Boston, Great Britain and Ireland	518 45
Post-Office Department of Canada—English mail	210 11
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, &c	36,420 41
New York and Newfoundland	32 72
Boston and Nova Scotia	250 05
Eastport and New Brunswick	40 97
Baltimore and Bremen	22 53
Upper Pacific Coast—local mail	1,866 88
San Francisco, China, Japan, Farther India, Australia, and South Sea Islands	22,194 08
Expenses of Government mail agent at Panama	846 80
Expenses of Government mail agent at Shanghai	1,806 63
Total	335,783 68
Amount carried forward	28,881,440 95

Brought forward.....	\$28,881,440 95
The amount credited to transportation accrued and charged to mail contractors for over credits, being for fines and deductions, was	\$225,834 65
The amount of fines and deductions remitted was.....	22,909 48
Net amount of fines and deductions	202,925 17
Net amount of transportation accrued	28,678,515 78
The amount paid during the year was.....	27,366,037 90
Excess of transportation accrued.....	1,312,477 88

PACIFIC RAILROADS SERVICE.

Included in the above amount of transportation accrued are the following balances for the transportation of the mails over Pacific railroads which have been certified to the Register of the Treasury. The amount is not charged to the appropriation for "inland transportation railroads," and is not, therefore, included in the total of transportation paid.

Regular service, 1885:	
Union Pacific Railway Company (old U. P. R. R. line), aided.	\$369,363 57
Union Pacific Railway Company (old Kans. Pac. line), aided portion.....	69,216 26
Lines operated, leased, or controlled by U. P. R. W. Co., non-aided	273,507 65
Central Pacific Railroad Company, aided portion	252,522 31
Lines operated, leased, or controlled by C. P. R. R. Co., non-aided.....	227,683 96
Sioux City and Pacific Railroad Company, aided portion.....	12,461 08
Lines operated, leased, or controlled by S. C. & P. R. R. Co., non-aided	909 08
	<hr/>
	\$1,206,683 81
Use of postal cars, 1885:	
Union Pacific Railway Company (old U. P. R. R. line), aided	61,027 88
Union Pacific Railway Company (old Kans. Pac. line), aided portion	7,461 44
Lines operated, leased, or controlled by U. P. R. W. Co., non-aided.....	8,043 36
Central Pacific Railroad Company, aided portion	37,867 76
Lines operated, leased, or controlled by C. P. R. R. Co., non-aided.....	20,142 48
	<hr/>
	134,542 92
Regular service, previous years:	
Union Pacific Railway Company (old U. P. R. R.), aided... ..	326 52
Lines operated, leased, or controlled by U. P. R. W. Co., non-aided	63,027 01
Central Pacific Railroad Company, aided	3,105 25
Lines operated, leased, or controlled by C. P. R. R. Co., non-aided	189,500 03
Sioux City and Pacific Railroad Company, non-aided.....	681 81
	<hr/>
	256,640 62
Use of postal cars, previous years:	
Lines operated, leased, or controlled by U. P. R. W. Co., non-aided.....	2,844 75
Lines operated, leased, or controlled by C. P. R. R. Co., non-aided.....	15,109 86
	<hr/>
	17,954 61
Total Pacific railroads service not paid	1,614,822 06

STATEMENT OF THE CONDITION OF ACCOUNTS OF LATE POSTMASTERS.

Balance due the United States brought forward from last report.....	\$309,288 78	
Balance due the United States on account of postmasters becoming late during the fiscal year	168,673 13	
		477,961 91
Amount collected during the year	\$152,291 11	
Amount charged to "suspense"	2,496 34	
Amount charged to "bad and compromise debts"	4,622 93	
		159,410 38
Balance remaining due the United States		318,551 53
Of which there is in suit	224,519 08	
Not in suit.....	94,032 45	
		318,551 53
Balance due late postmasters brought forward from last report	137,441 86	
Amount becoming due during the fiscal year.....	114,340 53	
		251,782 39
Amount paid during the year.....	117,587 57	
Amount credited to "suspense"	11,648 31	
		129,235 88
Balance remaining due late postmasters.....		122,546 51
Amount in suit June 30, 1884	226,467 83	
Amount submitted for suit during the fiscal year.....	10,084 86	
		236,552 69
Of which there was collected during the year	8,329 83	
Amount otherwise settled	3,703 78	
		12,033 61
Balance remaining in suit		224,519 08
Amount of interest and costs collected in suit against late postmasters and sureties on postal accounts.....		2,266 51

The tables accompanying this report, numbered as follows, show in detail the transactions of the fiscal year:

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1885.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1885.

No. 3.—Statement by States of the postal receipts and expenditures of the United States.

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, 1885.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1885, and charged to "Miscellaneous items, Office of the Postmaster-General."

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1885, and charged to "Miscellaneous expenses, Office of the First Assistant Postmaster-General."

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1885, and charged to "Miscellaneous items, Second Assistant Postmaster-General."

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1885, and charged to "Miscellaneous items, Office of the Third Assistant Postmaster-General."

No. 9.—Comparative statement of the receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1885.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885.

No. 11.—Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1885.

No. 12.—Statement showing the number and amount of international money-orders issued, paid, and repaid, and fees collected during the fiscal year ended June 30, 1885.

No. 13.—Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1885.

No. 14.—Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1885.

No. 15.—Statement showing the revenue which accrued on postal-note transactions for the fiscal year ended June 30, 1885.

No. 16.—Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1885.

No. 17.—Statement of assets and liabilities, June 30, 1885.

No. 18.—Statement showing the money-order transactions with the assistant United States treasurer at New York, N. Y., during the fiscal year ended June 30, 1885.

No. 19.—Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1885.

No. 20.—Recapitulation of net revenue for the fiscal year ended June 30, 1885.

No. 21.—Weight of letters, newspapers, &c., sent from the United States to European countries during the fiscal year ended June 30, 1885.

No. 22.—Weight of letters, newspapers, &c., sent by sea from the United States to countries and colonies other than European, of the Universal Postal Union, during the fiscal year ended June 30, 1885.

Very respectfully,

D. McCONVILLE,
Auditor.

HON. WILLIAM F. VILAS,
Postmaster-General.

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1885.

Accounts.	Quarter ended September 30, 1884.	Quarter ended December 31, 1884.	Quarter ended March 31, 1885.	Quarter ended June 30, 1885.	Aggregate.
Letter postage.....	\$26,918 85	\$17,476 86	\$5,143 35	\$17,988 80	\$67,527 86
Box-rents and branch offices.....	492,408 81	487,326 94	489,533 32	488,967 88	1,958,237 05
Fines and penalties.....	2,790 04	4,118 46	3,604 94	3,598 46	13,511 90
Postage stamps, stamped envelopes and wrappers, and postal cards.....	9,443,697 08	10,200,897 25	10,472,351 73	9,839,877 63	40,056,226 61
Dead letters.....	2,368 01	1,731 08	5,207 87	2,790 97	12,097 93
Revenue from money-order business.....				408,933 30	408,933 30
Miscellaneous.....	6,627 30	9,653 30	8,401 13	19,624 37	44,309 10
Total.....	9,974,210 09	10,721,203 89	10,983,648 34	10,881,781 51	42,560,843 85

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1885.

	Appropriations.				Total expenditures on account of previous years.	Aggregate expenditures.
	Quarter ended September 30, 1884.	Quarter ended December 31, 1884.	Quarter ended March 31, 1885.	Quarter ended June 30, 1885.		
Mail depredations and post-office inspectors.....	\$19,828 98	\$62,625 83	\$55,401 19	\$40,112 22	\$108,067 60	\$202,949 41
Tolls to United States marshals, clerks, and counsel.....	46 50	2,317 78	3,355 73	3,201 96	1,171 97	1,831 57
Advertising.....	3,704 74	2,414 62	4,514 51	6,298 36	16,698 36	20,170 44
Miscellaneous, Office of the Postmaster-General.....	1,188 82	44 02	542 70	75 10	1,947 04	3,885 37
Compensation of postmasters.....	2,780,817 55	2,709,978 87	2,888,302 61	2,825,819 71	11,243,848 94	11,431,304 72
Compensation to clerks in post-offices.....	1,205,814 50	1,218,174 94	1,240,329 00	1,211,974 75	4,885,853 19	4,886,472 45
Payment to letter-carriers and the incidental expenses of the free-delivery system.....	371,204 70	1,010,975 51	1,001,043 28	1,002,837 06	3,085,052 55	3,086,978 10
Wrapping-paper.....	6,566 00	6,556 00	8,536 00	6,569 00	24,107 00	31,107 00
Types.....	21,160 50	19,740 50	21,662 50	16,456 50	79,020 50	79,149 50
Making and rating stamps.....	1,213 02	6,970 53	2,380 71	2,639 18	10,563 04	12,308 97
Printing.....	98,078 37	117,018 80	126,059 38	120,082 34	453,259 60	470,802 50
Gas, fuel, and fuel for post-offices.....	2,225 06	33,849 10	3,101 50	286 43	10,400 89	25,831 23
Stationery.....	20,950 81	12,301 37	10,650 24	3,554 01	46,776 43	47,408 62
Miscellaneous and incidental items, Office of First Assistant Postmaster-General.....	12,631 20	14,845 21	12,641 90	12,005 15	54,453 46	55,152 00
Inland mail transportation, railroad routes.....	2,260,997 23	3,352,477 48	3,569,049 86	3,445,879 21	13,598,313 78	13,900,402 75
Inland mail transportation, stage routes.....	151,316 60	150,500 91	125,065 83	144,256 17	538,288 54	538,863 18
Inland mail transportation, star routes.....	1,350,256 22	1,435,453 29	1,369,451 56	1,367,417 53	5,463,589 00	5,451,164 36
Railway post-office car service.....	435,659 43	426,469 14	414,259 11	433,438 79	1,700,209 47	1,710,457 13
Secondary and special facilities on trunk lines, railroads.....	61,250 93	62,919 33	62,919 93	62,919 33	249,599 72	249,599 72
Compensation of railway post-office clerks.....	1,026,601 97	1,045,132 34	1,083,592 45	1,087,683 75	4,086,269 51	4,240,600 45
Compensation of mail-messengers.....	209,217 81	214,000 29	216,529 84	223,331 76	866,159 70	871,408 54
Mail bags and keys.....	10,439 00	255 00	10,153 00	3,124 00	25,962 00	24,082 00
Mail boxes.....	80,613 99	101,070 28	30,721 39	28,344 10	240,779 76	246 00
Mail receptacles, Office of Second Assistant Postmaster-General.....	31,433 52	32,853 44	224 35	38,700 28	137,753 47	137,753 47
Postage-stamps.....	1,160 00	1,116 13	1,506 43	1,943 39	5,745 86	5,745 86
Stamped envelopes and newspaper wrappers.....	154,447 01	165,104 12	169,106 67	151,506 86	626,165 56	626,165 56
Stamped envelopes and agency.....	3,740 00	6,218 52	3,914 31	4,418 47	15,886 19	15,886 19
Postal cards.....	44,885 70	46,700 94	45,174 19	47,910 04	184,700 87	184,700 87
Postal-card agency.....	1,733 22	1,805 20	1,751 85	1,715 55	7,003 82	7,010 82
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes.....	15,949 05	25,168 86	27,197 57	23,781 68	90,097 26	90,097 26
Ship, steamboat, and way letters.....	490 91	451 12	325 50	1,801 11	7,801 11	7,801 11
Engraving, binding, and printing drafts and warrants.....	839 57	141 00	103 65	405 00	2,081 22	2,081 22
Miscellaneous items, Office of Third Assistant Postmaster-General.....	403 23	280 25	278 00	278 00	901 48	948 82
Transportation of foreign mails.....	78,124 69	89,834 69	83,429 56	74,083 64	225,402 98	230,494 42
Balances due foreign countries.....	14 00	17,531 78	1,205 37	4,678 56	23,489 71	74,859 57
Total.....	12,087,430 71	12,328,762 23	12,544,846 96	12,386,208 51	49,317,188 41	50,046,235 21

No. 3.—Statement by States of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1885.

States and Territories.	Receipts.				Expenditures.							Excess of receipts over expenditures.
	Waste paper and twine.	Box rents and branch office.	Postage stamps, stamped envelopes, and postal cards.	Total receipts.	Compensation of postmasters.	Clerks for offices, rent, light and fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of postal railway clerks and mail messengers.	Transportation by States.	Total expenditures.		
Maine	\$78 23	\$29,521 00	\$24,203 02	\$53,724 02	\$28,769 55	\$61,654 28	\$24,391 55	\$55,310 91	\$243,379 85	\$613,306 14	\$50,413 23	\$19,145 41
New Hampshire	106 82	314,054 54	305,242 37	619,301 91	140,614 50	26,047 06	13,271 20	33,602 81	110,001 29	324,006 96	38,628 01	832,689 16
Vermont	74 48	138,355 21	287,798 28	426,153 97	147,823 39	10,100 81	4,645 84	10,648 88	476,780 76	2,017,418 97	2,017,418 97	106,450 03
Massachusetts	1,474 68	2,016,801 80	2,885,487 70	4,902,091 30	457,838 33	4,099,279 73	386,408 78	317,111 27	48,365 15	1,006,458 14	680,729 43	1,076,060 07
Rhode Island	113 42	20,216 80	285,487 70	305,814 92	51,418 13	37,448 10	51,329 51	10,868 16	266,790 01	688,707 80	5,888,707 80	91,082 18
Connecticut	310 64	55,871 21	725,725 17	781,907 05	208,733 28	290,514 80	951,599 00	493,758 01	2,124,540 79	3,413,876 67	1,090,210 37	4,391 87
New York	6,888 31	208,301 65	7,000,417 65	7,815,607 87	255,638 41	496,008 96	570,598 34	394,363 83	1,090,210 37	3,888,809 83	4,391 87	370,194 81
New Jersey	264 20	39,417 86	824,703 22	864,385 28	852,696 31	78,140 59	106,477 28	34,990 44	88,809 83	1,090,210 37	1,090,210 37	370,194 81
Pennsylvania	1,113 56	117,882 60	3,065,074 62	3,784,070 98	829,185 67	8,208 25	10,440 36	6,754 15	31,161 40	88,809 83	1,090,210 37	4,391 87
Delaware	23 40	2,040 62	91,137 62	93,201 70	32,185 67	117,268 29	121,318 77	69,295 80	456,006 45	976,170 51	1,090,210 37	4,391 87
Maryland	236 02	13,458 19	729,028 39	743,263 50	141,750 55	117,268 29	121,318 77	69,295 80	456,006 45	976,170 51	1,090,210 37	4,391 87
Virginia	34 19	16,799 20	663,833 12	680,666 70	275,030 29	60,513 46	35,711 52	72,865 22	150,308 70	325,168 36	101,400 06	245,283 90
West Virginia	62 08	8,008 84	305,596 73	313,607 28	117,069 67	20,010 77	6,460 11	20,223 75	33,513 46	245,283 90	101,400 06	245,283 90
North Carolina	81 43	12,109 63	303,830 28	316,037 28	113,210 00	18,402 80	33,645 74	48,910 25	277,290 51	468,274 12	418,426 33	245,283 90
South Carolina	43 33	9,126 63	240,617 68	249,767 63	113,210 00	18,402 80	33,645 74	48,910 25	277,290 51	468,274 12	418,426 33	245,283 90
Georgia	383 48	16,072 03	483,998 05	501,374 46	198,500 47	17,991 96	33,645 74	48,910 25	277,290 51	468,274 12	418,426 33	245,283 90
Florida	7 14	11,648 03	212,017 54	224,272 71	108,500 47	17,991 96	4,421 07	9,045 12	206,765 97	368,075 40	143,802 78	245,283 90
Alabama	1,068 40	314,938 71	2,034,181 77	2,611,018 94	667,799 27	331,833 27	250,824 35	711,732 44	1,338,877 69	3,891,137 02	1,190,118 08	245,283 90
Mississippi	569 61	67,055 51	3,006,561 66	3,444,272 87	1,049,173 78	125,939 63	84,702 41	130,597 86	1,480,141 53	4,924,416 62	1,480,141 53	245,283 90
Louisiana	619 45	64,538 29	1,778,134 81	2,575,664 22	409,715 58	117,960 26	84,702 41	130,597 86	1,480,141 53	4,924,416 62	1,480,141 53	245,283 90
Texas	2,808 87	148,057 60	3,424,501 62	3,575,664 22	717,520 71	582,296 66	345,291 11	508,875 96	1,645,097 46	5,170,195 37	1,645,097 46	245,283 90
Illinois	2,957 83	462,959 60	933,971 98	1,400,080 41	310,520 71	98,206 80	33,550 51	60,858 77	1,238,267 70	2,638,357 37	1,238,267 70	245,283 90
Wisconsin	377 41	102,654 59	1,215,769 52	1,318,724 63	580,943 60	115,000 97	53,483 93	233,189 21	844,431 51	1,726,669 28	445,207 83	245,283 90
Iowa	978 86	58,145 04	1,778,434 42	1,837,758 37	493,566 29	241,807 50	195,530 06	304,001 93	1,168,051 19	2,354,556 07	526,797 35	245,283 90
Missouri	241 47	12,528 54	693,110 06	705,861 37	227,183 90	63,802 71	53,803 41	49,397 63	577,373 05	1,013,629 80	301,430 43	245,283 90
Kentucky	144 47	12,780 54	693,110 06	705,861 37	227,183 90	63,802 71	53,803 41	49,397 63	577,373 05	1,013,629 80	301,430 43	245,283 90
Tennessee	67 09	15,862 44	903,533 29	919,400 00	356,644 32	39,201 58	10,060 08	21,780 59	399,397 92	614,603 03	305,143 24	245,283 90
Arkansas	17 37	14,021 32	206,130 36	220,151 68	136,044 32	17,175 44	3,967 96	21,601 28	301,071 05	483,503 89	241,108 04	245,283 90
Mississippi	58 25	12,891 44	238,447 55	251,339 24	136,237 12	25,710 43	60,230 07	42,073 49	253,721 65	479,850 42	226,733 18	245,283 90
Alabama	48 22	16,091 90	207,463 30	223,555 20	136,237 12	25,710 43	60,230 07	42,073 49	253,721 65	479,850 42	226,733 18	245,283 90
Louisiana	183 33	68,097 12	734,860 64	813,127 00	342,791 43	68,318 56	35,147 37	405,053 51	860,654 10	1,445,014 46	631,887 37	245,283 90
Texas	75 88	883 27	1,104,940 80	1,184,279 11	256,064 70	168,084 77	106,275 05	97,676 20	922,018 21	1,860,019 36	699,710 45	245,283 90
California	375 96											

Oregon	43 86	17,582 85	176,190 50	193,816 27	80,065 47	19,325 11	6,038 92	34,594 53	257,400 97	388,045 00	194,148 73
Minnesota	206 25	54,111 77	807,408 01	891,886 33	255,068 12	91,274 17	57,586 56	106,291 53	854,688 10	1,365,318 54	503,432 21
Kansas	179 24	72,567 45	837,199 53	933,139 53	393,123 70	14,140 91	18,753 90	113,521 20	676,055 57	1,265,035 28	319,005 73
Nebraska	70 14	4,600 49	579,285 75	579,285 75	231,943 15	88,898 13	18,484 94	97,429 32	751,313 29	1,138,759 80	550,474 03
Colorado	1 65	8,065 37	54,550 39	62,561 25	7,075 17	7,075 17		8,857 77	151,754 83	198,824 54	136,233 52
California	209 30	4,828 50	334,666 97	334,666 97	176,169 43	58,692 41	21,675 23	48,178 15	409,304 36	728,052 54	348,233 52
Utah	34 94	9,213 90	98,895 68	108,144 25	11,291 19	13,690 83	1,817 89	27,265 26	231,295 28	325,570 45	217,156 23
New Mexico	41 20	5,202 61	101,708 90	115,148 78	58,463 56	8,404 84		13,219 27	135,789 19	212,554 53	130,904 98
Washington	14 88	32,208 20	345,014 05	376,317 13	197,719 23	31,808 30		9,639 37	289,155 06	407,165 06	252,016 28
Idaho	17 60	6,254 57	59,820 67	69,310 28	30,599 36	6,252 09		20,295 91	191,609 80	236,650 94	173,480 77
Montana	6 65	5,222 70	46,250 68	51,080 33	24,263 29	4,125 96		2,301 24	119,250 55	183,014 11	122,673 83
Wyoming	33 86	17,569 66	108,701 57	128,886 20	55,133 88	15,944 45		8,891 45	211,560 91	259,019 45	188,210 12
Alaska	3,261 88	4,397 03	293,452 22	299,734 42	6,448 27	172,850 90	70,910 62	161,575 67	1,660 00	411,822 29	112,003 79
District of Columbia		27,223 16	28,194 42	28,194 42	19,735 57	1,069 00		47 50	58,760 20	70,612 27	48,417 83
Indian Territory											
Total	24,215 55	1,960,494 30	40,068,218 20	42,052,927 05	11,247,898 13	5,481,946 83	3,978,222 46	11,342,692 23	198,965 42	49,013,375 40	10,648,419 91
Deduct miscellaneous items											14,248 66
Add miscellaneous items		2,257 15	11,991 51	14,248 66	182,406 50	53,062 95	8,055 64	6,788 36	15,328 04	225,983 50	235,983 50
Grand total	24,215 55	1,958,237 05	40,056,226 69	42,067,175 71	11,430,304 75	5,535,009 80	3,986,278 10	11,818,128 90	214,293 46	49,239,358 90	10,884,403 41

Items of expenditure of a general nature, not embraced in statement by States.

Items of receipt of a general nature, not embraced in statement by States.

Excess of expenditures brought down	\$7,210,679 70										
Amount paid for foreign mails and expenses of Government agents	570,494 42										
Balances paid foreign countries	74,859 67										
Ship, steamboat, and way letters	1,801 11										
Wrapping paper	34,907 00										
Twine	79,149 50										
Engraving, printing, and binding drafts and warrants	2,081 22										
Advertising	10,913 16										
Mail-bags and catches	194,942 22										
Salary and expenses of assistant superintendents of the railway mail service	51,254 09										
Mail-bags and keys	24,282 07										
Postmarking and cancelling stamps	12,368 97										
Mail depredations and post-office inspectors	29,819 68										
Letter-balances	17,802 29										
Expenses of postage-stamps, stamped envelopes, wrappers, and cards	977,502 58										
Dead-letter, official, and registered-package envelopes	36,091 26										
Sundry and miscellaneous payments	3,166 22										
Total	9,320,033 80										9,320,033 80
Receipts on account of dead letters											\$12,097 80
Receipts on account of fines and penalties											13,611 80
Receipts on account of miscellaneous											87,821 41
Revenue from money-order business											498,925 39
Excess of transportation accrued											1,312,477 88
Excess of expenditures over receipts											7,468,351 88

NOTE.—This table becomes each year less valuable for comparison by States. The wide State of Ohio, for instance, is charged with the amount paid for the transportation of through mail matter, the revenue from which is collected in the populous States of the North Atlantic seaboard, as it is impossible to separate this matter from that mailed in the State. The expenditures of several other States are similarly increased, although not in so marked a degree.

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, 1885.

Title of appropriation.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.	Excess of expenditures.
Mail deprecations and post-office inspectors, including fees to counsel, &c.	\$200,000 00	\$199,239 57	\$760 43	.....
Advertising	20,000 00	16,694 07	3,305 93	.....
Miscellaneous, office of the Postmaster-General	1,500 00	1,247 64	252 36	.....
Compensation of postmasters	11,000,000 00	11,243,848 94	.....	\$243,848 94
Compensation to clerks in post-offices	4,975,000 00	4,873,853 19	101,146 81	.....
Payment to letter-carriers and the incidental expenses of the free-delivery system	4,065,000 00	3,985,952 55	79,047 45	.....
Wrapping paper	35,000 00	34,997 60	2 40	.....
Twine	82,000 00	79,149 50	2,850 50	.....
Marking and rating stamps	25,000 00	10,233 04	14,766 96	.....
Letter-balances	25,000 00	17,892 20	7,107 80	.....
Rent, light, and fuel for post-offices	480,000 00	455,239 09	24,760 91	.....
Office furniture	40,000 00	19,406 89	20,593 11	.....
Stationery	65,000 00	46,776 43	18,223 57	.....
Miscellaneous and incidental items, office of First Assistant Postmaster-General	80,000 00	54,483 46	25,516 54	.....
Inland mail transportation, railroad routes	13,600,000 00	13,558,313 78	41,686 22	.....
Inland mail transportation, steamboat routes	625,000 00	558,288 51	66,711 49	.....
Inland mail transportation, star routes	5,600,000 00	5,463,259 00	136,741 00	.....
Railway post-office-car service	1,725,000 00	1,709,236 47	15,763 53	.....
Necessary and special facilities on trunk lines, railroads	250,000 00	249,999 72	.....	28
Compensation of railway post-office clerks	4,300,000 00	4,246,209 51	53,790 49	.....
Compensation of mail-messengers	975,000 00	898,139 70	108,860 30	.....
Mail-locks and keys	25,000 00	23,962 00	1,038 00	.....
Mail-bags and catchers	250,000 00	240,779 76	9,220 24	.....
Miscellaneous items, office of Second Assistant Postmaster-General	1,000 00	984 35	15 65	.....
Postage-stamps	146,000 00	137,733 47	8,266 53	.....
Postage-stamp agency	8,100 00	5,745 86	2,354 14	.....
Stamped envelopes and newspaper wrappers	614,000 00	626,165 56	17,834 44	.....
Stamped-envelope agency	16,000 00	15,886 10	113 90	.....
Postal cards	232,600 00	184,700 87	47,299 13	.....
Postal-card agency	7,300 00	7,005 82	294 18	.....
Registered-package envelopes, locks and seals, and post-office and dead letter envelopes	140,000 00	90,097 26	49,902 74	.....
Ship, steamboat, and way letters	1,500 00	1,801 11	.....	301 11
Engraving, printing, and binding drafts and warrants	2,500 00	2,081 22	418 78	.....
Miscellaneous items, office of Third Assistant Postmaster-General	1,000 00	901 48	98 52	.....
Transportation of foreign mails	425,000 00	325,462 08	99,537 92	.....
Balances due foreign countries	75,000 00	23,489 71	51,510 29	.....
Expenses of delegates to International Postal Union Congress	4,500 00	.....	4,500 00	.....
Total	50,147,400 00	40,817,188 41	1,074,361 64	244,150 05

MISCELLANEOUS PAYMENTS—POSTMASTER-GENERAL. 913

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1885, and charged to "Miscellaneous items, office of the Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1884.			
Aug. 5	Paul C. Hendricks, Post-Office Department.	Expenses while on official business to New York in August, 1884, per order of the Postmaster-General.	\$25 80
Sept. 4	Hon. W. Q. Gresham, Postmaster-General.	Expenses of self and secretary while traveling on official business in August, 1884.	120 12
17	do	Expenses of self and secretary while traveling on official business in September, 1884.	42 90
Nov. 14	Hon. Frank Hatton, Postmaster-General.	Expenses of self and secretary while traveling on official business in November, 1884.	90 40
Dec. 26	W. B. Thompson, Superintendent Railway Mail Service.	Amount paid by him for expenses of the Postmaster-General while inspecting fast mail on coast line in December, 1884.	73 67
1885.			
Jan. 16	C. M. Bell	Crayon and frame, Hon. Frank Hatton	50 00
22	Wyckoff, Seamans & Benedict	One Remington type writer and cabinet	167 50
30	J. Bradley Adams	Forty District of Columbia Directories	200 00
Feb. 7	Houghton, Mifflin & Co.	Binding and interleaving fifty copies United States Official Postal Guide, January, 1885.	37 50
7	Wyckoff, Seamans & Benedict	One type-writer and cabinet	107 50
7	do	One Remington type-writer, with cabinet and copy-holder.	109 50
10	W. H. Porter	Supplies for type-writers	4 70
19	Gottlieb Spitzer	Self-inking dating stamp	10 00
Mar. 3	E. M. Holloway	Subscription to Indianapolis Journal, July 20, 1884, to March 4, 1885.	5 25
19	Frank B. Conger, postmaster, Washington, D. C.	Postage-stamps for the prepayment of postage on correspondence for foreign countries not addressed to the post-departments of said countries.	46 00
Apr. 13	J. Bradley Adams	Spofford's Almanac, twenty copies	30 00
17	O. O. Stealey	Subscription to Courier-Journal, July 1, 1883, to March 31, 1885.	25 70
May 9	Wyckoff, Seamans & Benedict	Remodeling type-writer	35 00
13	T. & J. W. Johnson	One Massachusetts Reports, Vol. 137	3 50
20	New York Herald	Subscription to New York Herald, 1883-'84.	18 75
June 16	M. E. Mann	Appleton's American Cyclopedia, Vol. 9, for 1884.	7 00
24	M. Curlander	Mackey's District of Columbia Reports, Vol. 3.	6 50
29	Adolph Von Haake, Post-Office Department.	Expenses while on official business to Topeka, Kans., per order of the Postmaster-General dated May 26, 1885.	1 10
30	do	Expenses incurred while on official business to Topeka, Kans., per order of the Postmaster-General dated May 26, 1885.	100 00
July 6	Gardiner G. Howland, treasurer New York Herald.	Subscription to New York Herald, fiscal year 1885.	7 50
14	J. Bradley Adams	Two copies Rowell's Directory	10 00
Aug. 19	Charles M. Barriok, Washington, D. C.	Subscription to Daily Republican, January 1 to June 30, 1885.	4 50
	Total paid by warrant		1,200 20

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1885, and charged to "Miscellaneous expenses, office of the First Assistant Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1884.			
July 26	R. W. Gurley, Post-Office Department	Expenses incurred in visiting Philadelphia on official business.	\$12 30
26	W. B. Cooley, Post-Office Department	Expenses incurred in visiting Baltimore on official business, per order of the Postmaster-General dated July 3, 1884.	21 00
Aug. 11	.....do.....	Expenses incurred while acting upon the commission appointed by the Postmaster-General to examine the post-office at Philadelphia, order dated July 21, 1884.	28 60
11	E. W. Alexander, post-office, Philadelphia, Pa.	Expenses incurred while acting upon the commission appointed by the Postmaster-General to examine the post-office at Baltimore, order dated July 3, 1884.	22 10
13	A. Burt, Assistant Superintendent Railway Mail Service.	Expenses incurred while serving on a committee of inspection at the post-office at New Orleans, per order of the Postmaster-General dated July 12, 1884.	43 20
29	W. B. Cooley, Post-Office Department.	Expenses incurred in visiting Indianapolis, Ind., Louisville, Ky., and Pittsburgh, Pa., on official business, per order of the Postmaster-General dated August 14, 1884.	91 70
Sept. 1	A. Burt, Assistant Superintendent Railway Mail Service.	.....do.....	59 05
2	E. W. Alexander, post-office, Philadelphia, Pa.	Expenses incurred while acting upon the commission appointed by the Postmaster-General to examine the post-offices at Buffalo, N. Y., Cleveland and Cincinnati, Ohio, order dated August 14, 1884.	68 65
8	George W. Wells, chief of finance division, Post-Office Department.	Expenses incurred while acting upon the commission appointed by the Postmaster-General to examine the post-office at Brooklyn, order dated August 28, 1884.	33 61
11	W. B. Cooley, Post-Office Department.	Expenses incurred in visiting Brooklyn on official business, per order of the Postmaster-General dated August 28, 1884.	18 10
26	John M. Hinkle	Boxes	193 50
Oct. 2	A. S. Yantis, Post-Office Department.	Expenses incurred while on official business at Springfield and Holyoke, Mass., and New York and Castleton, N. Y., by order of the Postmaster-General dated September 25, 1884.	74 66
31	Hon. A. D. Hazen, Third Assistant Postmaster-General.	Personal expenses while serving as a member of a commission to inspect the post-office at Philadelphia, July 28 to August 2, 1884.	21 25
31	.....do.....	Personal expenses while serving as a member of a commission to inspect the post-office at Boston, Mass., May 23 to 30, 1884.	32 75
31	.....do.....	Personal expenses while serving as a member of a commission to inspect the post-office at Baltimore, Md., July 5 to 8, 1884.	13 20
Nov. 7	A. Burt, Assistant Superintendent Railway Mail Service.	Expenses incurred in investigating the post-office at Saint Louis, Mo., per order of the Postmaster-General dated June 11, 1884.	16 25
15	Albert H. Scott, chief salary and allowance division, Post-Office Department.	Expenses incurred while on official business to Philadelphia, Pa., per order of the Postmaster-General dated October 9, 1884.	5 50
1885.			
Jan. 1	John M. Hinkle, Washington, D. C.	Boxes	61 50
May 25	.....do.....	.....do.....	61 50
July 28	.....do.....	Packing-boxes	145 50
	Total paid by warrant		1,024 72

MISCELLANEOUS PAYMENTS—FIRST ASST. P. M. GENERAL. 915

No. 6.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS CREDITED ON GENERAL ACCOUNTS.

Date.	To whom allowed.	For what object.	Amount.
1884.			
Nov. 19	W. B. Merchant, postmaster, New Orleans, La.	Miscellaneous expenditures, second quarter, 1884.	\$2 58
Dec. 1	Henry W. Gardner, postmaster, Providence, R. I.	do.....	4 17
1885.			
Jan. 17	J. O. Jones, postmaster, Terre Haute, Ind.	Miscellaneous expenditures, third quarter, 1884.	1 90
26	J. A. Wildman, postmaster, Indianapolis, Ind.	do.....	1 25
27	A. D. Wilt, postmaster, Dayton, Ohio.	Miscellaneous expenditures, first and second quarters, 1884.	90
Feb. 9	H. S. Huidekoper, postmaster, Philadelphia, Pa.	Miscellaneous expenditures, first quarter, 1884.	\$37 46
9	William E. Blunt, postmaster, Haverhill, Mass.	Miscellaneous expenditures, second quarter, 1884.	1 35
9	John L. Conklin, postmaster, Paterson, N. J.	do.....	80 95
9	William E. Blunt, postmaster, Haverhill, Mass.	Miscellaneous expenditures, third quarter, 1884.	3 00
11	E. D. Palmer, postmaster, Richmond, Ind.	Miscellaneous expenditures, second quarter, 1884.	1 65
20	William E. Blunt, postmaster, Haverhill, Mass.	Miscellaneous expenditures, fourth quarter, 1884.	2 50
20	James McLeer, postmaster, Brooklyn, N. Y.	Miscellaneous expenditures, second quarter, 1884.	5 58
20	W. H. Van Cott, postmaster, Glens Falls, N. Y.	Miscellaneous expenditures, first quarter, 1883.	90
20	N. D. Sperry, postmaster, New Haven, Conn.	Miscellaneous expenditures, third quarter, 1884.	5 00
28	P. H. Dowling, postmaster, Toledo, Ohio.	do.....	7 88
Mar. 9	Hon. A. A. Freeman, assistant Attorney-General.	Expenses incurred while attending the United States circuit court at New Orleans, prosecuting offenses against the postal laws.	141 55
13	S. A. Wakefield, postmaster, Cincinnati, Ohio.	Miscellaneous expenditures, third quarter, 1884.	27 30
16	C. B. Hayward, postmaster, Santa Fé, N. Mex.	do.....	55 00
16	N. N. Tyner, postmaster, Fargo, Dak.	Miscellaneous expenditures, first quarter, 1884.	2 10
16	J. H. Smith, postmaster, Memphis, Tenn.	Miscellaneous expenditures, fourth quarter, 1884.	10 00
23	F. W. Palmer, postmaster, Chicago, Ill.	Miscellaneous expenditures, second quarter, 1884.	1 40
23	R. P. Lytle, postmaster, Decatur, Ill.	Amount paid for two directories, third quarter, 1884.	6 00
24	J. K. Barnes, postmaster, Fort Smith, Ark.	Miscellaneous expenditures, second quarter, 1884.	10 03
24	T. J. Anderson, postmaster, Topeka, Kans.	Miscellaneous expenditures, first quarter, 1884.	2 00
24	J. Picket, postmaster, Worcester, Mass.	Miscellaneous expenditures, second quarter, 1884.	2 00
24	James McLeer, postmaster, Brooklyn, N. Y.	do.....	2 25
24	P. H. Dowling, postmaster, Toledo, Ohio.	do.....	95
24	A. S. Orr, postmaster, Wilkes Barre, Pa.	do.....	3 00
24	S. M. Yost, postmaster, Staunton, Va.	do.....	75
24	Philip Armour, postmaster, Council Bluffs, Iowa.	Miscellaneous expenditures, fourth quarter, 1884.	2 50
24	A. D. Wilt, postmaster, Dayton, Ohio.	Miscellaneous expenditures, third quarter, 1884.	15 00
24	A. S. Orr, postmaster, Wilkes Barre, Pa.	do.....	3 00
24	T. Coggershall, postmaster, Newport, R. I.	Miscellaneous expenditures, fourth quarter, 1884.	3 00
24	O. P. Temple, postmaster, Knoxville, Tenn.	do.....	10 00
24	O. M. Laraway, postmaster, Minneapolis, Minn.	Miscellaneous expenditures, second quarter, 1884.	5 40
24	George C. Codd, postmaster, Detroit, Mich.	Miscellaneous expenditures, third quarter, 1884.	8 00
28	do.....	Miscellaneous expenditures, second quarter, 1884.	75

No. 6.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS CREDITED ON GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1885.			
Mar. 26	J. M. Brackett, postmaster, Eau Claire, Wis.	Miscellaneous expenditures, fourth quarter, 1884.	\$5 50
28	N. J. Field, postmaster, Racine, Wis.	do	1 50
31	E. F. Chapin, postmaster, Springfield, Mass.	Miscellaneous expenditures, first quarter, 1884.	93 14
Apr. 13	B. F. Bryant, postmaster, La Crosse, Wis.	Miscellaneous expenditures, fourth quarter, 1884.	100 00
24	O. M. Laraway, postmaster, Minneapolis, Minn.	do	28 28
June 3	John Gordon, postmaster, Jacksonville, Ill.	Miscellaneous expenditures, third quarter, 1884.	3 00
10	W. H. Tubbs, postmaster, New London, Conn.	Miscellaneous expenditures, second quarter, 1884.	2 50
16	N. D. Sperry, postmaster, New Haven, Conn.	Miscellaneous expenditures, second quarter, 1885.	2 55
18	O. H. Merwin, postmaster, Evanston, Ill.	Miscellaneous expenditures, fourth quarter, 1884.	7 15
23	J. W. Stanton, postmaster, Pueblo, Colo.	do	2 50
23	J. McLaws, postmaster, Savannah, Ga.	Miscellaneous expenditures, second quarter, 1884.	20 00
23	E. P. Putnam, postmaster, Jamestown, N. Y.	Miscellaneous expenditures, first quarter, 1885.	32 77
30	M. G. Winegar, postmaster, Atchison, Kans.	Miscellaneous expenditures, fourth quarter, 1884.	24 00
30	V. C. Thompson, postmaster, Louisville, Ky.	do	16 40
30	Jos. M. Dickey, postmaster, Newburg, N. Y.	do	100 00
Aug. 10	Jos. H. Manley, postmaster, Augusta, Me.	Miscellaneous expenditures, third quarter, 1883.	10 00
10	W. H. Van Cott, postmaster, Glens Falls, N. Y.	Miscellaneous expenditures, second quarter, 1884.	3 15
13	F. B. Conger, postmaster, Washington, D. C.	Miscellaneous expenditures, first quarter, 1885.	55 50
17	do	Miscellaneous expenditures, second quarter, 1884.	3 08
17	R. I. Patterson, postmaster, Muncie, Ind.	Repairs on safe, first quarter, 1885	10 00
17	Jos. M. Dickey, postmaster, Newburgh, N. Y.	Miscellaneous expenditures, fourth quarter, 1884.	96 72
17	J. M. Brackett, postmaster, Eau Claire, Wis.	Miscellaneous expenditures, first quarter, 1885.	3 00
19	Theo. S. Case, postmaster, Kansas City, Mo.	do	3 00
25	Thomas U. Green, acting postmaster, Birmingham, Ala.	Miscellaneous expenditures, second quarter, 1884.	8 50
Sept. 3	F. M. Sterritt, postmaster, Troy, Ohio.	Miscellaneous expenditures, fourth quarter, 1883.	24 00
28	W. H. Griffin, postmaster, Galveston, Tex.	Miscellaneous expenditures, first quarter, 1885.	60
	Total paid		1,425 80

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, 1884	\$13,229 48
Fourth quarter, 1884	14,468 33
First quarter, 1885	12,141 50
Second quarter, 1885	12,573 08
Total	52,712 39
Amount paid by warrant	\$1,024 72
Amount credited on general accounts	1,425 80
	2,450 61
Total	55,163 00
Deduct amount of counter-entries	11 00
Amount paid and charged to "Miscellaneous, Office First Assistant Postmaster-General"	55,152 00

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1885, and charged to "Miscellaneous items, Second Assistant Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1884. July 26	Hon. H. D. Lyman, Second Assistant Postmaster-General.	Expenses while investigating the mail-messenger and transfer service at New York and Boston. Postmaster-General's order, dated June 23, 1884.	\$36 25
Aug. 14	T. N. Burrill, Chief of Bureau of Engraving and Printing.	Seal for marking mail proposals.	21 30
Nov. 25	Wyckoff, Seamans and Benedict.	One type-writer and cabinet.	107 00
Dec. 2	Hon. H. D. Lyman, Second Assistant Postmaster-General.	Expenses while investigating irregularities in the transmission of mail matter between New York and Brooklyn. Postmaster-General's order, dated November 17, 1884.	15 50
2	Olaf Wilson, Silverton, Colo.	Expenses incurred while searching for lost mail-carrier, July 6 to August 31, 1884, route No. 38193, Colorado.	140 00
4	Thomas Chestnut, postmaster, Silverton, Colo.	Amount expended in hunting Opbir and San Miguel mail carrier, per order of Postmaster-General dated November 8 and 29, 1884.	33 75
1885. Jan. 20	Joseph Williamson.	Amount paid for stamping mail proposals.	20 00
20	George A. Burgess.	do.	20 00
20	Byron S. Adams.	do.	33 00
Feb. 5	Hon. W. B. Thompson, Second Assistant Postmaster-General.	Expenses incurred while traveling on official business during January and February, 1885. Postmaster-General's order, dated February 4, 1884.	38 35
18	Frank B. Conger, postmaster, Washington, D. C.	Stamps purchased per order of the Postmaster-General dated December 24, 1884.	8 00
26	Rodney D. Wells, postmaster, Saint Louis, Mo.	Amount paid for removing mail boxes from old to new building, per order of the Postmaster-General, dated February 24, 1885.	17 50
Mar. 8	Hon. W. B. Thompson, Second Assistant Postmaster-General.	Expenses incurred while performing his official duties, February 6 to 25, 1885.	5 25
11	A. S. Dodd.	Expense incurred in preparing a set of colored drawings of each of three sets of regulation mail wagons, per order of the Postmaster-General dated March 6, 1885.	40 00
Apr. 24	George A. Burgess.	Amount paid for opening and stamping mail proposals.	4 00
24	John M. Fisher.	do.	6 00
24	Byron S. Adams.	do.	8 00
June 25	George J. Brewer, clerk, Post-Office Department.	Expenses incurred while on a visit to Topeka, Kans., on official business, per order of the Postmaster-General dated May 21, 1885.	67 75
July 3	Wyckoff, Seamans and Benedict.	One type-writer and cabinet.	107 50
3	George T. Stone, Post-Office Department.	Expenses incurred while on a visit to Topeka, Kans., on official business, per order of the Postmaster-General dated May 26, 1885.	82 25
6	W. H. Porter, Washington, D. C.	One calligraph and cabinet, per order of the Postmaster-General dated June 29, 1885.	175 50
Total paid by warrant.			936 90
Counter-entries—fares.			2 55
			934 25

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1885, and charged to "Miscellaneous items, Office of the Third Assistant Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1884.			
Aug. 13	J. N. Wilsey.....	Expenses incurred during the month of July, 1884, supervising the issue of post-office envelopes at Springfield, Mass.	\$14 20
13	Henry Chapin.....	do.....	29 30
24	Moses Bradshaw, Post-Office Department.	Expenses incurred while on official business to Hartford, Conn., Springfield, and Holyoke, Mass., August 13 to 18, 1884.	35 25
28	.....do.....	Expenses incurred while on official business to Holyoke, Mass., August 21 to 23, 1884.	33 00
28	A. W. Bingham, Post-Office Department.	Expenses incurred while on official business to Hartford, Conn., and Springfield, Mass., August 13 to 20, 1884.	38 37
Sept. 13	Richard B. Williams, Post-Office Department.	Expenses incurred while on official business to Hartford, Conn., Springfield, and Holyoke, Mass., per order of the Postmaster-General, dated September 3, 1884.	40 13
23	Moses Bradshaw, Post-Office Department.	Expenses incurred while on official business to Castleton, N. Y., per order of the Postmaster-General, dated September 8, 1884.	55 96
23	A. W. Bingham, Post-Office Department.	do.....	47 77
Oct. 22	Moses Bradshaw, Post-Office Department.	Expenses incurred while on official business to Springfield and Holyoke, Mass., per order of the Postmaster-General, dated September 25, 1884.	52 80
29	William H. Boyd, Washington, D. C..	Directories of principal cities for dead-letter office.	112 50
31	Hon. A. D. Hazen, Third Assistant Postmaster-General.	Expenses of official visit of himself and Postmaster-General to stamp agencies at New York City, Hartford, Conn., Springfield and Holyoke, Mass., August 12 to 16, 1884.	56 45
31	.....do.....	Personal expenses while visiting New Orleans, La., as a member of the committee from the board of Government Commissioners of the "World's Industrial and Cotton Centennial Exposition," June 1 to 7, 1884.	47 35
Nov. 19	Frank B. Conger, postmaster, Washington, D. C.	Stamps furnished for correspondence addressed abroad, not exempt from postage.	150 00
Dec. 10	J. C. Ringwalt, Washington, D. C.....	One copy of Raud, McNally & Co.'s Business Atlas and Shipper's Guide, for dead-letter office.	12 50
1885.			
Feb. 5	A. S. Yantis, Post-Office Department.	Amount paid for carriage hire to visit departments on official business.	1 50
13	Wyckoff, Seamans and Benedict.....	Type-writer and cabinet.....	109 00
Mar. 2	John C. Parker, Washington, D. C.....	Subscription to New York Times, July 14 to August 16, 1884, and National Republican, July 1, 1884, to February 23, 1885.	5 25
3	Frank B. Conger, postmaster, Washington, D. C.	Stamps furnished for correspondence addressed abroad, not exempt from postage.	75 00
10	E. A. De Lesaux, New York City.....	London Directory for use in dead-letter office.	12 00
Apr. 1	J. Bradley Adams, Washington, D. C..	Rowell's Directory for use in dead-letter office.	5 00
Mar. 16	J. C. Ringwalt, Washington, D. C....	One copy of Raud, McNally & Co.'s Business Atlas and Shipper's Guide, for use in dead-letter office.	15 50
	Total paid.....		948 83

COMPARATIVE STATEMENT—RECEIPTS AND EXPENDITURES. 919

No. 9.—Comparative statement of the receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1835.

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837	\$4,945,668 21		\$4,945,668 21	\$3,288,319 03
1838	4,238,733 48		4,238,733 46	4,430,662 21
1839	4,484,656 70		4,484,656 70	4,636,536 31
1840	4,543,521 02		4,543,521 02	4,718,235 64
1841	4,407,726 27		4,890,383 27	4,499,527 61
1842	4,548,849 65	\$482,657 00	4,548,849 65	5,674,751 80
1843	4,296,225 43		4,296,225 43	4,374,763 71
1844	4,237,287 83		4,237,287 83	4,296,612 70
1845	4,289,841 80		4,289,841 80	4,320,731 99
1846	3,487,199 35	750,000 00	4,237,199 35	4,076,036 91
1847	3,880,309 23	12,500 00	3,892,809 23	3,939,542 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 88		5,499,984 88	5,212,953 43
1851	6,410,604 23		6,410,604 23	6,278,401 68
1852	5,184,526 84	1,741,414 44	6,925,941 28	7,108,450 04
1853	5,240,727 70	2,225,000 00	7,465,727 70	7,982,756 59
1854	6,255,580 22	2,730,748 96	8,986,329 18	8,577,424 12
1855	6,642,136 13	3,114,542 26	9,756,678 39	9,998,342 29
1856	6,920,821 66	3,748,681 50	10,669,503 22	10,405,286 36
1857	7,353,951 76	4,528,004 67	11,881,956 43	11,598,057 93
1858	7,446,792 88	4,679,270 71	12,126,063 57	12,722,470 01
1859	7,968,484 07	3,915,940 49	11,884,424 56	11,458,083 63
1860	8,518,007 40	11,154,167 54	19,672,174 94	19,170,609 89
1861	8,349,206 40	4,639,800 53	12,989,007 93	13,606,759 11
1862	8,299,820 90	2,598,953 71	10,898,774 61	11,125,364 13
1863	11,103,789 59	1,007,848 72	12,111,638 31	11,314,207 84
1864	12,438,353 78	749,980 00	13,188,333 78	12,644,786 20
1865	14,556,158 70	3,968 46	14,560,127 16	13,694,728 28
1866	14,436,986 21		14,436,986 21	15,352,079 30
1867	15,297,026 87	3,991,666 07	19,288,693 54	19,235,483 46
1868	16,292,600 80	5,696,525 00	21,989,125 80	22,750,582 65
1869	18,144,510 72	5,707,115 30	24,051,626 02	23,686,131 50
1870	19,772,220 65	4,022,140 85	23,794,361 50	23,998,837 63
1871	20,037,045 42	4,126,290 00	24,163,335 42	24,390,104 08
1872	21,915,426 37	4,953,750 00	26,869,176 37	26,658,192 31
1873	22,996,741 57	5,690,475 00	28,687,216 57	28,084,945 67
1874	26,471,071 82	5,922,438 55	32,393,510 37	32,120,414 58
1875	26,791,260 59	6,704,616 06	33,495,876 65	33,611,369 45
1876	28,634,197 50	5,088,583 03	33,722,780 53	33,283,487 58
1877	27,531,585 26	7,013,500 00	34,545,085 26	33,486,322 44
1878	29,277,516 95	5,307,632 82	34,585,149 77	34,165,084 49
1879	30,041,982 86	3,297,965 25	33,339,948 11	33,449,899 45
1880	33,315,479 34	3,597,717 20	36,913,196 54	36,542,893 68
1881	36,785,397 97	3,297,921 46	40,083,319 43	39,522,566 22
1882	41,876,410 15	6,595 12	41,883,005 27	40,482,021 23
1883	45,608,692 61	21,416 85	45,630,109 46	43,282,944 43
1884	43,333,958 61	140,690 79	43,474,649 60	47,224,580 27
1885	42,560,843 83	6,066,473 03	48,627,316 83	50,046,235 21

No. 10. — Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885.

[This table shows the actual amounts charged and credited at each office, and when full returns have not been received and audited, or an office has become Presidential during the year, the amount of salary reported may be less than the annual salary as stated in the Official Register. As salaries of Presidential offices are based on the gross receipts of the previous year the amount allowed at offices where the revenues have fallen off will in some instances be, and largely in excess of the receipts for the year. Allowances for clerk hire at offices of the first and second classes is based on the returns of such offices, but such allowances are made to third-class offices for the distribution of the mails where diverting star routes are supplied at the same time the local mail is distributed to the public. As all clerk hire is paid from one appropriation, the expenditures are not necessarily taken up on the quarterly returns of all postmasters as office expenses, and are so reported here. The basis of allowance being different, no comparison should be made between the percentages of third-class offices and those of the first and second classes.]

ALABAMA.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
Anniston	3	\$3,512 93	\$1,300 00	\$75 00				\$1,375 00	\$2,137 93	39	Presidential from Oct 1, 1884.
Athens	3	2,069 68	1,000 00					1,000 00	1,069 68	48	
Birmingham	2	18,270 55	2,500 00	2,175 00	\$975 00	\$39 65		5,689 85	12,580 70	31	
Dwight	3	518 00	1,000 00	210 84				1,216 84		235	
Demopolis	3	1,703 00	1,000 00	160 67		25		2,166 67	536 33	68	
Enterprise	3	5,348 98	1,500 00	910 66				2,410 66	2,938 32	51	
Furace	3	2,339 40	1,200 00	150 00				1,350 00	1,089 40	57	
Gadsden	3	2,509 11	1,200 00	90 00				1,300 00	1,209 11	51	
Greensboro	3	2,159 25	1,000 00	110 35				1,110 35	1,049 00	51	
Greenville	3	6,701 44	1,800 00	269 80				1,609 80	1,201 57	58	
Huntsville	3	2,543 23	1,400 00	430 00		2 55		2,252 35	3,295 09	37	
Marion	3	3,231 05	1,500 00	143 00				1,600 00	1,631 05	54	
Mobile	1	30,449 74	3,100 00	0,847 50	556 75	341 65	\$6,491 84	12,781 19	10,668 55	50	In public building; no rent paid.
Montgomery	2	26,427 64	2,700 00	4,500 00	556 75	71 33	4,188 84	12,016 92	14,410 92	45	In public building; no rent paid for main office from Jan. 1, 1885.
Opelika	3	2,608 67	1,376 37	440 00				1,816 37	1,793 80	50	No returns for April, 1885.
Prima	2	16,355 31	2,500 00	2,000 00	1,028 75	21 50		6,560 25	9,795 06	36	
Taladega	3	3,313 89	1,500 00	600 00				2,700 00	1,213 89	63	
Troy	3	2,400 60	1,200 00	400 00		2 80		1,722 80	2,527 70	49	
Tuscaloosa	3	4,871 76	1,700 00	450 00				2,150 00	2,721 76	43	
Tusculum	3	2,067 98	1,000 00	433 33				1,433 33	634 65	69	
Union Springs	3	2,015 51	1,373 37	186 19				1,569 56	445 95	78	No returns from July 1 to 7, 1884.
Uniontown	3	1,841 47	1,100 00					1,100 00	741 47	59	
Total		153,910 08	35,449 74	22,660 47	2,560 50	460 63	10,680 68	72,833 02	81,776 81	47	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post offices for the fiscal year ended June 30, 1885*—Continued.

CALIFORNIA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
Fresno City	3	\$7,596 23	\$1,960 00	\$700 00				\$2,660 00	\$5,936 23	33	
Gilroy	3	2,759 40	1,300 00					1,300 00	1,459 40	46	
Glenn Valley	3	4,642 04	1,700 00	416 67				2,116 67	2,525 37	45	
Hanford	3	2,191 99	1,100 00					1,100 00	1,091 99	50	
Healdsburg	3	3,930 94	1,500 00					1,500 00	2,430 94	38	
Hollister	3	3,240 76	1,400 00					1,400 00	1,840 76	43	
Los Angeles	1	44,416 41	3,000 00	5,500 00	\$1,036 56	\$514 00	\$5,891 43	15,941 90	28,504 41	25	
Marysville	3	8,752 99	1,900 00	1,033 34				2,933 34	5,799 65	33	
Merced	3	5,298 93	1,500 00					1,500 00	3,798 93	40	
Modesto	3	2,593 70	1,200 00	600 00				1,800 00	793 70	43	
Mountain View	3	7,583 06	2,000 00		272 75			2,272 75	5,310 31	30	
Napa City	3	4,550 92	1,700 00					1,700 00	2,850 92	39	
New York City	3	50,089 51	3,100 00	1,000 00	1,022 00	128 50	11,670 92	24,891 43	25,698 11	48	
Oakland	3	7,095 23	1,500 00	754 00				2,254 00	4,841 23	39	
Oroville	3	7,002 40	1,900 00	540 00				2,440 00	4,562 40	34	
Pacifica	3	2,720 40	1,300 00	810 00				2,110 00	610 40	77	
Petaluma	3	5,664 74	1,050 00					1,050 00	4,614 74	20	
Red Bluff	3	5,719 58	1,800 00			50		1,800 00	3,919 58	31	Presidential from Jan 1, 1885.
Redwood	3	2,417 58	1,200 00	400 00				1,600 00	817 58	66	
Riverdale	3	4,360 82	1,600 00					1,600 00	2,760 82	32	
Sacramento	1	41,181 84	3,000 00	9,076 00	2,333 80	519 75	6,512 93	21,442 48	19,739 10	52	
Saini Helena	3	4,200 52	1,600 00	100 00				1,700 00	2,500 52	46	
Salt Lake	3	3,052 45	1,600 00	433 33				1,600 00	1,452 15	38	
San Bernardino	3	2,407 74	1,800 00					1,800 00	607 74	75	
San Buenaventura	3	2,715 22	1,500 00	800 00				1,500 00	1,215 22	55	
San Diego	3	502,303 06	3,000 00	107,858 31	3,348 63	1,925 61	79,349 08	107,411 63	394,871 43	20	
San Francisco	1	23,850 48	2,700 00	3,668 00	254 50	131 75	2,851 23	6,853 48	16,996 99	29	
San José Obispo	3	5,019 84	1,600 00	800 00				2,400 00	2,619 84	47	
San Rafael	3	4,105 84	1,600 00					1,600 00	2,505 84	38	
Santa Ana	3	2,779 53	1,400 00					1,400 00	1,379 53	50	
Santa Ana	3	8,288 49	1,900 00	1,000 00				2,900 00	5,388 49	35	
Santa Barbara	3	3,325 02	1,600 00	500 00				2,100 00	1,225 02	51	
Santa Clara	3	7,571 80	1,900 00	200 00				2,100 00	5,471 80	27	
Santa Cruz	3	7,893 22	1,900 00	499 54				2,399 54	5,493 68	31	
Santa Rosa	3	1,063 13	1,050 00	405 00				1,455 00	13,659 08	187	No returns second quarter 1885.
Stockton	3	19,423 73	2,500 00	800 00	263 75			3,563 75	15,859 98	20	
Truckee	2	2,387 88	1,400 00	242 00				1,642 00	725 88	70	
Tulare	3	2,963 06	1,100 00					1,100 00	1,863 06	37	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885.—Continued.

CONNECTICUT.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expenses to gross receipts.	Remarks.
Ansonia.....	2	\$9,436 75	\$2,100 00	\$850 00	\$535 98			\$3,533 98	\$5,902 77	37	
Bethel.....	3	2,071 21	1,100 00					1,100 00	971 21	53	
Birmingham.....	2	9,900 00	2,200 00	1,000 00	303 50	\$915 65		4,419 15	5,570 85	44	
Branford.....	2	2,670 62	1,400 00					1,400 00	1,270 62	52	
Bridgeport.....	1	48,478 24	3,100 00	7,738 00	3,363 40	342 95	\$8,916 25	23,720 60	24,747 55	49	
Bristol.....	3	6,185 14	1,900 00					1,900 00	4,285 14	31	
Collinsville.....	3	2,316 46	1,200 00					1,200 00	1,116 46	52	
Danbury.....	2	13,877 35	2,400 00	2,000 00	444 25	50 31		4,900 56	8,976 79	35	
Danburyville.....	3	4,208 45	1,600 00	324 00				1,924 45	2,284 00	45	
Deep River.....	3	2,472 59	1,200 00					1,200 00	1,272 59	48	
Derby.....	3	1,893 75	1,100 00	300 00				1,100 00	793 75	38	
Essen.....	3	3,124 17	1,200 00					1,200 00	1,924 17	51	
Greenville.....	3	1,711 64	1,100 00					1,100 00	611 64	64	
Greenwich.....	3	3,523 58	1,500 00	200 00				1,700 00	1,823 58	48	
Guilford.....	3	2,199 32	1,100 00					1,100 00	1,099 32	50	
Hartford.....	1	120,411 81	3,400 00	19,750 00		163 48	16,724 55	40,678 03	80,363 78	33	In public building; no rent paid.
Litchfield.....	3	3,552 92	1,500 00	3,033 89	1,245 00	13 00	3,338 61	1,500 00	2,052 92	42	Do.
Meriden.....	2	26,150 80	2,700 00	3,033 89				10,380 50	15,770 30	39	
Middletown.....	2	18,470 09	2,600 00	2,092 71				4,692 71	13,778 38	25	
Millford.....	3	3,130 00	1,300 00					1,300 00	1,830 00	41	
Myrtle Bridge.....	3	2,412 34	1,300 00					1,300 00	1,112 34	53	
Naugatuck.....	3	4,827 25	1,500 00					1,500 00	3,327 25	31	
New Britain.....	2	10,137 31	2,500 00	2,591 00	1,140 70	9 50		6,250 20	12,887 11	32	
New Canaan.....	3	2,223 01	1,100 00					1,100 00	1,123 01	40	
New Hartford.....	3	1,658 39	1,100 00					1,100 00	558 39	56	
New Haven.....	1	100,149 00	3,400 00	19,921 05	22 94	160 18	19,616 90	43,121 13	60,027 87	59	
New London.....	2	19,427 19	2,600 00	3,114 00	1,765 50	133 68		7,613 18	11,814 01	39	
New Milford.....	3	4,016 06	1,400 00	200 00				1,800 00	2,216 06	44	
Northford.....	3	7,847 08	1,500 00	608 67				1,500 00	6,346 41	20	
Norwalk.....	3	8,775 48	2,000 00	850 00	393 85			3,231 85	5,543 63	28	
Norwich.....	2	25,957 51	2,700 00	3,500 00	1,744 22	127 00	3,120 40	11,191 71	17,765 80	45	
Plainville.....	3	2,213 31	1,200 00					1,200 00	1,013 31	54	
Plainville.....	3	2,500 34	1,200 00					1,200 00	1,300 34	48	
Portland.....	3	8,430 30	1,600 00					1,600 00	6,830 30	49	
Putnam.....	3	4,743 55	1,700 00	500 00				2,200 00	2,543 55	30	
Rockville.....	3	6,832 23	1,800 00					1,800 00	4,132 23	40	
Seymour.....	3	2,546 64	1,200 00					1,200 00	1,346 64	47	
Southgrove.....	3	3,989 84	1,500 00					1,500 00	2,489 84	37	
South Manchester.....	3	3,470 07	1,500 00					1,500 00	1,970 07	47	
South Norwalk.....	3	4,456 64	2,000 00	791 50	368 50			3,160 00	5,296 64	37	

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 925

Stafford Springs.....	2,859 00	1,500 00	200 00	1,200 00	11 75	1,700 00	1,159 70	59
Stamford.....	14,033 92	2,500 00	1,600 00	1,200 00	11 75	5,311 75	9,642 17	38
Stonington.....	3,648 55	1,500 00				1,400 00	1,648 55	46
Thompson.....	3,330 74	1,500 00				1,500 00	1,450 74	45
Thompsonville.....	2,855 70	1,400 00				1,400 00	1,455 70	49
Torrington.....	5,251 33	1,800 00	719 96			2,513 96	2,731 37	45
Unionville.....	3,358 81	1,400 00				1,400 00	1,358 81	41
Wallington.....	5,301 61	1,800 00	33 33			1,833 33	3,468 28	34
Westbury.....	28,463 02	2,700 00	5,000 00	1,931 90	144 25	12,402 62	16,060 40	43
Westport.....	2,919 53	1,100 00				1,100 00	1,119 53	49
Westville.....	1,060 80	1,100 00				1,100 00	1,100 00	35
West Winsted.....	4,176 08	1,700 00				1,700 00	2,476 08	41
Williamatic.....	8,561 05	2,100 00	1,800 00	75 00		3,975 00	4,586 05	47
Wind-or-Loeks.....	3,150 65	1,500 00	180 00			1,400 00	1,750 65	44
Winsted.....	4,096 95	1,700 00				1,800 00	2,216 95	46
Total.....	621,140 02	95,900 00	78,486 11	14,781 92	2,077 75	245,609 62	375,531 00	40

DAKOTA.

Aberdeen.....	86,451 52	\$1,900 00	\$720 00			\$1,000 00	\$3,831 52	41
Alexandria.....	1,899 92	1,000 00				1,000 00	862 92	53
Bismarck.....	8,558 24	2,200 00	1,806 28	\$690 10	\$131 76	4,848 04	3,710 20	57
Blunt.....	2,770 73	1,400 00	250 00			1,650 00	1,120 73	60
Brookings.....	2,491 54	1,100 00				1,100 00	1,391 54	44
Canton.....	2,631 76	1,400 00	300 00			1,700 00	1,931 76	62
Casselton.....	3,219 76	1,500 00				1,500 00	1,719 76	64
Chauteau.....	2,972 52	1,300 00	600 00			1,800 00	1,472 52	46
Clark.....	2,159 92	1,000 00				1,000 00	1,159 92	48
Columbia.....	5,255 80	1,200 00	62 50			1,200 00	1,084 34	53
DeSmet.....	1,916 68	1,000 00	1,374 78			3,147 78	2,692 02	60
Dell Rapids.....	1,061 68	1,000 00	100 00			1,100 00	816 68	57
Devil's Lake.....	3,242 48	1,225 00	600 00			1,600 00	1,644 68	56
Fargo.....	21,031 42	2,700 00	0,432 50	1,175 57	124 14	10,342 10	11,617 48	46
Grafton.....	3,509 77	1,600 00	300 00			1,900 00	1,609 77	54
Grand Forks.....	9,182 51	2,300 00	1,500 00	645 04		4,145 04	5,017 47	45
Huron.....	9,512 14	2,525 50				352 90	425 04	57
Itaska.....	2,312 14	2,800 00	1,800 00	87 00	25	4,187 25	5,344 79	44
James-town.....	2,384 73	1,200 00	1,750 00	312 75	75	4,061 50	2,452 58	62
Kimball.....	2,889 73	1,200 00	37 50			1,257 50	1,143 23	32
Larimore.....	3,331 90	1,400 00	453 70			1,833 70	1,408 20	35
Lead City.....	1,821 16	1,500 00	400 00			1,500 00	631 16	66
Leahon.....	8,274 10	1,900 00	400 00			1,900 00	1,374 10	68
Madison.....	2,369 23	1,100 00	100 00			1,200 00	1,166 23	51
Mandan.....	3,301 00	1,900 00				1,500 00	1,805 00	45
Melville.....	1,765 94	1,100 00				1,100 00	1,665 94	52
Millbank.....	3,186 49	1,500 00	300 00			1,800 00	1,308 49	66

Presidential from October 1, 1884.

No returns from October 1, 1884, to March 22, 1885.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885—Continued.
DAKOTA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
Miller	3	\$1,576 28	\$813 34	\$153 56				\$948 90	\$627 38	60	No returns from January 1 to 26, 1885, and for 2d quarter, 1885.
Mitchell	3	6,400 42	1,800 00	670 00				2,430 00	3,070 42	38	
Parker	3	2,125 43	1,300 00	299 06		\$0 50		1,590 56	525 89	75	
Rembrand	3	1,618 07	1,100 00	100 00				1,200 00	448 07	73	
Revere	3	4,491 53	1,800 00	650 00				2,450 00	2,041 53	55	
Rankin	3	2,937 23	1,500 00	400 00				1,900 00	1,037 23	65	
Rapid City	3	2,871 72	1,200 00	350 00				1,550 00	1,321 72	54	
Redfield	3	2,863 28	1,400 00	450 00				1,850 00	1,013 28	64	
Sioux Falls	2	11,790 78	2,250 00	862 50	\$1,170 00			4,232 50	7,558 28	36	
Tower City	3	1,356 04	1,000 00					1,000 00	356 04	72	
Valley City	3	2,871 19	1,400 00					1,400 00	1,471 19	48	
Vermillion	3	2,096 90	1,100 00	270 00				1,370 00	726 90	65	
Walsh	3	4,028 53	1,600 00	100 00				1,700 00	2,328 53	42	
Watertown	3	4,874 89	1,700 00	400 00				2,100 00	2,774 89	45	
Yankton	3	6,995 92	1,900 00	1,700 54				3,600 54	3,395 38	51	
Total		179,629 57	62,890 84	24,604 81	4,080 36	277 40		91,853 41	87,766 16	51	

DELAWARE.

Dover	3	\$5,887 96	\$1,700 00					\$1,700 00	\$4,187 96	29	In public building; no rent paid.
Middletown	3	2,513 54	1,300 00	\$500 00				1,500 00	1,043 54	59	
Milford	3	3,122 43	1,400 00					1,400 00	1,722 43	44	
Newark	3	2,275 29	1,200 00	200 00				1,400 00	875 29	61	
New Castle	3	1,944 06	1,100 00	16 67				1,116 67	827 39	57	
Smystis	3	3,209 97	1,400 00					1,400 00	1,809 97	43	
Wilmington	1	45,431 54	3,100 00	7,845 40		\$6 18	\$10,440 36	21,391 94	24,029 60	47	Do.
Total		64,434 91	11,200 00	8,262 07		6 18	10,440 36	29,908 61	34,526 30	46	

DISTRICT OF COLUMBIA.

Washington	1	\$298,365 16	\$5,000 00	\$149,151 72	\$10,997 11	\$12,746 45	\$70,910 52	\$248,808 80	\$47,556 36	84	Includes \$10,430.76 expenses of mail-bag repair depot.
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RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 927

FLORIDA.

Cedar Keys	3	\$2,221 10	\$1,300 00	\$180 00	\$4 72		\$1,484 72	\$736 39	67
De Land	3	3,456 31	1,300 00				1,300 00	2,156 31	36
Eustace	3	2,652 42	1,000 00				1,000 00	1,652 42	28
Fernandina	3	4,049 27	1,650 00	200 00			1,800 00	2,249 27	44
Gainesville	3	5,310 66	1,680 00	800 00			2,400 00	2,910 66	45
Jacksonville	2	37,336 10	2,800 00	7,685 93	\$917 50	\$4,421 97	16,083 78	21,552 32	43
Key West	3	5,016 70	1,600 00	416 66	140 60		2,157 26	2,859 53	43
Ocala	3	4,374 84	1,500 00	200 00			1,700 00	2,674 84	30
Orlando	3	6,696 70	1,500 00	634 21	1 75		2,155 96	3,540 74	35
Palatka	3	7,071 00	1,800 00	400 00			2,300 00	4,771 00	31
Pensacola	2	10,277 54	2,200 00	1,316 84	837 05		4,372 70	5,904 75	33
Saint Augustine	3	5,544 22	1,700 00	800 00	1 90		2,436 82	4,309 32	33
Saint Paul	3	5,268 90	1,600 00	800 00	26 82		2,436 82	2,832 08	44
Tallahassee	3	5,289 02	1,700 00	653 74			2,358 74	2,930 28	48
Tampa	3	4,065 04	1,400 00	800 00			2,200 00	1,865 04	54
Total		109,001 88	24,600 00	14,563 38	443 07	1,754 55	45,782 97	63,218 91	42

In public building; no rent paid.

GEORGIA.

Albany	3	\$4,491 48	\$1,600 00	\$316 28			\$2,016 28	\$2,445 20	45
Americus	3	4,707 77	1,600 00	650 00			2,250 00	2,457 77	48
Athens	3	7,442 80	1,900 00	533 70			2,433 70	6,009 10	23
Atlanta	1	99,736 96	3,300 00	14,500 00	\$48 25	\$13,568 82	31,117 07	68,619 89	31
Bainbridge	2	31,707 96	2,400 00	5,000 00	103 76	6,586 83	16,213 34	15,554 64	51
Barnesville	3	2,477 37	1,100 00	541 85			1,341 85	1,135 52	54
Brunswick	3	1,980 35	1,000 00	200 00			1,200 00	789 35	60
Columbus	3	5,397 42	1,700 00	316 67			2,016 67	3,380 75	37
Cartersville	3	2,014 09	1,400 00	200 00			1,600 00	1,014 09	61
Corbett	2	15,069 95	2,500 00	2,000 00	9 41		5,602 41	10,067 54	36
Cuthbert	3	3,810 60	1,500 00	90 00			1,590 00	2,220 60	42
Dalton	3	3,101 15	1,400 00	200 00			1,600 00	1,501 15	51
Darien	3	1,129 69	750 00	200 00			825 00	304 69	78
Gainesville	3	3,529 21	1,500 00	873 70			2,373 70	1,195 51	55
Griffin	3	4,011 81	1,600 00	270 00			1,870 00	2,141 81	46
Hawkinsville	3	2,361 73	1,100 00	125 00			1,225 00	1,036 73	54
Le Grange	3	2,707 63	1,300 00	200 00			1,500 00	1,207 63	55
Macon	2	28,283 44	2,700 00	4,601 00	26 55	5,839 68	14,543 68	13,749 76	51
Madien	3	2,698 28	1,500 00	333 32			1,500 00	1,198 28	55
Marietta	3	3,750 89	1,500 00				1,833 32	1,917 57	57
Millidgeville	3	2,810 05	1,300 00				1,300 00	1,510 05	48
Newman	3	2,539 87	1,400 00				1,400 00	1,139 87	46
Quitman	3	1,955 83	1,100 00				1,250 00	705 83	63
Rome	2	9,481 12	2,300 00	150 00	15 85		4,312 10	5,169 02	45
Savannah	1	59,639 87	3,200 00	8,920 00	226 63	7,650 00	22,930 58	36,709 29	28
Thomasville	3	5,040 16	1,600 00	8,300 00			1,900 00	3,140 16	37

In public building; no rent paid.

No returns for second quarter, 1886.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ending June 30, 1885.—Continued.

GEORGIA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Valdosta.....	3	\$2,137 20	\$1,000 00	\$199 82	.....	.....	.....	\$1,199 82	\$937 38	55	
Washington.....	3	2,982 55	1,400 00	200 00	.....	.....	.....	1,382 55	1,382 55	54	
West Point.....	3	2,082 48	1,100 00	243 00	.....	.....	.....	1,343 00	739 48	64	
Total.....		320,639 69	48,150 00	41,798 90	\$7,813 15	\$430 44	\$33,645 33	131,837 52	188,802 17	41	

IDAHO.

Bellevue.....	3	\$2,160 96	\$1,200 00	\$600 00	.....	.....	.....	\$1,800 00	\$360 96	83	
Bride City.....	3	5,482 58	1,800 00	1,499 91	.....	.....	.....	3,299 91	2,182 67	60	
Emley.....	3	3,540 21	1,400 00	316 72	.....	.....	.....	1,716 72	1,823 49	48	
Ketchum.....	3	2,924 37	1,000 00	.....	.....	.....	.....	1,000 00	1,924 37	45	
Lewisston.....	3	2,010 23	800 00	271 02	.....	\$0 25	.....	1,171 27	838 96	58	No returns first quarter, 1885.
Total.....		15,418 35	6,300 00	2,687 65	.....	25	.....	8,087 90	6,430 45	58	

ILLINOIS.

Abingdon.....	3	\$2,130 30	\$1,200 00	.....	.....	.....	.....	\$1,200 00	\$930 30	56	
Aledo.....	3	2,907 30	1,400 00	\$316 72	.....	.....	.....	1,716 72	1,290 58	57	
Alton.....	3	9,031 28	2,300 00	1,534 90	\$535 86	.....	.....	4,270 76	4,760 52	47	
Amboy.....	3	3,000 80	1,400 00	300 00	.....	.....	.....	1,700 00	1,300 80	55	
Anna.....	3	2,740 76	1,300 00	.....	.....	.....	.....	1,300 00	1,440 76	48	
Arcola.....	3	2,634 32	1,400 00	200 00	.....	.....	.....	1,000 00	1,034 32	61	
Artoria.....	3	1,756 68	1,000 00	.....	.....	.....	.....	1,000 00	756 68	57	
Atlanta.....	3	2,180 84	1,100 00	.....	.....	.....	.....	1,100 00	1,080 84	50	
Auburn.....	3	2,640 06	1,200 00	16 67	.....	.....	.....	1,216 67	1,423 39	46	
Aurora.....	3	20,500 35	2,500 00	2,291 55	1,151 39	.....	.....	5,942 84	14,647 41	28	
Berry.....	3	2,014 30	1,100 00	.....	.....	.....	.....	1,100 00	014 30	54	
Betavia.....	3	7,223 41	1,900 00	.....	.....	.....	.....	1,800 00	5,423 41	24	
Beardstown.....	3	3,853 07	1,500 00	.....	.....	.....	.....	1,500 00	1,833 67	45	
Beardsville.....	2	8,798 25	2,100 00	1,200 00	717 25	\$2 50	.....	4,019 75	4,778 50	45	
Balders.....	3	4,678 50	1,600 00	346 00	.....	.....	.....	1,946 00	2,632 50	52	
Baldersville.....	3	1,968 18	1,000 00	.....	.....	.....	.....	1,000 00	968 18	51	
Bement.....	3	85,170 15	2,900 00	5,060 00	1,689 20	130 44	\$5,804 88	15,584 48	19,585 66	44	
Bloomington.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Braidwood.....	3	8,161 52	1,500 00	.....	.....	.....	.....	1,500 00	1,661 52	47	

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 929

Banker Hill.....	2,285 14	1,200 00	200 00						1,400 00	862 17	62
Bastnell.....	4,492 97	1,700 00	400 00						2,100 00	2,392 97	47
Baird.....	14,334 66	2,400 00	3,800 00	7 00					6,207 00	8,127 66	43
Cambidge.....	2,051 32	1,300 00	100 00						1,400 00	1,251 32	52
Canton.....	6,388 63	1,900 00	500 00						2,400 00	4,188 63	56
Cardoniale.....	3,174 05	1,700 00	304 00						1,804 00	1,360 05	36
Carlinville.....	3,888 89	1,600 00	304 00						1,904 00	1,984 89	48
Carlyle.....	1,871 23	1,000 00							1,100 00	771 23	58
Carmi.....	3,032 09	1,400 00	200 00						1,600 00	1,432 99	52
Carrollton.....	4,090 27	1,700 00	299 42						1,909 42	2,090 85	49
Carthage.....	3,064 93	1,400 00	326 67						1,726 67	1,338 26	56
Centralia.....	5,952 19	1,700 00	499 98						2,199 98	3,752 21	87
Champaign.....	10,709 54	2,200 00	1,020 00	145 00					3,265 00	7,344 54	31
Charleston.....	4,296 80	1,600 00	1,550 00						2,150 00	2,146 80	60
Chenoa.....	1,903 65	1,100 00							1,100 00	803 65	57
Chester.....	8,075 57	1,500 00	162 00						1,662 00	1,413 57	54
Chicago.....	1,891,377 12	6,000 00	306,050 07	8,131 90	297,859 63				777,006 40	1,164,370 72	88
Clinton.....	3,697 40	1,500 00	300 00						1,800 00	1,897 40	48
Collinsville.....	2,265 88	1,200 00							1,200 00	1,065 88	53
Danville.....	14,583 41	2,400 00	2,800 00	699 40					6,099 40	8,484 01	42
Deatur.....	23,243 31	2,700 00	3,000 00	964 00					9,380 81	15,862 50	37
De Kalb.....	6,303 50	1,800 00		58 03	2,658 78				1,800 00	4,503 50	50
Delavan.....	2,623 68	1,300 00	1,200 00	309 25					1,300 00	1,323 68	49
Dixon.....	7,924 62	2,100 00	316 67						3,648 45	4,276 17	46
Duquoin.....	3,238 60	1,500 00							1,816 67	1,421 93	56
Dwight.....	6,858 62	1,900 00							1,800 00	5,158 62	28
Earlville.....	2,016 16	1,100 00							1,100 00	916 16	54
East Saint Louis.....	4,581 42	1,600 00							1,600 00	2,981 42	35
Edwardsville.....	3,127 09	1,400 00	200 00						1,600 00	1,527 09	51
Elgin.....	3,354 47	1,500 00	321 50						1,821 50	1,532 97	54
Elmwood.....	45,009 47	3,200 00	8,000 00	1,714 87	268 00				10,799 43	34,210 04	24
Elmwood.....	2,147 22	1,100 00							1,100 00	1,047 22	51
Elmwood.....	1,948 35	1,100 00							1,100 00	848 35	56
El Paso.....	2,515 38	1,400 00	200 00						1,600 00	915 38	63
Englewood.....	10,559 26	2,200 00	800 00	247 03	62 70				3,852 73	7,249 53	31
Eureka.....	2,119 11	1,100 00							1,100 00	1,019 11	52
Fairbury.....	12,039 86	2,300 00	999 98	794 20	83 15				4,148 33	7,891 53	34
Fairbury.....	3,268 30	1,500 00							1,500 00	1,768 30	46
Fairfield.....	2,468 70	1,400 00							1,400 00	1,068 70	58
Farmer City.....	2,278 98	1,100 00							1,100 00	1,178 98	50
Flores.....	2,148 78	1,200 00	100 00						1,300 00	846 78	61
Franklin Grove.....	2,501 67	1,100 00							1,100 00	1,401 67	43
Frankfort.....	19,843 72	2,600 00	2,200 00	841 00	14 88				5,655 38	14,188 34	28
Fullerton.....	3,350 83	1,200 00	1,110 45						1,310 45	1,040 83	55
Galesna.....	7,051 81	1,600 00	717 08						2,617 08	4,434 75	37
Galesburg.....	29,525 62	2,600 00	3,000 00	1,162 25	98 80				1,170 92	11,354 70	49
Galesburg.....	8,797 47	1,600 00	500 00						1,900 00	6,897 47	51
Galva.....	6,076 32	1,800 00							2,200 00	3,776 32	38
Geneseo.....	2,292 39	1,300 00	800 00						1,200 00	1,192 39	61
Geneseo.....	2,292 20	1,000 00							1,000 00	1,292 20	60
Gibson City.....	1,606 63	1,000 00							1,000 00	660 63	60
Girard.....	2,029 03	1,000 00	100 00						1,100 00	929 03	54

In public building; no rent paid.

In public building; no rent paid for main office; includes \$9,000.84 expenses of mail-bag repair depot.

In public building; no rent paid.

555 P M G 59

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885.—Continued.
ILLINOIS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
Grand Crossing	3	\$2,124 68	\$1,000 00					\$1,000 00	\$1,124 68	47	
Greenville	3	3,162 12	1,500 00	\$316 67				1,816 67	1,345 45	57	
Griggsville	3	1,908 92	1,000 00					1,100 00	808 92	57	
Harvard	3	5,559 59	3,000 00	00 00				3,000 00	1,066 59	54	
Havana	3	3,098 87	1,400 00	225 00				1,625 00	1,383 87	54	
Havock	3	3,174 86	1,200 00					1,200 00	1,974 86	38	
Henry	3	3,259 54	1,500 00					1,500 00	1,759 54	45	
Highland	3	2,083 41	1,200 00	25 00				1,200 00	893 41	57	
Hillsborough	3	2,776 97	1,400 00	109 87				1,425 00	1,351 97	51	
Hopkinton	3	2,480 81	1,300 00					1,300 00	980 81	60	
Hyde Park	3	4,435 87	2,500 00	2,478 53	\$672 58			5,000 00	2,835 87	33	
Jacksonville	3	16,299 59	3,700 00	720 00				5,694 09	10,605 50	35	
Jerseyville	3	4,809 73	2,600 00	2,069 99	\$29 25			2,420 00	2,389 73	50	
Joliet	2	17,965 16	2,600 00	2,000 00	280 00	33 75		6,464 99	11,500 17	36	
Kankakee	2	7,966 69	2,000 00	200 00				3,280 00	4,686 69	41	
Kewanee	2	7,504 96	1,900 00					2,100 00	5,404 96	27	
Knoxville	3	2,375 64	1,200 00					1,200 00	1,175 64	51	
Lacon	3	2,417 07	1,300 00					1,300 00	1,117 07	53	
Lake Forest	3	2,457 13	1,200 00					1,200 00	1,257 13	49	
Lanark	3	2,484 36	1,125 00					1,125 00	1,359 36	46	
La Salle	3	6,053 25	1,800 00	834 78				2,634 78	3,418 47	43	
Lebanon	3	1,826 51	1,000 00					1,000 00	826 51	54	
Lemont	3	1,919 34	1,000 00					1,000 00	919 34	52	
Leona	3	2,601 66	1,300 00					1,300 00	1,301 66	49	
Lewistown	3	3,064 81	1,300 00	150 00				1,450 00	1,614 81	47	
Lincoln	3	8,374 81	1,900 00	666 66				2,566 66	5,708 15	31	
Litchfield	3	4,671 34	1,700 00	300 00				2,000 00	2,671 34	42	
Lockport	3	2,698 66	1,400 00					1,400 00	1,298 66	52	
Macomb	3	3,349 81	1,700 00	300 00				2,000 00	2,349 81	46	
Marion	3	2,775 43	1,400 00					1,400 00	1,375 43	43	
Marseilles	3	3,210 95	1,500 00					1,500 00	1,710 95	47	
Marshall	3	3,039 69	1,400 00	162 00				1,562 00	1,468 69	50	
Mason City	3	2,400 63	1,300 00					1,200 00	1,100 63	54	
Mattson	3	8,242 88	2,100 00	1,316 67	418 33	40 00		3,875 00	4,367 88	47	
Maywood	3	2,137 51	1,200 00					1,200 00	937 51	66	
McLeansboro	3	1,934 06	1,100 00			25		1,100 25	833 81	61	
Mendota	3	5,410 22	1,800 00	412 00				2,212 00	3,204 22	41	
Metropolis	3	2,045 31	1,100 00	200 00				1,300 00	745 31	64	
Metropolis City	3	2,620 18	1,300 00	74 83				1,374 83	1,245 35	51	
Mt. Pleasant	3	17,860 04	2,500 00	2,000 00	1,042 00	44 00		6,586 00	12,274 04	34	
Monmouth	2	9,330 52	2,200 00	1,600 00	1,539 25			4,339 25	4,991 27	40	No returns, second quarter, 1885.

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 931

No returns, July, 1884.

Monticello	2,607 84	1,200 00	100 00			1,800 00	1,807 84	49	
Morris	5,281 85	333 70	333 70			2,133 70	3,147 65	40	
Morrison	4,054 09	241 00	241 00			1,841 00	2,213 09	45	
Mount Carmel	2,759 40					1,300 00	1,459 40	47	
Mount Carroll	3,655 76	200 00	200 00			1,300 00	1,855 76	49	
Mount Morris	2,982 90					1,300 00	1,682 90	44	
Mount Pleasant	1,973 72					1,100 00	873 72	55	
Mount Sterling	3,548 08	150 00	150 00			1,300 00	873 60	57	
Mount Vernon	2,405 31	324 00	324 00			1,624 00	1,886 08	46	
Murphysborough	3,181 31	290 00	290 00			1,400 00	1,781 31	67	
Nashville	3,035 26	1,300 00	1,300 00			1,500 00	1,535 26	49	
National Stock Yards	11,040 35	1,900 00	1,900 00			1,900 00	9,140 35	17	
Newton	1,821 22	1,100 00	1,100 00			1,200 00	721 22	59	
Nokomis	2,026 04	1,200 00	1,200 00			2,000 00	826 04	59	
Normal	4,447 51	1,700 00	1,700 00			1,500 00	2,447 51	45	
Oak Park	1,849 99	1,000 00	1,000 00			1,500 00	849 99	54	
Otwell	4,540 88	1,700 00	1,700 00			2,100 00	2,449 88	46	
Olney	2,210 05	400 00	400 00			1,200 00	1,010 05	54	
Oregon	2,820 23	1,400 00	1,400 00			1,490 00	1,330 23	53	
Ottawa	12,863 11	2,400 00	2,400 00	38 40		4,074 40	8,189 71	36	
Pana	4,037 44	1,800 00	1,800 00			1,840 00	2,197 44	45	
Paris	3,421 32	745 00	745 00			2,645 00	4,868 92	35	
Paxton	1,903 37					1,500 00	1,921 30	44	
Peachtonia	6,687 04	775 25	775 25			1,000 00	1,903 37	52	
Peoria	83,170 32	6,484 97	6,484 97	186 19		22,080 83	4,011 22	40	
Peoria	3,048 34	150 00	150 00		9,083 25	2,298 34	46,083 49	82	
Petersburg	3,310 05	290 17	290 17			1,650 00	2,298 34	42	
Pittsfield	3,099 24	400 00	400 00			2,000 00	1,669 24	54	
Piano	3,896 34					1,500 00	2,396 34	39	
Pinto	3,550 10	150 00	150 00			1,650 00	1,900 10	46	
Pontiac	4,922 33					1,600 00	3,322 33	32	
Princeton	7,577 81	475 00	475 00			2,770 60	4,807 24	36	
Putnam	6,623 97	350 00	350 00			1,950 00	4,673 97	29	
Quincy	37,843 55	6,500 00	6,500 00	119 97		20,151 80	17,692 75	53	
Robinson	1,616 10					1,000 00	1,616 10	61	
Robinson	3,697 14	500 00	500 00			1,700 00	1,967 14	40	
Rock Falls	3,774 69	76 00	76 00			1,578 00	2,198 69	41	
Rockford	37,704 84	3,500 00	3,500 00	1,382 70		14,274 63	23,570 35	37	
Rock Island	15,417 83	3,765 00	3,765 00	10 68	6,331 83	7,816 01	7,511 82	51	
Rockhouse	2,183 71	400 00	400 00			1,300 00	1,108 01	60	
Rushville	2,993 03	400 00	400 00			1,500 00	1,108 01	62	
Salem	2,232 27	250 00	250 00			1,450 00	3,077 63	67	
Sandwich	4,177 03	1,700 00	1,700 00			1,700 00	8,411 44	35	
Savanna	2,274 77	333 33	333 33			1,433 33	692 02	63	
Shawneetown	2,072 02	350 00	350 00			1,450 00	2,422 02	38	
Shelbyville	4,213 68	1,600 00	1,600 00			1,600 00	2,615 68	62	
Sheridan	1,529 47	1,900 00	1,900 00			1,900 00	8,318 51	30	
South Chicago	5,218 51	1,700 00	1,700 00			1,200 00	3,261 98	27	
South Evanston	4,461 88								

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885—Continued.

ILLINOIS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expenses to gross receipts.	Remarks.
Sparta.....	3	\$2,385 43	\$1,300 00			\$0 20		\$1,300 20	\$1,085 23	54	In public building, no rent paid
Springfield.....	2	34,002 70	2,800 00	\$6,084 00	\$33 00	33 40		17,058 82	16,042 86	52	
Stirling.....	2	10,338 03	2,300 00	1,131 00	968 81	1 60	\$8,109 42	4,401 41	5,956 62	43	
Streator.....	2	9,092 26	2,100 00	1,500 00	1,030 00			4,630 06	4,462 26	51	
Sullivan.....	3	1,870 62	1,000 00	108 68				1,068 68	704 24	62	
Sycamore.....	3	5,069 73	1,800 00	180 00				1,980 00	3,106 73	36	
Taylorville.....	3	3,632 91	1,600 00	149 58				1,749 58	1,883 33	46	
Toulon.....	3	1,711 49	1,100 00					1,100 00	611 40	64	
Tuscola.....	3	3,034 00	1,500 00	200 00				1,700 00	1,354 00	55	
Urbana.....	3	3,775 17	1,500 00	766 81				2,268 81	1,508 33	60	
Vandalia.....	3	2,380 22	1,500 00	100 00				1,600 00	1,864 96	54	
Virden.....	3	2,380 64	1,200 00					1,200 00	1,180 22	50	
Virginia.....	3	2,503 14	1,200 00	122 00				1,422 00	1,007 94	58	
Warren.....	3	2,593 71	1,300 00	150 00				1,350 00	1,256 14	53	
Warsaw.....	3	2,386 01	1,000 00	316 67				1,616 67	877 64	62	
Washington.....	3	2,097 87	1,000 00					1,200 00	1,186 91	50	
Waukegan.....	3	5,581 03	1,800 00	350 00				2,150 00	3,431 05	38	
Waverly.....	3	1,725 03	1,000 00					1,000 00	725 03	58	
Wheaton.....	3	2,108 70	1,200 00	216 62				1,416 62	782 03	64	
White Hall.....	3	2,719 37	1,100 00					1,100 00	636 78	51	
Winnington.....	3	2,233 25	1,300 00					1,300 00	1,319 37	51	
Winchester.....	3	1,425 05	1,100 00					1,100 00	825 06	57	
Woodstock.....	3	4,262 64	1,400 00					1,400 00	1,962 64	43	
Wright's Grove.....	3	3,719 15	1,600 00			25		1,600 25	2,118 90	48	
Wyoming.....	3	1,818 58	1,000 00					1,000 00	818 58	55	
Total.....		2,986,952 00	208,314 40	464,116 02	34,077 99	20,364 16	345,291 11	1,192,163 68	1,704,788 32	40	

INDIANA.

Anderson.....	3	\$5,414 01	\$1,700 00	\$300 00				\$2,500 00	\$2,014 01	46	
Angola.....	3	2,425 78	1,300 00					1,300 00	1,124 78	58	
Attien.....	3	3,057 22	1,400 00	200 00				1,600 00	1,457 22	58	
Auburn.....	3	3,039 37	1,400 00	200 00				1,600 00	1,439 37	52	
Aurora.....	3	4,227 33	1,700 00	300 00				2,000 00	2,227 33	47	
Belford.....	3	2,913 33	1,400 00	199 99				1,599 99	1,313 34	55	
Bloomington.....	3	4,373 01	1,600 00	400 00				2,000 00	2,373 01	45	

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 933

Bluffton.....	3	8,353 67	200 00			1,700 00	1,653 67	41
Braxil.....	3	4,045 98				1,500 00	2,545 98	37
Brookville.....	3	1,876 00	324 00			1,500 00	562 00	70
Burlingame.....	3	1,986 43	90 00			1,824 00	808 43	60
Cambridge City.....	3	2,057 60	243 00			1,443 00	614 60	70
Columbia City.....	3	3,543 53	1,655 56			1,605 56	1,877 97	47
Columbus.....	3	7,408 33	450 00			2,850 00	5,058 33	81
Connersville.....	3	6,609 32	324 00			2,124 00	4,485 32	32
Covington.....	3	2,022 58	200 00			1,400 00	622 58	69
Crawfordsville.....	2	8,032 89	1,260 00	\$480 70		3,780 70	5,142 19	42
Crown Point.....	3	2,264 52	200 00			1,350 00	944 52	59
Danville.....	3	8,975 32	150 00			1,650 00	2,825 32	41
Decatur.....	3	2,016 16	400 00			1,700 00	916 16	65
Delphi.....	3	8,120 30	249 94			1,649 94	1,470 36	58
Edinburgh.....	3	2,276 02				1,100 00	1,176 02	49
Elkhart.....	3	15,137 04	2,000 00	545 05		4,845 05	10,191 99	32
Evansville.....	2	35,703 94	7,181 00	173 25		18,852 37	16,941 57	52
Fort Wayne.....	2	33,368 26	5,468 00	1,447 25	\$8,568 12	17,707 19	15,661 07	53
Kowler.....	3	1,821 93			7,829 84	1,000 00	15,661 07	54
Frankfort.....	3	5,300 42	400 00			2,100 00	3,200 42	39
Franklin.....	3	3,550 62				1,500 00	2,050 62	42
Goshen.....	2	9,136 65	675 00	323 75	9 20	3,230 95	5,905 70	35
Greencastle.....	3	7,022 55	717 00			2,517 00	4,504 55	35
Greensburg.....	3	4,532 97	243 00			1,200 00	1,332 97	47
Greenfield.....	3	4,859 07				1,943 00	2,916 07	40
Hartford City.....	3	1,916 33	200 00			1,800 00	2,916 33	67
Huntington.....	3	6,233 62	1,000 00			2,800 00	3,433 62	45
Indianapolis.....	1	165,068 69	32,248 67	50 17	6,612 92	77,929 64	87,138 85	41
Jasper.....	3	019 60	225 33		25	1,317 65	.....	148
Jeffersonville.....	3	5,524 96	641 66			2,641 66	2,883 30	48
Kendallville.....	3	3,855 21	243 00			1,743 00	2,112 21	45
Knox.....	3	1,917 72				1,000 00	917 72	52
Knights town.....	3	2,678 07				1,300 00	1,378 07	48
Kokomo.....	3	6,528 76	800 00			2,700 00	3,828 76	41
La Fayette.....	2	22,169 64	4,140 60	1,748 25	4 05	15,781 31	8,328 33	62
La Grange.....	2	2,200 00				1,300 00	928 00	49
La Porte.....	2	8,894 45	800 00	879 50		1,879 50	6,014 95	39
Lavrenceburgh.....	2	3,468 65	300 00			1,600 00	1,868 65	52
Lebanon.....	3	2,116 09	99 01			1,699 01	1,416 08	48
Liberty.....	3	2,150 40	76 00			1,276 00	774 40	60
Ligonier.....	3	3,107 68				1,400 00	1,707 68	45
Ligonier.....	3	18,171 57	2,400 00	714 00	180 25	3,694 25	7,477 32	48
Madison.....	2	2,233 24	1,130 00	281 25	5 48	8,416 73	4,866 51	41
Marion.....	3	5,675 96	600 00			2,689 84	2,978 02	47
Martinsville.....	3	2,136 00	200 00			1,400 00	2,736 00	65
Michigan City.....	3	2,010 81	1,000 00			2,800 00	4,116 81	41
Mishawaka.....	3	2,130 89	200 00			1,500 00	1,630 89	47
Mitchell.....	3	2,030 24	200 00			1,300 00	1,730 24	64

In public building; no
expense of mail-bag
repair deposit; in pub-
lic building; no rent
paid.
office from October
1, 1884.

Includes \$6,870.21 ex-
pense of mail-bag
repair deposit; in pub-
lic building; no rent
paid.
No returns from July
1 to 7, 1884.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885—Continued.
INDIANA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Monticello.....	3	\$1,684 01	\$1,300 00	\$100 00				\$1,400 00	\$1,284 01	52	
Mount Vernon.....	3	3,340 37	1,500 00	91 66				1,591 66	1,743 71	47	
Muncie.....	3	6,621 03	1,900 00	700 00	\$10 00			2,610 00	4,011 03	39	
New Albany.....	3	11,709 58	2,300 00	2,270 00	918 00	\$29 13		5,517 13	6,232 45	47	
New Castle.....	3	4,177 52	1,600 00	300 00				1,900 00	2,217 52	40	
Noblesville.....	3	3,836 64	1,400 00					1,400 00	2,436 64	39	
North Manchester.....	3	2,483 64	1,200 00	100 00				1,300 00	1,184 64	32	
North Vernon.....	3	5,297 92	1,500 00	243 00				1,743 00	3,554 92	63	
Notre Dame.....	3	8,343 68	2,000 00	800 00	653 00			3,453 00	4,890 68	34	
Plymouth.....	3	4,135 01	1,600 00					1,600 00	2,535 01	38	
Prattland.....	3	5,443 60	1,600 00	400 00				2,000 00	3,443 60	37	
Princeton.....	3	5,172 56	1,400 00	200 00				1,600 00	3,572 56	50	
Richmond.....	3	25,072 50	2,700 00	3,539 82	1,237 50	61 77	\$0,024 95	11,109 56	14,962 94	53	
Rising Sun.....	3	1,847 12	1,000 00					1,000 00	847 12	54	
Rockport.....	3	3,580 27	1,500 00	200 00				1,700 00	1,880 27	53	
Rockville.....	3	2,038 63	1,200 00	162 00				1,362 00	776 63	48	
Rushville.....	3	2,412 43	1,300 00	200 00				1,500 00	912 43	60	
Rushville.....	3	5,401 51	1,700 00	200 00				1,900 00	3,501 51	35	
Seymour.....	3	4,848 02	1,700 00	213 00				1,900 00	3,048 02	37	
Shelbyville.....	3	3,644 18	1,700 00	213 00				1,943 00	3,701 18	34	
South Bend.....	3	22,855 38	2,000 00	2,739 00	1,260 30	56 51	5,361 60	12,028 50	10,826 88	59	No returns for first and second quarters, 1885.
Spencer.....	3	570 51	530 00	38 00				588 00	282 51	67	
Sullivan.....	3	2,065 48	1,300 00	200 00				1,500 00	1,105 48	57	
Terre Haute.....	3	31,969 30	2,800 00	6,300 00	1,468 84	130 30	7,965 49	18,693 63	13,295 63	58	
Thornstown.....	3	1,781 40	1,100 00			10		1,100 10	681 30	61	
Union City.....	3	2,191 62	1,100 00	200 00				1,300 00	891 62	59	
Union City.....	3	4,451 11	1,600 00	242 00				1,842 00	2,589 21	41	
Valparaiso.....	3	9,184 48	2,200 00	1,000 00	404 25	61 90		4,266 15	4,918 33	46	
Vevay.....	3	2,432 31	1,200 00	1,400 00				1,600 75	831 56	65	
Vincennes.....	3	10,345 25	2,200 00	1,730 58	122 60	12 00		4,134 18	6,211 07	39	
Wabash.....	3	6,325 43	1,800 00	300 00				2,520 00	3,805 43	39	
Warsaw.....	3	4,668 08	1,700 00	300 00				2,000 00	2,668 08	42	
Washington.....	3	4,661 48	1,600 00	76 00		90		1,676 90	2,984 58	41	
Waterloo.....	3	1,656 39	1,000 00					1,000 00	656 39	60	
Winchester.....	3	3,420 01	1,500 00	240 00				1,740 00	1,680 01	51	
Winamac.....	3	1,538 16	1,000 00					1,000 00	538 16	54	
Total.....		706,306 52	149,252 07	24,502 54	12,740 75	7,250 11	76,470 70	340,238 17	367,030 40	48	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885.—Continued.
IO WA.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Grinnell.....	3	\$7,401 57	\$1,960 00	\$226 21				\$2,520 21	\$4,881 36	34	
Grundy Centre.....	3	2,601 08	1,300 00	179 88				1,479 88	1,121 20	57	
Guthrie Centre.....	3	2,119 91	1,100 00	300 00				1,400 00	719 91	66	
Hamburg.....	3	2,697 54	1,400 00	250 00				1,650 00	1,047 54	61	
Hampton.....	3	3,060 71	1,500 00	120 00				1,625 00	1,435 71	53	
Harlan.....	3	4,428 87	1,600 00	270 00				1,870 00	2,558 87	42	
Humboldt.....	3	2,180 92	1,200 00					1,200 00	980 92	55	
Ida Grove.....	3	3,812 77	1,600 00	100 00				1,700 00	2,112 77	44	
Independence.....	3	6,795 47	1,900 00	500 00				2,400 00	4,395 47	35	
Indiana.....	3	3,876 53	1,600 00	180 00				1,780 00	2,096 53	46	
Iowa Falls.....	3	13,510 63	2,400 00	2,400 00	\$857 25	\$132 15		5,819 40	7,691 23	43	
Jefferson.....	3	3,692 56	1,500 00	200 00				1,700 00	1,992 56	46	
Jones.....	3	3,240 70	1,500 00	150 00				1,650 00	1,590 70	51	
Knoxville.....	3	21,481 29	2,600 00	3,933 70	1,200 91	67 62	\$5,233 95	12,662 48	8,818 72	38	
Knoxville.....	3	3,548 57	1,500 00	180 00				2,433 70	1,114 87	68	
Lansing City.....	3	2,251 83	1,200 00					1,380 00	871 83	61	
Le Mars.....	3	1,858 71	1,100 00		103 42			1,100 00	758 71	59	
Leon.....	3	8,753 30	2,100 00	200 00				3,393 42	5,454 88	37	
Logan.....	3	2,270 08	1,200 00	100 00				1,400 00	800 08	61	
Lyons.....	3	4,815 75	1,700 00	150 00				1,350 00	3,205 75	60	
McGregor.....	3	5,477 17	1,700 00	200 00				1,900 00	2,015 75	38	
Malvern.....	3	1,964 12	1,100 00	536 67				2,236 67	3,240 50	41	
Manchester.....	3	5,295 56	1,700 00	216 66				1,316 66	647 40	67	
Manitou.....	3	1,703 00	1,000 00	75 00				2,116 84	3,178 72	39	
Manitou.....	3	1,897 71	1,000 00					1,076 00	627 00	63	
Mapleton.....	3	4,864 48	1,600 00					1,600 00	3,204 48	33	
Maquoketa.....	3	3,187 39	1,500 00					1,579 95	1,507 44	52	
Marion.....	3	3,032 25	1,600 00	345 82				1,945 82	1,086 43	49	
Marion.....	3	18,430 56	2,500 00	2,300 00	948 50	405 90		6,154 40	12,276 16	33	
Marshalltown.....	3	6,453 11	1,800 00	500 00				2,300 00	4,153 11	35	
Mass City.....	3	3,526 99	1,500 00	249 89				1,749 99	1,777 00	69	
Missouri Valley.....	3	1,800 29	1,000 00	200 00				1,200 00	600 29	63	
Montezuma.....	3	2,850 62	1,500 00	243 00				1,743 00	1,110 02	61	
Monticello.....	3	2,400 56	1,300 00	103 00				1,462 00	1,008 00	61	
Mount Ayr.....	3	7,610 29	3,000 00	1,500 00	887 75			4,387 75	3,122 54	58	
Mount Pleasant.....	3	3,651 84	1,300 00					1,300 00	1,251 84	51	
Mount Vernon.....	3	12,796 47	2,400 00	1,500 00	1,169 50			5,069 50	8,726 97	62	
Muscatine.....	3	2,918 64	1,300 00	75 00				1,376 00	1,642 64	62	
Nashita.....	3	3,658 82	1,400 00	100 00				1,500 00	1,558 82	49	
New Hampton.....	3	2,233 27	1,200 00	200 00				1,400 00	1,833 27	62	

3	Newton	1,800 00	450 00						2,250 00	3,013 86	42
3	Odebolt	1,400 00							1,400 00	1,101 46	54
3	Orden	1,100 00	158 33						1,258 33	964 66	65
3	Osawa	1,100 00	90 00						1,190 00	969 66	64
3	Osage	1,600 00	668 60						2,268 60	1,826 32	55
3	Oswicola	1,600 00	162 00						1,762 00	2,048 16	46
2	Oskulowa	2,400 00	1,900 00	484 50					4,784 50	9,050 80	51
2	Ottumwa	2,500 00	2,500 00	1,259 50	1 85	8,071 08			1,400 00	9,050 80	42
3	Pella	1,400 00							1,400 00	1,495 88	48
3	Perry	1,600 00							1,500 00	2,523 88	38
3	Red Oak	2,000 00	1,200 00	766 00					3,966 00	3,765 27	51
3	Rockford	1,000 00							1,000 00	1,849 73	54
3	Rock Rapids	1,100 00							1,100 00	1,032 58	51
3	See City	1,200 00	135 00						1,335 00	1,242 87	57
3	Shuborn	1,600 00			40				1,000 40	760 58	57
3	Shelton	1,500 00							1,500 00	1,475 89	50
3	Silvadoah	1,700 00	75 00						1,775 00	3,065 60	36
3	Sibley	1,300 00	78 00						1,378 00	1,552 03	47
3	Sigourney	1,400 00	250 00						1,650 00	1,207 97	55
2	Sionx City	2,700 00	3,700 00	1,845 00	79 09	2,267 86			10,591 95	18,043 59	37
3	Spencer	1,500 00	100 00						1,700 00	1,740 60	40
3	Spirit Lake	1,750 00	100 00						1,850 00	1,556 10	60
3	Stare Centre	1,000 00	148 86						1,148 86	2,207 12	60
3	Starr	1,600 00	218 87						1,818 87	1,490 03	46
3	Storm Lake	1,600 00	258 53						1,858 53	1,490 03	54
3	Tama City	1,400 00	100 00						1,500 00	1,229 56	54
3	Tipton	1,600 00	249 50						1,849 50	1,591 92	54
3	Toledo	1,500 00							1,500 00	2,131 44	41
3	Traer	1,800 00	100 00						1,900 00	1,232 50	53
3	Vail	1,000 00							1,000 00	942 77	60
3	Villisca	1,500 00							1,700 00	1,438 91	54
3	Vinton	1,700 00	300 00						2,000 00	2,648 72	41
3	Walnut	1,000 00							1,000 00	933 94	52
3	Washington	1,000 00							1,000 00	2,804 79	44
3	Wacouog	2,400 00	2,000 00	445 47					4,845 47	8,091 31	37
3	Waukon	1,700 00	536 66						2,236 66	920 98	58
3	Waverly	1,100 00	200 00						1,300 00	2,274 82	49
3	Webster City	1,700 00	533 82						2,233 82	2,748 97	40
3	West Liberty	1,600 00	243 00						1,843 00	1,235 88	57
3	West Union	1,400 00	250 00						1,650 00	1,599 66	53
3	What Cheer	1,500 00	300 00						1,800 00	2,013 86	44
3	Wilton Junction	1,400 00	200 00						1,600 00	828 20	66
3	Winterset	1,600 00	358 33						1,958 33	2,189 12	47
Total.....										482,154 18	48

Returns 2d quarter 1888 suspended.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885.—Continued.

KANSAS.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
Abilene	3	\$8,457 15	\$1,900 00	\$400 00				\$2,300 00	\$6,157 15	27	
Anthony	3	3,289 19	1,000 00					1,000 00	2,289 19	30	
Arkansas City	3	6,566 87	1,600 00	300 00				1,900 00	4,666 87	29	
Atchison	3	20,417 14	2,700 00	4,041 06	\$1,155 10	\$98 67	\$5,071 96	13,037 39	13,379 75	49	
Augusta	3	2,524 66	1,200 00	200 00				1,400 00	1,124 66	55	
Baker Springs	3	1,943 06	1,000 00	200 00				1,200 00	743 06	62	
Bellevue	3	5,261 62	1,600 00	450 00				2,050 00	3,211 62	39	
Burlingame	3	2,897 72	1,300 00	333 70				1,633 70	1,264 02	56	
Burlington	3	5,343 14	1,700 00	400 00				2,100 00	3,243 14	30	
Caldwell	3	3,936 27	1,500 00	200 00				1,700 00	2,236 27	43	
Carlsbad	3	1,959 42	1,000 00					1,000 00	959 42	50	
Cawker City	3	2,982 81	1,200 00	187 76				1,387 76	1,595 07	46	
Chanute	3	3,804 15	1,400 00	180 00				1,580 00	2,224 15	41	
Cherokee	3	2,020 43	1,050 00	200 00				1,250 00	870 43	59	
Cherry Vale	3	3,301 70	1,400 00	200 00				1,600 00	1,701 70	30	
Clifton	3	3,428 47	1,500 00	233 51				1,733 51	1,694 96	50	
Cloutopia	3	6,668 48	1,800 00	400 00				2,200 00	4,468 48	33	
Clay Centre	3	2,512 49	825 00	150 00				975 00	1,537 49	38	
Collinsville	3	3,610 00	1,500 00	400 00				1,900 00	1,710 00	52	
Colombus	3	5,935 44	1,700 00	399 99				2,099 99	3,835 45	35	
Concordia	3	5,414 00	1,700 00	400 00				2,100 00	3,314 00	39	
Concinn Grove	3	3,520 10	1,500 00	300 00				1,800 00	1,720 10	51	
Dodge City	3	6,388 73	1,500 00	316 66				1,816 66	4,572 07	28	
Ed Dorado	3	5,976 69	1,600 00	500 00				2,100 00	3,876 69	35	
Ellsworth	3	10,442 80	3,400 00	135 00	665 00	456 25		5,321 25	14,121 55	27	
Emporia	2	4,592 20	2,500 00	1,700 00				1,585 00	3,007 20	33	
Enreka	3	4,592 20	1,500 00	310 00				1,810 00	2,782 20	39	
Florence	3	2,512 20	1,200 00	233 34				1,433 34	1,078 86	57	
Fort Leavenworth	3	1,946 74	1,100 00	216 67				1,316 67	630 07	67	
Fort Scott	3	16,910 38	2,400 00	2,200 00	673 50	56		5,274 06	11,636 32	31	
Frankfort	3	2,113 43	1,100 00					1,100 00	1,013 43	52	
Frankton	3	3,087 44	1,400 00	299 17				1,699 17	1,388 27	55	
Galena	3	1,629 90	927 78					927 78	702 12	57	
Garnett	3	4,556 37	1,500 00	300 00				1,800 00	2,756 37	39	
Girard	3	4,668 06	1,600 00	316 86				1,916 86	2,751 20	41	
Great Bend	3	4,108 97	1,500 00	200 00				1,700 00	2,408 97	41	
Harper	3	5,796 07	1,500 00	600 00				2,100 00	3,696 07	36	
Hays City	3	2,390 39	1,100 00	108 00				1,208 00	1,182 39	50	
Holton	3	6,140 48	1,800 00	800 00				2,600 00	3,540 48	42	
Honolulu	3	3,711 91	1,400 00	300 00				1,700 00	2,011 91	44	
Howard	3	2,634 66	1,100 00	150 00				1,250 00	1,384 66	47	
Humboldt	3	3,470 31	1,500 00	300 00				1,800 00	1,670 31	52	
Hutchinson	3	6,884 74	1,800 00	350 00				2,150 00	4,734 74	31	

Presidential from Jan. 1, 1885. Returns 2d quarter, 1885, suspended.

No returns from Jan. 1 to 27, 1885.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885—Continued.

KENTUCKY.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Ashland	3	\$3,447 18	\$1,500 00	\$258 42				\$1,758 42	\$1,688 76	51	
Bartonsville	3	2,009 32	1,100 00					1,100 00	1,100 32	54	
Bowling Green	3	6,937 91	1,800 00	600 00				2,400 00	4,537 91	34	
Carlisle	3	2,034 10	1,000 00					1,000 00	1,034 10	49	
Cathartsville	3	2,907 52	1,400 00	160 00				1,560 00	1,347 52	53	
Covington	3	21,909 04	2,600 00	3,400 00		\$100 00	\$6,067 13	12,167 13	9,741 91	55	
Cynthiana	3	3,628 63	1,800 00					1,800 00	2,128 63	41	
Danville	3	6,030 65	1,800 00	173 33				1,973 33	4,057 32	33	
Elizabethtown	3	2,639 90	1,300 00	275 00				1,575 00	1,075 22	59	
Frankfort	3	10,694 80	2,300 00	1,525 00	\$530 00			4,355 00	6,339 80	41	
Franklin	3	2,135 04	1,100 00	165 00				1,265 00	860 04	59	
Fulton	3	4,205 92	1,100 00					1,100 00	1,357 42	45	
Greene (Covington)	3	2,659 12	1,600 00	200 00				1,800 00	2,405 22	43	
Glasgow	3	3,674 76	1,500 00	300 00				1,800 00	1,059 12	60	
Hartsville	3	6,637 25	1,800 00	600 00				2,400 00	1,874 78	49	
Henderson	3	1,675 25	1,000 00	76 00				1,076 00	4,237 82	36	
Hickman	3	7,717 20	1,800 00	243 00				2,043 00	5,694 20	35	
Hopkinsville	3	2,227 11	1,000 00	100 00				1,100 00	1,127 11	49	
Lancaster	3	4,209 45	2,700 00	100 00				2,800 00	2,301 12	45	
Lebanon	3	25,392 07	2,700 00	3,963 10	919 85	12 00	5,022 40	12,617 35	12,774 72	49	
Lexington	3	295,167 20	3,000 00	85,451 53	919 85	571 26	44,713 88	84,436 67	130,730 53	36	Do.
Louisville	3	2,309 01	1,200 00					1,200 00	1,100 01	50	
Madisonville	3	1,191 22	1,000 00	250 00				1,250 00	641 22	67	
Mayfield	3	7,916 49	2,000 00	1,000 00	270 75			3,270 75	4,645 74	41	
Mount Sterling	3	5,292 33	1,700 00	400 00				2,100 00	3,192 33	39	
Newport	3	3,258 00	2,100 00	1,600 00	234 00	226 77		4,160 77	5,124 23	44	
Nicholasville	3	2,343 81	1,200 00	208 30				1,408 30	935 54	60	
Owensborough	3	8,965 75	2,000 00	1,100 00	558 50			3,658 50	5,307 25	41	
Paducah	3	11,007 22	2,300 00	1,155 00				3,455 00	7,552 22	30	
Paris	3	6,358 58	1,800 00	733 33		70		2,533 33	3,825 25	39	
Princeton	3	2,059 59	1,100 00	200 00				1,300 00	768 59	62	
Richmond	3	4,216 80	1,600 00	467 38				2,067 38	2,149 42	49	
Russellville	3	3,038 44	1,400 00	220 89				1,620 89	1,417 55	53	
Shelbyville	3	4,082 31	1,600 00	258 39				1,858 39	2,223 92	45	
Somersett	3	2,073 81	1,100 00	86 00				1,186 00	886 81	57	
Stanford	3	2,849 89	1,400 00					1,400 00	1,449 89	49	
Union	3	2,898 70	1,400 00					1,400 00	1,498 70	52	
Vernailles	3	3,428 49	1,500 00	100 00				1,600 00	1,828 49	43	
Winchester	3	498,506 12	62,900 00	55,972 00	2,513 10	910 73	55,803 41	175,099 24	260,496 88	41	
Total											

In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885—Continued.

MAINE—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Sacarrappa.....	3	\$2,112 36	\$1,160 00					\$1,100 00	\$1,012 36	52	
Saco.....	3	4,615 80	1,700 00	\$167 38				2,873 38	2,444 42	47	
Scarborough.....	3	5,092 33	1,700 00	243 00				1,913 00	3,149 33	38	
South Berwick.....	3	1,826 00	1,000 00					1,000 00	826 00	55	
Thomaston.....	3	2,465 95	1,300 00					1,000 00	1,465 95	58	
Waldborough.....	3	2,024 61	1,100 00	100 00				1,200 00	1,824 61	59	
Waterville.....	3	5,028 08	2,000 00	700 00	\$536 15			3,236 15	4,092 93	37	In public building; no rent paid.
Winnsnet.....	2	2,084 18	1,100 00					1,100 00	984 18	52	Do.
Whitrop.....	3	2,227 77	1,100 00					1,100 00	1,127 77	49	
Total.....		325,754 90	59,900 00	53,150 76	4,993 64	\$1,720 17	\$24,991 55	144,750 12	180,008 78	44	

MARYLAND.

Annapolis.....	2	\$7,721 19	\$2,400 00	\$2,000 00	\$415 00			\$4,817 55	\$1,903 64	62	In public building; no rent paid for main office.
Baltimore.....	1	516,857 06	5,000 00	08,946 38	3,501 71			201,803 04	284,054 82	44	
Bel Air.....	2	2,517 20	1,200 00	100 00				1,300 00	1,217 20	51	
Cambridge.....	3	2,065 00	1,400 00	216 66				1,616 66	1,338 34	54	
Centerville.....	3	2,631 40	1,300 00	200 00				1,500 00	1,131 40	57	
Centertown.....	3	2,865 46	1,300 00	200 00				1,500 00	1,365 46	52	
Cumterland.....	2	12,004 88	2,300 00	2,000 00	731 40	62 69		2,108 00	9,916 79	42	
Easton.....	3	4,769 00	1,700 00	400 00				2,108 00	2,669 00	44	
Elkton.....	3	3,459 86	1,500 00	216 84				1,716 84	1,743 02	49	
Killicott City.....	3	2,691 06	1,300 00					1,300 00	1,391 06	48	
Emmitsburgh.....	3	4,507 08	1,300 00					1,300 00	3,207 08	28	
Fredricks.....	2	10,151 61	2,200 00	1,200 00	1,000 00	5 25		4,403 25	5,748 36	43	
Hagerstown.....	2	2,415 37	1,300 00	200 00				1,500 00	915 37	62	
Havre de Grace.....	2	10,152 71	2,300 00	1,875 00	632 15			4,307 15	5,845 56	42	
Port Deposit.....	3	2,894 64	1,300 00	150 00				1,450 00	1,444 64	50	
Salisbury.....	3	2,348 32	1,100 00					1,100 00	1,248 32	46	
Towson.....	3	8,231 13	1,400 00	90 00				1,490 00	1,741 13	46	
Westminster.....	3	2,289 62	1,100 00					1,100 00	1,189 62	48	
Westminster.....	3	8,869 35	1,500 00	577 89				2,077 89	1,791 46	54	
Total.....		600,423 86	32,900 00	107,872 77	6,380 26	2,006 67	121,318 77	250,478 47	329,945 39	45	

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 943

MASSACHUSETTS.

Abington	3	\$2,296 51	\$1,100 00					\$1,196 00	48
Adams	3	4,961 92	1,700 00					1,700 00	34
Amesbury	2	7,137 55	2,000 00	\$231 95				2,831 95	30
Andover	2	8,130 45	2,000 00	428 75				4,531 70	41
Andover	3	6,822 57	1,800 00					2,918 57	35
Arlington	3	3,446 58	1,500 00	416 67				1,100 00	42
Ashland	3	1,874 76	1,000 00					2,674 76	35
Athol	3	4,652 24	1,000 00					2,852 24	30
Attleborough	3	3,929 10	1,800 00					3,579 12	39
Auburndale	3	3,247 55	1,400 00					1,847 55	43
Ayer	3	2,901 60	1,300 00					1,601 60	44
Barns	3	2,346 49	1,200 00					1,200 00	61
Beverly	2	8,134 27	2,000 00	317 50				2,917 50	35
Boston	1	1,471,332 37	0,000 00	12,201 38	\$5,084 81	\$275,853 08		900,184 80	38
Bridgewater	3	3,829 48	1,500 00		100 00			1,500 00	45
Brockton	2	21,637 33	2,500 00	1,151 25		1,310 59		7,111 84	33
Campello	3	3,614 89	1,400 00	33 33				1,433 33	39
Canton	3	2,917 20	1,400 00	250 00				1,490 00	31
Chicopee	3	5,413 74	1,800 00					2,050 00	38
Chicopee Falls	3	3,364 44	1,500 00		80			1,500 00	44
Clinton	3	7,050 45	2,000 00	298 25				2,999 05	39
Concord	3	3,609 98	1,500 00					1,500 00	41
Corlaga City	3	3,716 95	1,600 00	100 00				2,109 95	46
Dedton	3	2,136 05	1,000 00					1,000 00	46
Danvers	3	3,271 78	1,400 00					1,400 00	42
Deerham	3	3,053 68	1,500 00					1,000 00	46
East Weymouth	3	4,860 87	1,700 00	306 00				1,700 00	43
East Weymouth	3	2,081 55	1,300 00					2,869 07	41
Everett	3	2,579 83	1,100 00					1,300 00	48
Fair Haven	3	2,065 85	1,300 00					1,300 00	63
Fair Haven	2	27,832 53	2,800 00	4,800 00	9 00	9,623 26		17,272 26	62
Fair River	2	29,470 43	2,600 00	2,730 00	127 89	5,384 62		10,854 87	46
Fitchburg	3	2,839 91	1,300 00					1,300 00	45
Florence	3	2,461 56	1,200 00					1,200 00	48
Foxborough	3	2,195 90	1,200 00					1,200 00	55
Framingham	3	3,077 51	1,500 00					1,500 00	41
Franklin	3	3,077 51	1,500 00					1,500 00	41
Gardner	3	4,253 29	1,600 00					1,600 00	38
Gloucester	2	16,106 97	2,500 00	2,477 85	2 33	4,202 14		2,177 51	57
Great Barrington	3	4,063 07	1,700 00					1,600 00	38
Greenfield	2	14,451 30	2,400 00	3,300 00	577 25	471 90		9,129 09	33
Haverhill	2	23,497 07	2,600 00	4,450 00	929 48	37 30		4,749 21	34
Hingham	3	2,026 50	1,100 00	191 67		5,094 50		3,250 07	34
Holliston	3	2,237 71	1,200 00					1,200 00	55
Holyoke	2	28,362 73	2,700 00	3,100 00	1,067 30	15 20		10,385 79	63
Hudson	3	3,254 98	1,400 00					1,200 00	54
Hudson	3	6,410 09	1,900 00					12,158 36	43
Hyde Park	3	3,442 51	1,500 00					1,864 98	43
Ipewich	3	26,964 38	2,700 00	4,000 00	1,550 00	68 00		4,510 09	29
Lawrence	2	8,575 67	1,700 00					1,500 00	44
Lawrence	3							17,841 40	47
Lawrence	3							1,875 67	46

In public building; no rent paid for main office.

In public building; no rent paid.

Do.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1895—Continued.

MASSACHUSETTS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expenses to gross receipts.	Remarks.
Lewinster.....	3	\$5,761 08	\$1,800 00	\$150 00				\$1,850 00	\$3,811 08	34	
Lowell.....	1	75,661 28	3,200 00	6,277 51	\$3,500 00	\$8 00	\$13,183 20	26,168 71	49,492 55	34	
Lynn.....	1	41,388 40	3,100 00	4,900 00	1,547 15	8 00	11,338 05	20,393 80	20,994 60	49	
Malden.....	2	10,570 28	2,100 00	400 00	510 50			3,510 50	7,065 76	33	
Marblehead.....	1	5,430 03	1,900 00	433 33				2,333 33	3,096 70	43	
Marlborough.....	2	9,441 74	2,000 00	900 00	267 25	51 75		3,219 00	6,222 74	34	
Medford.....	3	4,784 50	1,600 00					1,600 00	3,184 50	33	
Melrose.....	3	3,055 78	1,600 00					1,600 00	2,355 78	40	
Methuen.....	3	2,298 37	1,100 00					1,100 00	1,198 37	49	
Methuen.....	3	2,391 85	1,200 00	900 00				1,200 00	1,191 85	40	
Middleborough.....	3	7,432 06	1,800 00					1,800 00	5,632 06	24	
Milford.....	3	7,296 45	1,900 00					1,900 00	4,296 45	38	
Milford.....	3	2,780 18	1,400 00					1,400 00	1,380 18	50	
Milbury.....	3	4,180 41	1,600 00					1,600 00	2,580 41	38	
Milton.....	3	4,180 41	1,600 00					1,600 00	2,580 41	38	
Monson.....	3	2,578 35	1,300 00					1,300 00	1,278 35	50	
Nantucket.....	3	5,288 70	1,800 00					1,800 00	3,488 70	34	
Natick.....	3	6,876 76	1,800 00	400 00				1,800 00	4,576 76	33	
New Bedford.....	3	42,409 63	3,000 00	4,000 00		42 37	9,162 55	16,204 92	26,195 71	38	
Newburyport.....	1	14,454 03	2,400 00	2,200 00	1,054 04	17 40		5,671 44	8,782 59	30	
Newburyport.....	2	8,054 61	2,000 00	450 00				2,792 50	6,162 11	31	
Newton Centre.....	3	3,337 35	1,400 00		342 50			1,400 00	1,837 35	43	
Newtonville.....	3	4,223 51	1,600 00					1,600 00	2,623 51	36	
North Adams.....	2	15,456 22	2,400 00	1,500 00	472 38	90		4,373 28	11,082 94	28	
Northampton.....	2	16,095 48	2,500 00	1,500 00	752 68			4,752 56	11,342 92	29	
North Attleborough.....	3	6,732 85	1,900 00	300 00				2,200 00	4,532 85	33	
North Brookfield.....	3	3,034 04	1,400 00					1,400 00	1,634 04	46	
Orange.....	3	4,802 74	1,600 00	100 00				1,700 00	3,102 74	35	
Palmers.....	3	4,613 20	1,700 00	324 00				2,024 00	2,589 20	44	
Peabody.....	3	5,807 28	1,700 00	371 03				2,071 03	3,736 25	36	
Pittsfield.....	2	26,212 14	2,700 00	2,800 00	1,227 64	99 64	3,226 47	10,053 75	16,158 39	38	
Plymouth.....	2	7,651 05	2,000 00	600 00	347 88	2 25		3,950 13	4,100 92	30	
Provincetown.....	3	3,435 51	1,500 00	200 00		50		1,500 50	1,935 01	59	
Quincy.....	3	6,782 28	1,800 00					2,000 00	4,782 28	29	
Sandwich.....	3	2,841 73	1,200 00					1,200 00	1,641 73	49	
Reading.....	2	2,841 73	1,400 00					1,400 00	1,441 73	49	
Rockland.....	3	3,077 88	2,700 00	3,000 00				1,400 00	2,000 88	40	
Salem.....	2	24,817 57	2,700 00			44 49	6,798 79	13,385 03	9,432 54	32	
Sandwich.....	3	2,837 24	1,300 00					1,300 00	1,537 24	51	
Shelburne Falls.....	3	3,359 30	1,300 00					1,300 00	1,859 30	44	
South Abington.....	3	2,567 74	1,200 00					1,200 00	1,367 74	49	
Southbridge.....	3	3,266 92	1,500 00					1,500 00	1,766 92	43	

In public building; no rent paid.

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 945

South Framingham	3	6,322 30	1,800 00	162 00						1,962 00	4,360 30	81
Spencer	3	5,191 94	1,700 00	60 00						1,750 00	3,441 94	89
Springfield	1	72,770 33	3,200 00	7,450 83	2,845 00	821 40	9,122 46			22,969 71	60,770 62	81
Stockbridge	3	2,603 88	1,400 00							1,400 00	1,203 88	63
Stonham	3	4,897 36	1,700 00							1,700 00	3,197 36	94
Southington	3	2,709 10	1,200 00							1,200 00	1,509 10	44
Swampscott	3	1,889 51	1,000 00							1,000 00	889 51	63
Taunton	2	21,540 20	2,600 00	8,100 00	1,729 13	35 00	5,719 24			13,176 37	8,363 83	61
Tunics Falls	3	3,448 35	1,500 00	300 00						1,500 00	1,948 35	43
Wakfield	3	6,899 98	1,800 00							1,800 00	4,799 98	90
Walpole	3	1,727 93	1,000 00							1,000 00	727 93	58
Waltham	2	14,231 60	2,400 00	1,600 00	562 49					4,562 49	9,669 11	32
Ware	3	4,841 72	1,600 00							1,600 00	3,241 72	33
Warren	3	3,395 15	1,500 00							1,500 00	1,895 15	44
Watertown	3	4,753 18	1,600 00							1,600 00	3,153 18	33
Webster	3	4,602 16	1,600 00	448 78						1,600 00	2,553 88	44
Wellesley	3	3,705 27	1,500 00	200 00						2,048 78	2,005 27	45
Westborough	3	5,865 06	1,800 00	100 00						1,900 00	3,965 06	32
Westfield	2	14,538 04	2,400 00	1,500 00	786 32					4,666 32	9,871 72	32
West Gardner	3	2,744 55	1,300 00	83 33						1,333 33	1,411 22	49
West Newton	3	4,448 15	1,500 00							1,500 00	2,948 15	88
Weymouth	3	2,197 55	1,100 00							1,100 00	1,097 55	50
Whitinsville	3	2,282 18	1,200 00							1,200 00	1,082 18	43
Whitinstown	3	3,540 60	1,500 00							1,500 00	2,040 60	41
Winchendon	3	4,646 99	1,000 00	324 00						1,924 00	2,722 99	39
Winchester	3	3,639 86	1,500 00							1,500 00	2,339 86	39
Woburn	3	7,273 59	1,900 00	316 86						2,216 86	5,056 73	30
Worcester	1	86,067 04	3,300 00	10,550 00	3,809 00	258 22	14,358 35			32,275 57	58,811 47	27
Total		2,529,878 40	210,000 00	360,049 07	42,414 05	6,877 21	386,408 78			1,005,749 11	1,524,129 29	39

MICHIGAN.

Adrian	2	\$13,006 06	\$2,400 00	\$2,000 00	\$671 50	\$40 00				\$5,111 50	\$3,694 56	87
Albion	2	6,270 08	2,000 00	800 00	375 00					3,175 00	3,095 08	51
Allegan	3	4,811 77	1,700 00	200 00						1,900 00	2,911 77	39
Alpena	3	5,430 08	1,900 00	500 00						2,400 00	3,030 08	44
Ann Arbor	2	19,148 10	2,600 00	2,900 00	1,550 00	25 40				7,075 40	12,072 70	37
Battle Creek	2	23,333 03	2,600 00	2,000 00	1,179 83	20 00				6,799 83	16,533 20	29
Bay City	2	21,942 61	2,000 00	3,000 00	1,545 51	79 42	\$5,286 39			12,581 32	8,461 29	59
Bay Harbor	2	4,238 61	1,600 00	250 00						1,850 00	2,388 61	48
Berrien Springs	3	2,577 05	1,000 00							1,000 00	977 05	63
Big Rapids	2	9,466 48	2,300 00	1,000 00	473 75					3,773 75	5,692 73	39
Buchanan	3	3,192 23	1,500 00	600 00	279 50					1,500 00	1,692 23	47
Cadillac	2	6,025 66	2,000 00							2,879 50	3,146 16	47
Calumet	3	4,894 49	1,700 00	33 70						1,733 70	3,160 79	35
Caro	3	2,878 54	1,400 00	100 00						1,500 00	1,478 54	51
Cassopolis	3	1,837 44	1,000 00							1,000 00	937 44	51
Charlottesville	3	7,691 18	1,800 00	750 00						2,550 00	5,141 18	33

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885—Continued.

MICHIGAN—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Chelsoygan.....	3	\$1,052 16	\$1,000 00					\$1,600 00	\$2,452 16	39	
Chelsea.....	3	1,375 10	1,100 00					1,100 00	55		
Goldwater.....	2	4,034 63	2,900 00	\$1,400 00	\$916 25			4,516 25	5,088 38	47	
Constantine.....	3	7,452 07	1,500 00					1,500 00	1,292 07	44	
Corunna.....	3	7,954 94	1,100 00					1,100 00	1,495 54	54	
Detroit.....	1	2,514 06	1,500 00					1,500 00	1,016 00	53	
Dowagiac.....	3	2,500 80	2,100 00	38,668 05	48 66	\$208 51	\$45,439 22	88,064 44	211,945 30	29	In public building; no rent paid.
East Sycamw.....	2	3,700 07	2,700 00					1,600 00	2,197 07	42	
Edon Rapids.....	3	2,292 06	1,500 00	3,186 08	1,459 99	480 25	6,768 91	14,573 23	14,717 23	47	
Edmore.....	3	3,365 32	1,500 00	100 00				1,600 00	1,765 32	47	
Escanaba.....	3	4,441 76	1,100 00					1,100 00	2,741 76	38	
Evart.....	3	2,280 60	1,300 00					1,700 00	527 68	47	
Fentonville.....	3	3,563 28	1,400 00					1,400 00	959 60	39	
Flint.....	2	13,292 76	2,400 00	1,800 00	964 00			5,164 00	2,103 28	38	
Fort Gratiot.....	3	2,051 13	1,100 00					1,100 00	951 13	53	
Fowlerville.....	3	1,800 61	1,100 00					1,100 00	700 61	61	
Freemont.....	3	1,772 10	1,000 00					1,000 00	772 10	50	
Grand Haven.....	3	5,412 15	1,800 00	600 00				2,400 00	3,012 15	44	
Grand Lodge.....	3	2,341 98	1,100 00					1,100 00	1,241 98	47	
Grand Rapids.....	1	71,479 30	3,200 00	11,200 00	29 50	44 50	13,354 00	27,828 60	43,650 70	38	Do.
Greenville.....	3	5,745 92	1,800 00	400 00				2,216 67	3,529 25	35	
Hancock.....	3	4,951 04	1,700 00					1,700 00	2,851 04	42	
Harrison.....	3	1,372 08	1,000 00					1,000 00	372 08	73	
Hastings.....	3	3,974 05	1,600 00	600 00				2,200 00	1,774 05	55	
Hillsdale.....	2	7,897 88	2,000 00	1,000 00	302 55			3,302 55	4,595 33	41	
Holland.....	3	3,785 82	1,500 00	1,162 00				1,662 00	2,123 82	43	
Holly.....	3	2,311 48	1,200 00					1,300 00	1,011 48	56	
Houghton.....	3	3,410 24	1,500 00	324 00				1,854 00	1,586 24	53	
Howard City.....	3	1,414 79	1,000 00					1,000 00	414 79	71	
Howell.....	3	3,827 69	1,600 00	150 00				1,750 00	2,077 69	45	
Indiano.....	3	4,203 91	1,700 00	610 67				2,316 67	1,887 24	55	
Ionia.....	2	4,431 84	2,200 00	900 00	719 50			3,819 50	5,612 34	41	
Iron Mountain.....	3	2,964 56	1,500 00					1,500 00	1,464 56	51	
Isleppening.....	3	2,351 41	1,500 00	516 84				2,416 84	4,195 28	36	
Jackson.....	2	2,351 07	1,100 00	3,400 00	1,256 10		5,957 34	1,100 00	1,251 41	46	
Jacksboro.....	3	3,078 21	1,300 00	3,383 65	962 10	5 00	4,153 14	1,300 00	1,778 21	42	
Kalamazoo.....	3	20,573 93	2,700 00	100 00				11,200 00	18,369 04	37	
Kalamus.....	3	1,584 50	1,000 00	3,085 75	1,370 50	10 28	3,862 81	1,100 00	454 59	71	
Kalkaska.....	3	26,971 73	2,700 00					11,035 34	15,936 39	41	
Lansing.....	2										

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 947

8	Lapeer	4,487 39	1,700 00				1,700 00	2,767 39	88
3	Leelle	1,859 83	1,100 00				1,100 00	1,759 83	59
3	Lowell	3,067 35	1,500 00	200 00			1,700 00	1,367 35	56
8	Ludington	5,368 99	1,800 00	600 00			2,400 00	2,968 99	44
8	Manchester	1,802 78	1,000 00				1,000 00	802 78	55
2	Manistee	9,477 71	2,200 00	1,719 50	60 80		4,821 80	4,655 91	51
2	Marquette	9,252 93	2,200 00	1,519 95	389 55		4,109 50	5,143 43	44
3	Marshall	6,934 64	1,725 00	1,675 00			2,761 50	4,173 14	39
3	Mason	3,146 90	1,400 00				1,400 00	1,746 90	44
3	Mendon	1,875 72	1,000 00				1,000 00	875 72	53
8	Menominee	4,437 90	1,331 87				1,331 87	3,106 03	30
3	Midland	2,661 32	1,400 00				1,400 00	1,261 32	52
3	Millford	1,907 29	1,100 00				1,100 00	807 29	57
8	Monroe	5,381 94	1,700 00	333 00			2,033 00	3,378 94	38
8	Montague	1,927 55	1,200 00				1,200 00	727 55	62
8	Morenci	1,827 55	1,000 00				1,000 00	827 55	54
3	Mount Clemens	3,472 64	1,500 00				1,500 00	1,972 64	43
3	Mount Pleasant	2,915 67	1,400 00	75 00			1,470 00	1,445 67	51
2	Muskegon	18,152 15	2,500 00	2,100 00	224 00		4,824 00	13,328 15	27
3	Negaunee	3,233 04	1,500 00				1,743 00	1,490 04	53
3	Niles	6,175 95	1,800 00	766 66			2,568 66	3,607 29	41
3	Norway	1,716 54	1,200 00				1,200 00	516 54	69
3	Oscoda	2,136 62	1,200 00				1,200 00	936 62	56
3	Otsego	2,298 77	1,200 00				1,200 00	1,098 77	52
3	Ovid	2,854 81	1,400 00				1,400 00	1,454 81	48
3	Owosso	5,902 56	1,700 00	225 00			1,925 00	3,977 56	22
3	Paw Paw	3,159 02	1,500 00				1,500 00	1,659 02	47
3	Pentwater	2,051 21	1,100 00	162 00			1,262 00	789 21	60
3	Petoakey	3,990 33	1,600 00	300 00			1,900 00	2,090 33	47
3	Plainwell	2,367 34	1,200 00				1,200 00	1,167 34	51
8	Pontiac	7,493 77	2,000 00	760 00	518 30		1,200 00	4,195 47	44
2	Port Huron	14,033 35	2,400 00	2,012 50			4,413 50	9,620 85	31
3	Portland	2,886 01	1,400 00	216 66			1,616 66	1,269 35	56
3	Quincy	3,487 40	1,400 00	150 00			1,550 00	1,937 40	44
3	Reading	2,134 35	1,200 00				1,200 00	934 35	56
3	Reed City	2,969 86	1,500 00				1,500 00	1,469 86	50
3	Romeo	7,739 54	1,400 00	27 29			1,427 29	6,312 25	62
2	Saginaw	10,378 63	2,300 00	1,000 00	427 00		1,900 00	788 63	36
3	Sault Clair	2,688 25	1,700 00	200 00			1,900 00	788 25	71
3	Saint Ignace	2,295 52	1,300 00	400 00			1,700 00	595 52	53
8	Saint John's	4,626 45	1,600 00	408 32			2,008 32	2,618 13	43
3	Saint Joseph	3,340 30	1,700 00				1,700 00	1,640 30	29
3	Saint Louis	8,731 63	1,600 00	400 00			2,000 00	1,731 63	63
3	Saint de St. Marie	2,174 59	1,200 00	100 00			1,200 00	974 59	52
3	South Haven	2,269 61	1,200 00				1,200 00	1,069 61	55
3	Spring Lake	1,534 17	1,000 00				1,000 00	534 17	65
3	Sturgis	3,654 15	1,600 00	113 83			1,713 33	1,940 82	46
2	Tecumseh	8,353 05	1,600 00	162 00			1,600 00	1,691 05	49
3	Three Rivers	5,462 63	1,800 00				1,800 00	3,662 63	33
3	Traverse City	5,846 77	1,800 00				2,300 00	3,546 77	39
3	Union City	2,403 20	1,300 00	500 00			1,300 00	1,103 20	54

No returns second quarter, 1895.

No returns for April and May, 1895.

In public building, no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885—Continued.

MICHIGAN—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Vassar.....	3	\$2,105 33	\$1,200 00	\$200 00				\$1,400 00	\$785 33	64	
West Bay City.....	3	4,729 29	1,700 00	620 22				2,320 22	2,409 07	49	
Whitehall.....	3	2,382 42	1,300 00					1,300 00	1,082 42	54	
White Pigeon.....	3	2,049 32	1,200 00					1,200 00	849 32	58	
Williamstown.....	3	1,978 98	1,100 00					1,100 00	878 98	57	
Xp-silanti.....	2	8,559 63	2,000 00	1,000 00	\$372 30	\$370 00		3,742 30	4,817 33	43	
Total.....		890,463 33	186,756 87	103,851 89	17,329 79	1,759 71	\$84,792 41	394,470 67	604,992 66	39	

MINNESOTA.

Ada.....	3	\$2,527 81	\$1,100 00					\$1,100 00	\$1,427 81	43	
Albert Lea.....	3	5,538 84	1,700 00	\$316 66				2,016 66	3,522 18	36	
Alexandria.....	3	2,838 41	1,400 00	100 00				1,500 00	1,338 41	52	
Anoka.....	3	4,867 21	1,700 00	200 00				1,900 00	2,967 21	39	
Austin.....	3	4,219 32	1,600 00	416 44				2,016 44	2,202 88	48	
Blue Earth City.....	3	1,971 53	1,000 00	158 42				1,158 42	813 11	58	
Brainerd.....	2	8,714 42	2,000 00	810 00	\$888 43	\$30 50		3,728 93	4,985 49	43	
Chaffield.....	3	1,856 02	1,000 00					1,000 00	856 02	54	
Crookston.....	3	5,694 60	1,800 00	200 00				2,000 00	3,694 60	35	
Detroit City.....	2	21,497 90	2,500 00	76 00				1,276 00	1,221 77	51	
Farbanilt.....	3	9,017 06	2,100 00	3,000 00	1,433 41			6,933 41	14,564 49	32	
Fergus Falls.....	2	7,355 49	2,000 00	1,218 53	682 50			4,001 03	5,016 03	44	
Glencoe.....	2	2,624 05	1,300 00	605 00	552 47	93 60		3,251 07	4,104 42	44	
Granite Falls.....	3	2,096 14	1,100 00	180 00				1,480 00	1,444 05	56	
Hastings.....	3	5,107 95	1,700 00	500 00				2,200 00	2,907 95	43	
Kasson.....	3	4,648 84	1,700 00	76 00				1,076 00	812 93	57	
Lake City.....	3	2,173 96	1,100 00	315 39				2,015 39	2,633 45	43	
Le Sueur.....	3	3,102 31	1,400 00	125 00				1,225 00	848 98	56	
Litchfield.....	3	1,643 84	1,000 00	108 00				1,508 00	1,594 81	45	
Little Falls.....	3	1,643 84	1,000 00	216 66				1,216 60	1,432 18	74	
Luverne.....	2	2,720 66	1,200 00					1,200 00	1,520 66	44	
Mankato.....	2	11,200 88	2,200 00	1,100 00	993 25			4,298 25	6,902 63	38	
Marshall.....	3	2,193 02	1,200 00	200 00				1,400 00	1,793 02	64	
Minneapolis.....	1	186,005 67	8,500 00	24,441 31	4,504 50	652 88	28,768 41	61,872 10	124,133 57	33	
Montevideo.....	3	2,512 37	1,200 00	400 00				1,200 00	1,312 37	47	
Montrose.....	3	5,087 48	1,800 00					2,200 00	2,887 48	45	
Morris.....	3	2,656 36	1,400 00	133 00				1,535 00	1,121 36	57	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1885*—Continued.

MISSISSIPPI—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
West Point.....	3	\$2,977 94	\$1,190 49	\$183 15	.....	.....	.....	\$1,873 64	\$1,604 30	47	No returns from July 1 to 31, 1884.
Winona.....	3	2,278 39	1,200 00	180 75	.....	\$3 50	.....	1,384 23	1,884 14	60	
Yazoo City.....	3	3,197 61	1,400 00	99 71	.....	.....	.....	1,409 71	1,697 90	47	
Total.....		100,880 13	34,213 27	11,334 73	\$2,809 75	83 96	.....	48,440 70	52,489 43	48	

MISSOURI

Albany.....	3	\$2,070 41	\$1,100 00	\$200 00	.....	.....	.....	\$1,300 00	\$730 41	64
Appleton City.....	3	2,689 84	1,300 00	100 00	.....	.....	.....	1,400 00	1,289 84	51
Bethany.....	3	1,977 71	1,200 00	200 00	.....	.....	.....	1,400 00	577 71	71
Boonville.....	3	5,222 82	1,700 00	450 00	.....	.....	.....	2,150 00	3,072 82	41
Bowling Green.....	3	2,360 06	1,200 00	200 00	.....	.....	.....	1,400 00	960 06	58
Brookfield.....	3	3,482 71	1,600 00	.....	.....	.....	.....	1,600 00	1,882 71	43
Brownsville.....	3	2,207 87	1,100 00	.....	.....	.....	.....	1,100 00	1,107 87	49
Brunswick.....	3	2,340 15	1,200 00	100 00	.....	.....	.....	1,300 00	1,040 15	55
Butler.....	3	5,018 59	1,700 00	250 00	.....	.....	.....	1,930 00	3,068 50	38
California.....	3	2,081 33	1,100 00	147 50	.....	.....	.....	1,247 50	833 83	60
Camerton.....	3	4,177 59	1,600 00	300 00	.....	.....	.....	1,900 00	2,277 59	46
Canton.....	3	2,635 27	1,200 00	90 00	.....	.....	.....	1,390 00	1,245 27	53
Cape Girardeau.....	3	3,385 82	1,600 00	.....	.....	.....	.....	1,600 00	1,785 82	44
Carrollton.....	3	4,320 89	1,800 00	200 00	.....	.....	.....	1,800 00	2,520 89	42
Carthage.....	3	9,710 01	2,300 00	.....	.....	.....	.....	1,800 00	7,910 01	46
Chillicothe.....	3	6,016 53	1,800 00	1,650 00	\$291 65	.....	.....	4,491 65	1,524 88	39
Clinton.....	3	6,091 35	1,800 00	550 00	.....	.....	.....	2,350 00	3,741 35	39
Columbia.....	3	6,834 25	1,900 00	400 00	.....	.....	.....	2,550 00	4,284 25	38
De Soto.....	3	2,714 47	1,200 00	100 00	.....	.....	.....	1,300 00	1,414 47	47
Edina.....	3	2,191 50	1,200 00	200 00	.....	.....	.....	1,400 00	791 50	64
Fayette.....	3	2,808 74	1,300 00	.....	.....	.....	.....	1,400 00	1,408 74	44
Fulton.....	3	4,063 86	1,600 00	150 00	.....	.....	.....	1,800 00	2,263 86	45
Gallatin.....	3	2,630 54	1,300 00	.....	.....	.....	.....	1,100 00	1,530 54	46
Glasgow.....	3	2,441 18	1,200 00	200 00	.....	.....	.....	1,300 00	1,141 18	57
Hamilton.....	3	15,425 89	2,500 00	3,000 00	.....	\$60 80	\$4,078 20	10,969 78	4,456 11	71
Hannibal.....	3	8,428 48	1,400 00	200 00	.....	.....	.....	1,400 00	7,028 48	41
Harrisonville.....	3	2,363 06	1,200 00	200 00	.....	.....	.....	1,400 00	963 06	63
Higginsville.....	3	4,454 58	1,600 00	200 00	.....	.....	.....	1,800 00	2,654 58	40
Holden.....	3	1,906 77	1,000 00	.....	.....	.....	.....	1,000 00	906 77	53

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES..951

Independence.....	5,703 73	1,700 00	162 00	368 00	1,862 00	3,841 73	32	
Jefferson City.....	10,740 54	2,100 00	1,316 85	368 00	3,782 85	6,957 09	35	
Joplin.....	4,709 02	1,800 00	840 00	.....	2,340 00	2,369 02	49
Kansas City.....	29,845 82	2,600 00	29,176 52	3,433 54	62,866 58	161,859 24	28	
Kirksville.....	4,854 70	1,700 00	250 00	.....	1,500 00	3,004 70	39
Lamar.....	2,754 22	1,700 00	416 66	.....	2,116 66	2,727 56	43
Lebanon.....	2,266 58	1,700 00	475 00	.....	1,775 00	875 25	64
Lexington.....	2,951 50	1,700 00	200 00	.....	1,900 00	3,366 58	36
Liberty.....	5,225 39	1,800 00	180 00	.....	1,480 00	1,171 50	55
Louisiana.....	5,229 30	1,700 00	442 50	.....	2,242 50	3,982 89	36
Macon City.....	5,105 56	1,700 00	516 66	.....	2,216 66	3,000 70	42
Marshall.....	5,128 40	1,800 00	416 66	.....	2,000 00	3,105 56	38
Maryville.....	2,569 11	1,300 00	.....	.....	2,216 66	3,911 74	36
Memphis.....	6,442 25	1,900 00	350 00	.....	1,300 00	1,290 11	51
Mexico.....	1,850 02	1,000 00	200 00	.....	2,250 00	4,192 25	34
Milan.....	7,580 45	1,800 00	516 84	85	1,200 85	6,449 17	64	
Moberly.....	1,965 23	1,000 00	.....	.....	1,000 00	5,163 61	31
Montgomery City.....	2,441 92	1,100 00	208 33	.....	1,808 33	1,133 50	53
Mound City.....	1,632 94	1,000 00	.....	.....	1,090 00	1,832 94	61
Neosho.....	2,969 13	1,400 00	216 84	.....	1,616 84	1,352 29	54
Nevada.....	5,233 80	1,600 00	300 00	.....	2,300 00	3,833 80	36
North Springfield.....	5,838 82	1,600 00	200 00	.....	1,800 00	4,038 82	31
Palmyra.....	2,471 37	1,300 00	.....	.....	1,300 00	1,171 37	52
Paris.....	2,354 18	1,200 00	100 00	.....	1,300 00	1,054 18	55
Pierce City.....	3,705 17	1,600 00	200 00	.....	1,800 00	1,905 17	48
Plattsburgh.....	3,468 02	1,500 00	149 44	.....	1,440 44	1,818 58	47
Princeton.....	1,848 69	1,100 00	300 00	.....	1,200 00	1,251 86	50
Rich Hill.....	4,240 42	1,700 00	200 00	.....	1,400 00	4,448 69	44
Richmond.....	2,360 54	1,200 00	.....	.....	1,200 00	2,340 42	44
Rolla.....	2,512 50	1,300 00	316 66	.....	1,616 66	1,169 54	51
Saint Charles.....	4,346 90	1,600 00	150 00	.....	1,750 00	2,596 06	40
Saint Joseph.....	68,087 37	3,200 00	9,000 00	1,434 76	24,527 10	43,500 27	36	
Saint Louis.....	815,241 24	6,000 00	156,882 84	1,294 77	321,063 44	494,177 80	39	
Salem.....	1,538 18	1,100 00	100 00	.....	1,200 00	317 78	78
Savannah.....	1,869 65	1,000 00	162 00	.....	1,000 00	797 65	60
So. Dalia.....	18,145 32	2,600 00	3,000 00	546 25	1,200 00	9,222 81	40	
St. Albans.....	2,337 33	1,200 00	200 00	.....	1,400 00	1,037 33	59
Shelbina.....	2,270 45	1,200 00	.....	.....	1,200 00	1,070 45	52
Springfield.....	14,979 41	2,400 00	400 00	150 00	4,057 50	10,021 01	33	
Staubert.....	3,963 74	1,300 00	316 86	.....	1,616 86	861 58	65
Trouton.....	2,072 18	1,000 00	400 00	.....	2,000 00	1,063 70	50
Troy.....	5,469 44	1,800 00	324 00	.....	1,000 00	1,072 18	48
Warrensburg.....	2,231 63	1,200 00	247 50	.....	1,000 00	3,365 44	38
Washington.....	2,519 51	1,100 00	400 00	4 00	1,447 50	754 13	64	
West Plains.....	2,234 09	1,100 00	152 01	.....	1,504 00	1,015 61	59
Windsor.....	.....	.....	.....	.....	1,252 01	982 08	56
Total.....	1,423,117 14	123,100 00	221,173 67	8,848 19	195,539 06	554,624 13	868,493 02	39

In public building; no rent paid for mail office. Includes \$2,982.83 expenses of mail-bag repair depot.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1885*—Continued.

MONTANA.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
Billings.....	3	\$3,130 29	\$1,500 00	\$516 84				\$2,018 84	\$1,113 45	64	
Butte City.....	2	10,648 05	2,500 00	3,350 00	\$1,789 50			7,639 50	12,208 55	88	No returns for entire year.
Bozeman.....	3							1,071 76		63	
Deer Lodge City.....	3	2,855 00	1,500 00	384 24				1,848 60	1,181 45	60	
Dillon.....	3	3,030 05	1,400 00	448 60				1,700 00	1,071 85	61	
Fort Benton.....	3	2,771 85	1,600 00	100 00				1,100 00	913 04	57	
Glenville.....	2	1,913 05	1,100 00					8,535 22	11,703 94	43	
Helena.....	2	19,738 28	2,500 00	4,860 00	1,115 85	\$59 87		2,450 02	2,742 37	70	
Livingston.....	3	3,212 13	1,600 00	850 00				2,099 89	2,742 37	43	
Miles City.....	3	4,855 96	1,600 00	499 99				2,327 49	2,658 82	58	
Missoula.....	3	4,396 23	1,700 00	620 00		7 40		1,316 66		50	
Virginia City.....	3	1,549 54	1,000 00	318 66							
Total.....		67,391 51	18,000 00	11,940 33	2,905 85	66 77		32,918 45	34,473 05	46	

NEBRASKA.

Albion.....	3	\$2,744 68	\$1,200 00	\$100 00				\$1,300 00	\$1,444 68	47	
Ashland.....	3	3,120 27	1,400 00	300 00				1,750 00	1,420 27	54	
Aurora.....	3	3,614 66	1,500 00	200 00				1,700 00	1,914 66	47	
Beatrice.....	2	10,038 54	2,100 00	500 00	\$367 50			2,967 50	7,671 04	28	
Blair.....	3	3,547 71	1,600 00	316 67				1,818 67	1,731 04	51	
Blue Springs.....	3	1,628 72	1,000 00	158 33				1,138 33	470 39	70	
Brownville.....	3	1,835 71	1,200 00	220 67				1,420 67	415 04	77	
Central City.....	3	3,549 18	1,500 00	150 00				1,650 00	1,899 18	47	
Columbus.....	3	5,200 87	1,700 00	200 00				1,900 00	3,300 87	36	
Cretz.....	3	5,201 12	1,700 00	400 00				2,100 00	3,101 12	40	
David City.....	3	3,019 70	1,400 00	250 00				1,630 00	1,369 70	64	
Edgar.....	3	2,082 79	1,000 00	45 00				1,043 00	1,037 79	50	
Fairbury.....	3	3,875 08	1,400 00					1,400 00	1,975 08	41	
Farmington.....	3	2,712 44	1,200 00	200 00				1,400 00	1,312 44	51	
Falls City.....	2	4,167 74	1,600 00	200 00				1,800 00	2,367 74	43	
Fremont.....	2	10,948 94	2,200 00	500 00	407 15	\$4 81		3,111 46	7,837 48	28	
Friend.....	3	2,682 58	1,200 00					1,200 00	1,482 58	44	
Grand Island.....	3	9,039 89	1,900 00	800 00				2,700 00	6,339 89	29	
Harvard.....	3	2,589 02	1,200 00					1,200 00	1,389 02	46	
Hastings.....	2	11,328 33	2,200 00	1,600 00	454 75	18 00		4,272 75	7,055 58	37	

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 953

Hebron.....	3	2,537 93	1,050 00	225 00					1,275 00	1,262 93	50	Presidential from Jan- uary 1, 1885.
Humboldt.....	2	2,588 90	1,200 00						1,200 00	1,388 90	46	
Keamsy.....	2	8,138 06	2,800 00	171 00					3,371 00	4,767 06	41	
Lincoln.....	2	41,895 84	2,800 00	4,984 42	49 00	4,795 56			12,736 98	29,157 84	30	In public building; no rent paid.
Minden.....	2	2,973 54	1,100 00						1,100 00	1,873 54	37	
Nevada City.....	2	8,350 98	2,100 00	143 75	21 70				3,465 45	4,885 53	41	
Nelson.....	3	2,423 29	1,100 00						1,200 00	2,223 29	49	
North.....	3	8,740 56	1,300 00	150 00					1,450 00	2,299 56	38	
North Bend.....	3	2,371 47	1,000 00						1,000 00	1,371 47	42	
North Platte.....	3	4,367 66	1,560 00	300 00					1,800 00	2,567 66	41	
O'Neill.....	1	110,263 11	3,300 00	15,306 00	43 50	13,691 35			32,334 85	77,948 26	29	In public building; no rent paid.
Payson.....	3	2,558 29	1,100 00	250 00					1,850 00	1,208 29	52	
Payson City.....	3	2,249 11	1,400 00						1,400 00	1,949 11	41	
Paysonville.....	3	5,240 47	1,800 00	458 33					2,258 33	2,962 14	43	
Platsmouth.....	3	3,251 00	1,200 00	800 00					1,500 00	1,731 00	46	
Plum Creek.....	3	3,624 50	1,500 00	500 00					2,000 00	1,624 50	55	
Reed Cloud.....	3	2,246 14	1,050 00	225 00					1,275 00	1,071 14	44	Returns first quarter, 1885, suspended.
Saint Paul.....	3	2,777 08	1,500 00	250 00					1,750 00	2,027 08	46	
Schuyler.....	3	2,263 78	1,700 00	200 00					1,900 00	2,363 78	42	
Seward.....	3	2,188 03	1,100 00	216 57					1,318 57	1,871 48	44	
Sidney.....	3	2,138 03	1,000 00						1,000 00	1,055 32	48	
Sterling.....	3	2,415 06	1,200 00						1,200 00	1,215 66	49	
Sutton.....	3	2,165 21	1,200 00						1,200 00	1,955 21	55	
Syracuse.....	3	4,112 51	1,600 00	300 00					1,900 00	2,212 51	46	
Tecumseh.....	3	2,377 14	1,100 00						1,100 00	1,277 14	46	
Tekamah.....	3	4,284 38	1,000 00	450 00					2,050 00	2,524 38	48	
Waloo.....	3	2,191 21	1,100 00						1,100 00	2,091 21	50	
Weeping Water.....	3	2,665 69	1,200 00	357 35					1,597 35	1,468 34	56	
West Point.....	3	2,346 35	1,200 00						1,200 00	1,146 35	51	
Wilbur.....	3	2,827 60	1,700 00	196 46	25				1,286 71	1,540 89	45	
Wymore.....	3	5,751 33	1,700 00	800 00					2,000 00	3,751 33	34	
Total.....		347,400 30	75,000 00	33,613 80	136 76	16,464 91			128,779 62	218,620 68	87	

NEVADA.

Anetion.....	3	\$2,438 70	\$1,400 00	\$350 00					\$1,750 00	\$688 70	71	
Carson City.....	3	5,783 38	1,800 00	808 73					2,688 73	3,084 65	47	
Elko.....	3	2,143 39	1,200 00	243 00					1,443 00	700 39	67	
Esruka.....	3	3,946 74	1,700 00	1,250 00					2,920 00	966 74	74	
Gold Hill.....	3	1,756 81	1,000 00						1,000 00	756 81	57	
Heno.....	3	5,855 74	1,800 00	819 98					2,649 98	3,185 75	54	
Tuscarora.....	3	1,920 05	1,200 00						1,200 00	720 05	62	
Virginia City.....	3	6,898 22	2,000 00	653 38	\$592 45				4,245 83	2,652 39	61	
Winnacucca.....	3	2,393 38	1,200 00	1,300 00					1,500 00	883 38	62	
Total.....		33,116 41	13,300 00	5,545 10	592 45				18,437 55	13,678 86	58	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1885*—Continued.

NEW HAMPSHIRE.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
Claremont	3	\$6,020 62	\$1,800 00	\$300 00				\$2,100 00	\$3,920 62	35	
Concord	2	2,806 05	2,705 00	3,545 59	\$1,761 58	\$448 35	\$4,389 71	12,845 23	12,960 82	49	
Dover	2	11,639 99	2,300 00	2,000 00	908 00	4 84		5,212 81	6,427 15	45	
Exeter	3	6,595 73	1,600 00	269 01				1,809 01	4,726 72	28	
Farmington	3	2,629 62	1,300 00	100 00				1,400 00	1,229 62	53	
Franklin	3	3,051 95	1,200 00					1,200 00	1,854 95	39	
Franklin Falls	3	2,989 31	1,400 00					1,400 00	1,589 31	46	
Gorham	3	1,903 96	1,000 00	158 33				1,158 33	745 63	60	
Great Falls	3	4,417 61	1,700 00	200 00				1,900 00	2,517 61	43	
Hannover	3	3,751 00	1,500 00					1,500 00	2,251 00	39	
Hinsdale	3	1,892 34	1,000 00					1,000 00	892 34	53	
Keene	2	11,914 87	2,300 00	995 24	490 20			3,785 44	8,129 43	32	
Laconia	3	5,319 87	1,700 00					1,700 00	3,619 87	32	
Lancaster	3	2,322 49	1,200 00					1,200 00	1,122 49	52	
Lake Village	3	3,216 50	1,500 00					1,500 00	1,716 50	47	
Lebanon	3	4,664 67	1,700 00	416 67				2,116 67	2,548 00	45	
Littleton	3	3,985 41	1,600 00	250 00				1,850 00	2,145 41	46	
Manchester	3	32,032 46	2,800 00	4,000 00	1,457 55	69 82	8,881 49	17,208 38	14,824 10	53	
Milford	3	3,617 70	1,400 00	2,599 70	977 70			1,400 00	2,217 70	38	
Nashua	2	17,268 02	2,500 00			17 50		6,094 80	11,163 12	35	
New Market	2	2,413 03	1,100 00					1,100 00	1,313 03	45	
Newport	3	2,562 52	1,200 00	408 83				1,708 33	854 19	67	
Pennacook	3	2,258 22	1,200 00			40		1,200 40	1,057 82	53	
Peterborough	3	2,870 10	1,300 00					1,300 00	1,570 10	45	
Pittsfield	3	2,242 43	1,100 00	200 00				1,300 00	942 43	58	
Plymouth	3	3,395 00	1,500 00					1,500 00	1,895 00	44	
Portsmouth	2	12,881 22	2,400 00	2,900 00		48 00		5,348 00	7,533 22	42	
Rochester	3	4,758 05	1,600 00	500 00				2,100 00	2,658 05	44	
Sacoek	3	1,863 38	1,000 00					1,000 00	863 38	54	
Tilton	3	2,457 15	1,300 00	122 50				1,322 50	1,134 65	53	
Walpole	3	1,598 85	1,100 00					1,100 00	498 85	68	
West Lebanon	3	1,821 62	1,100 00					1,100 00	821 62	59	
Total		106,000 15	50,100 00	18,985 37	5,595 03	588 41	13,271 20	88,620 01	105,089 14	45	In public building; no rent paid.

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 955

NEW JERSEY.

2	Ashbury Park.....	\$2,400 00	\$800 00	\$437 10		\$5,537 10	\$7,005 88	33
2	Atlantic City.....	1,940 00	1,940 00	387 92	\$2 00	4,729 92	10,081 79	32
3	Belvidere.....	1,300 00				1,300 00	1,480 70	47
3	Bergen Point.....	200 00	200 00			1,500 00	2,529 47	37
3	Bloomfield.....	1,600 00	400 00			1,300 00	3,516 29	31
3	Boonton.....	1,600 00	400 00			1,600 00	1,141 81	53
3	Bordentown.....	1,600 00	400 00			2,000 00	2,594 11	43
3	Brack Church.....	1,600 00	600 00	375 00		1,600 00	4,188 70	28
3	Bridgeton.....	1,800 00	300 00			3,075 00	6,157 16	33
3	Burlington.....	2,800 00	3,250 00	1,327 50	21 29	16,103 76	11,950 60	57
3	Camden.....	1,600 00	250 00			1,820 00	3,681 51	40
3	Cape May.....	1,600 00	216 68			1,816 68	2,817 23	39
3	Dover.....	1,600 00	216 68			1,600 00	2,936 39	35
3	East Orange.....	1,600 00	3,025 97	1,191 25	28 30	14,281 01	9,808 02	50
3	Elizabeth.....	2,700 00	1,600 00			1,600 00	2,976 54	35
3	Englewood.....	1,600 00	200 00			1,760 00	1,764 84	49
3	Flemington.....	1,500 00	405 00			1,105 00	3,094 88	40
3	Freehold.....	1,700 00	249 77			1,500 00	2,552 77	37
3	Hackettstown.....	1,500 00				1,819 77	1,565 92	54
3	Hammonton.....	1,400 00				1,400 00	1,053 15	51
3	Hightstown.....	1,400 00				1,400 00	1,349 68	51
3	Hoboken.....	2,400 00	1,800 00	822 26	5,364 33	10,286 59	5,154 81	66
3	Jersey City.....	2,300 00	9,307 04		146 31	43,845 85	31,202 95	59
3	Key Port.....	1,100 00				1,100 00	1,202 95	47
3	Lambertville.....	1,700 00	500 00			1,900 00	2,680 08	41
3	Long Branch.....	1,700 00	180 00			1,850 00	2,535 24	43
3	Long Branch Village.....	1,300 00	33 70			1,333 70	2,292 63	52
3	Madison.....	1,400 00				1,600 00	1,707 22	43
3	Madison.....	1,200 00				1,200 00	1,140 78	36
3	Millington.....	1,600 00	400 00			2,000 00	2,563 74	44
3	Millville.....	1,600 00	33 34			1,800 00	4,813 19	37
3	Mont Clair.....	1,800 00				1,800 00	1,179 39	52
3	Moorestown.....	1,300 00				4,953 73	8,065 15	36
3	Morris-town.....	2,400 00	1,900 00	680 13	3 60	1,700 00	3,561 43	32
3	Mount Holly.....	3,400 00	10,000 00		75 56	54,386 05	75,326 87	42
3	Newark.....	2,500 00	2,800 00	1,050 00		6,350 00	11,052 65	46
3	New Brunswick.....	1,700 00	246 67			2,109 67	3,308 20	39
3	Newton.....	1,700 00	225 00			1,925 00	3,459 89	36
3	Ocean Grove.....	2,800 00	1,200 00	588 61	400 00	4,492 61	7,711 61	37
3	Orange.....	1,500 00				1,500 00	2,271 01	40
2	Orange Valley.....	2,800 00	500 00	37 28		2,537 28	5,170 06	33
2	Passaic.....	2,800 00	5,500 00	1,435 03	62 19	17,009 57	10,369 35	63
3	Paterson.....	2,800 00	260 00			1,900 00	2,980 50	39
3	Perth Amboy.....	1,600 00	200 00			1,800 00	2,432 29	43
3	Phillipsburgh.....	1,600 00				1,800 00	15,385 05	25
2	Plainfield.....	2,600 00	1,400 00	917 50	11 50	6,129 00	4,405 18	44
2	Princeton.....	2,600 00	1,700 00	82 50		3,482 50	4,405 18	44
2	Rahway.....	2,200 00	900 00	420 07		3,520 07	5,100 85	40

In public building; no rent paid.

In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1885*—Continued.

NEW JERSEY—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Red Bank	2	\$6,436 76	\$1,800 00	\$200 00				\$2,000 00	\$4,436 76	31	
Rutherford	3	3,486 14	1,500 00					1,500 00	1,986 14	43	
Salem	3	4,329 31	1,700 00					1,700 00	3,229 31	36	
Somerville	3	3,212 07	1,600 00	366 66				1,966 66	3,905 41	37	
South Amboy	3	2,178 89	1,200 00					1,200 00	978 89	55	
South Orange	3	3,047 99	1,300 00					1,300 00	1,747 99	43	
Summit	3	2,708 39	1,189 70	200 00				1,389 70	1,308 69	52	
Tom's River	3	1,081 69	1,100 00					1,100 00	881 69	55	
Trenton	1	53,191 42	3,100 00	8,672 00			\$9,487 15	21,269 15	31,922 27	39	In public building; no rent paid.
Vineyard	3	7,278 99	1,800 00	200 00				2,000 00	5,278 99	28	
Washington	1	7,307 75	3,100 00	1,065 00	\$275 55			4,470 55	2,837 20	61	
Weehawken	3	6,021 85	1,700 00					1,700 00	4,321 85	28	
Westfield	3	2,748 39	1,300 00					1,300 00	1,448 39	47	
Woodbury	2	4,084 22	2,000 00	900 00	202 00			3,102 00	1,882 22	62	
Total		668,701 17	113,089 70	67,087 41	10,227 68	\$756 75	106,477 28	207,048 82	371,052 35	44	

NEW MEXICO.

Albuquerque	2	\$9,593 37	\$2,300 00	\$1,200 00	\$487 40			\$3,987 40	\$5,605 97	41	
Deming	3	3,179 87	1,500 00	1,200 00				1,700 00	1,479 87	53	
Las Vegas	3	8,737 85	2,100 00	1,362 64	550 00			4,012 64	4,725 21	45	
Raton	3	2,925 46	1,200 00					1,200 00	1,725 46	41	
Santa Fe	2	6,554 06	2,000 00	1,060 11	810 30	\$655 00		4,555 41	1,998 65	66	
Socorro	3	4,477 59	1,600 00	1,275 28				1,875 28	2,602 31	43	
Silver City	3	4,445 44	1,800 00	1,033 33				2,833 33	1,612 11	66	
Total		39,913 74	12,500 00	5,761 36	1,847 79	55 00		20,164 15	19,749 59	50	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885—Continued.
NEW YORK—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Coscorque	§3	\$3,106 48	\$1,500 00	\$200 00				\$1,700 00	\$1,406 48	55	
Cuba	3	3,337 57	1,500 00	200 00				1,700 00	1,637 57	51	
Danville	3	6,742 02	1,900 00	500 00				2,400 00	4,342 02	35	
Delhi	3	3,806 88	1,400 00	243 00				1,643 00	1,963 88	48	
Deposit	3	3,028 10	1,600 00					1,400 00	1,628 10	46	
Dobbs' Ferry	3	1,915 04	1,000 00					1,000 00	1,015 04	52	
Dundee	3	2,371 59	1,300 00		\$408 25			1,300 00	1,071 59	55	
Dunkirk	2	9,652 97	2,200 00	1,100 00				3,723 00	5,929 97	38	
East New York	3	3,649 58	1,500 00	150 00				1,500 00	2,149 58	41	
Eden	3	4,514 39	1,600 00	5,660 00				2,734 39	2,714 39	38	
Elmira	1	45,025 93	3,000 00		2,000 00		\$7,297 76	17,963 10	27,062 77	39	
Fairport	3	5,259 43	1,700 00					1,700 00	3,559 43	32	
Fayetteville	3	2,291 67	1,200 00					1,200 00	1,091 67	54	
Fishkill on the Hudson	3	3,255 27	1,400 00	243 00				1,643 00	1,612 27	50	
Fishing	3	6,127 49	1,800 00					1,800 00	4,327 49	29	
Fonda	3	2,135 71	1,000 00	200 00				1,200 00	935 71	56	
Fort Edward	3	3,779 53	1,800 00	533 70				1,600 00	2,179 53	42	
Fort Plain	3	5,221 87	1,800 00					1,800 00	2,808 17	44	
Franklinville	3	1,983 92	1,000 00	1,000 00	304 75	2 15		1,000 00	983 92	50	
Frederonia	2	8,459 66	2,000 00					3,206 00	5,152 76	39	
Friendship	3	2,605 80	1,300 00	1,000 00				1,400 00	1,205 80	53	
Fulton	3	6,443 41	1,800 00	405 00				2,205 00	4,238 41	34	
Genesee	3	4,369 09	1,600 00	316 67				1,916 67	2,452 42	44	
Geneva	2	17,387 86	2,500 00	1,500 00	486 50	23 50		4,520 00	12,867 86	26	
Glens Falls	2	10,715 21	2,300 00	1,354 89	677 01	96 91		4,678 91	6,036 30	40	
Gloversville	2	10,053 15	2,200 00	1,200 00	522 50			3,922 50	6,130 65	39	
Goshen	3	7,783 73	1,900 00	650 00				2,550 00	5,233 73	33	
Gouverneur	3	5,296 86	1,700 00	450 00				2,150 00	3,146 86	41	
Gowanda	3	2,108 72	1,200 00					1,200 00	908 72	57	
Granville	3	2,106 44	1,100 00					1,100 00	1,006 44	52	
Greene	3	2,445 72	1,300 00	90 00				1,390 00	1,055 72	56	
Greenvort	3	3,278 55	1,500 00	150 00				1,650 00	1,628 55	50	
Greenwich	3	2,944 14	1,400 00					1,400 00	1,544 14	47	
Groton	3	4,210 00	1,600 00	100 00				1,700 00	2,510 00	50	
Hamilton	3	4,210 00	1,600 00	100 00				1,700 00	2,510 00	40	
Hammondsport	3	9,077 53	2,550 00	258 32				1,838 32	7,191 21	65	
Havana	3	1,934 54	1,100 00	35 00				1,135 00	829 54	57	
Haverstraw	3	2,809 78	1,400 00	200 00				1,600 00	1,209 78	55	
Hempstead	3	2,887 47	1,200 00					1,200 00	1,687 47	50	
Herkimer	3	2,972 92	1,600 00	200 00				1,800 00	2,172 92	45	
Lomax	3	3,609 30	1,500 00					1,500 00	2,109 30	41	

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 959

Hoosick Falls	5,709 73	1,800 00	1,400 00	1,176 33				1,800 00	3,969 73	31
Hornellville	12,442 19	2,400 00	2,000 00					4,976 33	7,465 86	40
Horseheads	2,472 44	2,400 00	2,000 00	581 49	130 08			1,200 00	1,272 44	49
Hudson	12,922 62	2,400 00						5,092 17	7,830 45	39
Huntington	3,534 79	1,800 00	399 98					1,500 00	2,034 79	42
Ilion	6,899 41	1,800 00						2,199 98	3,699 43	37
Irvington	3,011 86	1,000 00						1,000 00	2,011 86	33
Ithaca	21,285 12	2,600 00	3,500 00	1,746 75				7,846 75	18,438 37	37
Jamaica	4,100 22	1,400 00	150 00					1,650 00	2,550 22	38
Jamestown	19,733 65	2,600 00	2,864 57	1,462 30	114 12	1,251 98		7,812 37	11,921 28	40
Johnstown	7,040 59	2,000 00	360 00	351 00				2,711 00	4,329 59	38
Jordan	1,658 97	1,100 00						1,100 00	558 97	66
Katonah	3,029 23	1,400 00	283 33					1,400 00	1,629 23	46
Keeville	2,347 14	1,200 00	1,200 00	699 32	87 15			1,452 33	863 81	63
Kingston	9,351 27	2,700 00	1,200 00					2,200 00	5,374 80	44
Le Roy	6,674 09	1,800 00	400 00					2,000 00	4,474 09	33
Lima	1,861 38	1,000 00						1,000 00	861 38	53
Little Falls	11,066 65	2,300 00	1,000 00	809 00	71 30			4,780 30	6,286 35	43
Livonia Station	1,785 03	1,000 00	116 85					1,116 85	668 18	62
Lockport	4,268 25	2,700 00	3,800 00	1,185 75	218 28	1,432 05		9,334 08	15,154 17	39
Long Island City	4,208 29	1,600 00	300 00					1,900 00	2,308 29	44
Lowville	4,538 50	1,600 00	284 00					1,884 00	2,654 50	41
Lyons	5,442 00	1,900 00	500 00					2,300 00	3,142 00	42
Malone	7,316 93	1,900 00	620 00					2,520 00	4,796 93	34
Mamaroneck	2,463 89	1,200 00						1,200 00	1,263 89	49
Mattawan	3,062 99	1,500 00	250 00					1,750 00	1,312 99	57
Mayville	2,275 09	1,100 00						1,100 00	1,175 09	44
Mechanicville	2,905 51	1,300 00	250 00					1,550 00	1,355 51	53
Medina	6,418 04	1,800 00	68 00					1,868 00	4,550 04	29
Mexico	2,546 60	1,200 00						1,200 00	1,346 60	47
Middleton	14,138 44	2,400 00	1,886 59	1,000 00				5,298 59	8,839 85	37
Milerton	2,418 33	1,200 00	162 00					1,404 21	1,014 12	58
Monticello	2,152 18	1,100 00						1,262 00	890 18	59
Moravia	2,701 02	1,300 00						1,300 00	1,401 02	48
Morristown	6,384 70	1,500 00	600 00					2,500 00	3,884 70	39
Mount Morris	8,367 72	1,500 00	316 66					1,816 66	1,551 06	54
Mount Vernon	2,013 55	1,100 00	600 00	565 37	15 55			3,180 92	5,575 38	36
Naples	8,004 86	2,000 00	316 67					1,410 67	5,968 88	70
Newark	3,760 76	2,000 00	700 00	142 50				2,842 50	5,181 86	85
New Brighton	24,185 90	2,700 00	5,400 00	1,779 80	208 22			18,062 50	2,200 76	40
Newburgh	5,401 66	1,300 00						1,300 00	4,101 66	54
New Lebanon	5,484 69	1,700 00	16 85					1,716 85	3,767 84	31
New Rochelle	3,340 128 26	8,000 00	833 652 05	81,623 64	83,112 79	560,030 17		1,562,418 85	2,837,709 41	85
New York	8,147 79	1,900 00	1,022 33					2,922 33	4,247 40	41
Niagara Falls	7,169 73	1,500 00						1,500 00	1,647 79	46
Northport	8,147 79	1,900 00						2,876 70	4,821 56	37
Norwich	2,698 26	2,000 00	540 00	336 70				1,733 00	7,81 37	63
Nunda	2,131 87	1,200 00	150 00					3,700 00	4,115 09	30
Nyack	5,848 09	2,300 00	383 00					3,700 00	7,535 51	33
Ogdensburg	11,235 51	2,300 00	1,600 00	424 60	25 59			4,350 19	6,879 25	38
Olean	11,229 44	2,300 00	1,200 00	577 45	407 52			4,484 97	5,849 85	43
Oreida	10,334 92	2,300 00	1,200 00							

In public building; no rent paid for main office; includes \$17,100.13 expense of mail bag repair department.
In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885.—Continued.
NEW YORK.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Onondra.....	2	\$7,983 43	\$2,000 00	\$800 00	\$348 52			\$3,148 52	\$4,844 91	39	
Oswego.....	2	26,001 17	2,700 00	4,316 48		\$7 10	\$5,947 54	12,971 12	13,030 05	50	
Owego.....	2	10,192 88	2,100 00	1,12 06	804 30	451 70		4,477 06	5,715 82	44	
Oxford.....	2	2,677 98	1,300 00	200 00				1,500 00	1,177 98	56	
Palmira.....	3	6,071 77	1,900 00	489 60				2,399 06	3,672 11	40	
Patchogue.....	3	3,337 15	1,400 00	100 00				1,500 00	1,837 15	45	
Peachkill.....	2	8,082 42	2,000 00	1,075 00	208 50			3,283 50	4,748 92	41	
Penn Yan.....	2	7,078 93	1,900 00	1,016 85				2,816 85	4,262 08	39	
Perry.....	3	2,291 70	1,300 00					1,300 00	991 70	56	
Phelps.....	3	2,647 82	1,300 00					1,300 00	1,347 82	49	
Plattsburgh.....	2	7,091 42	1,650 00	825 00				2,475 00	4,616 42	35	
Port Byron.....	2	1,902 68	1,100 00	100 00				1,100 00	802 68	57	
Port Chester.....	3	5,291 36	1,700 00					1,800 00	3,491 36	34	
Port Henry.....	3	1,771 31	1,050 00					1,050 00	721 31	59	
Port Jervis.....	2	9,877 82	2,300 00	1,100 00	850 00			4,250 00	5,627 82	43	
Port Richmond.....	3	3,923 04	1,300 00					1,300 00	2,623 04	43	
Potsdam.....	2	5,871 28	2,000 00	5,552 18	1,892 00	134 36	6,060 54	16,529 08	19,638 11	46	In public building; no rent paid; returns 2d qr. 1885, suspended.
Poughkeepsie.....	2	26,167 19	2,800 00	100 00				1,800 00	4,071 28	31	
Pulaski.....	3	2,582 45	1,300 00	150 00				1,550 00	1,132 45	55	
Randolph.....	3	2,853 47	1,400 00					1,400 00	1,453 47	51	
Ravenwood.....	3	2,008 36	1,000 00					1,000 00	1,008 36	49	
Red Hook.....	3	2,749 41	1,300 00	100 00				1,400 00	1,349 41	51	
Rhinebeck.....	3	1,505 60	1,000 00					1,000 00	305 60	70	
Richfield Springs.....	3	4,307 97	1,500 00	300 00				1,500 00	2,407 97	44	
Riverhead.....	3	3,513 55	1,500 00					1,500 00	2,013 55	43	
Rochester.....	1	190,028 21	3,000 00	22,220 45	3,684 78	485 40	33,659 89	63,670 52	185,357 69	32	
Rome.....	2	10,957 39	2,500 00	2,199 99	1,073 25			4,019 25	10,284 15	39	
Rondout.....	2	10,082 97	2,300 00	1,250 00	469 75			4,019 25	6,063 22	39	
Roys.....	3	2,297 97	1,100 00					1,100 00	1,197 97	48	
Sag Harbor.....	3	3,304 79	1,500 00	150 00				1,650 00	1,654 79	49	
Saint Johnsville.....	3	1,800 35	1,000 00					1,000 00	800 35	55	
Salamanca.....	3	4,209 63	1,700 00	150 00				1,850 00	2,359 63	44	
Salem.....	3	2,638 19	1,300 00					1,300 00	1,338 19	49	
Sandy Hill.....	3	3,126 14	1,400 00					1,400 00	1,726 14	44	
Saratoga Springs.....	2	23,401 61	2,700 00	2,800 00	1,726 50	253 14	2,818 81	9,797 45	13,604 16	42	
Saugerties.....	3	4,379 74	1,600 00	374 90				1,974 00	2,404 75	45	
Schaghticoke.....	3	1,684 72	1,100 00					1,100 00	584 72	65	
Schoharie.....	3	15,145 76	2,600 00	2,100 00				5,868 27	9,277 49	38	
Schenectady.....	2	1,882 64	1,100 00		1,207 17	61 10		1,100 00	782 64	58	
Schenectady.....	2	13,557 62	2,400 00	1,040 00	780 13	11 13		4,231 28	9,325 74	31	

Sherburne.....	3	2,327 72	1,300 00	200 00	.....	.....	.....	.....	.....	1,300 00	1,027 72	56
Silver Creek.....	3	4,669 17	1,500 00	720 00	534 50	4 00	.....	.....	.....	1,700 00	2,960 17	36
Sing Sing.....	2	9,165 53	2,100 00	.....	.....	.....	.....	.....	.....	3,358 50	5,707 03	37
Skaneateles.....	3	3,116 36	1,400 00	.....	.....	.....	.....	.....	.....	1,400 00	1,716 36	45
Springville.....	3	2,792 30	1,200 00	300 00	.....	.....	.....	.....	.....	1,400 00	1,392 30	50
Stapleton.....	3	4,803 94	1,600 00	.....	.....	.....	.....	.....	.....	1,600 00	3,203 94	34
Suspension Bridge.....	3	4,700 07	1,700 00	1,710 00	.....	.....	.....	.....	.....	3,410 00	1,290 07	72
Syracuse.....	3	3,400 05	3,400 00	14,500 00	4,347 50	443 00	18,737 60	.....	.....	41,428 10	80,499 16	34
Tarrytown.....	3	5,098 81	1,700 00	25 00	.....	.....	.....	.....	.....	1,725 00	3,373 81	33
Ticonderoga.....	3	2,646 57	1,300 00	.....	.....	.....	.....	.....	.....	1,300 00	1,346 57	49
Tombkinsville.....	3	2,297 51	1,600 00	300 00	.....	.....	.....	.....	.....	1,100 00	1,197 51	48
Tonawanda.....	3	5,549 74	1,600 00	.....	.....	.....	.....	.....	.....	1,600 00	2,049 78	42
Troy.....	1	91,072 25	3,300 00	15,018 00	3,344 24	769 43	21,131 93	.....	.....	1,400 00	2,049 78	47
Trumansburgh.....	3	2,092 37	1,400 00	.....	.....	.....	.....	.....	.....	1,400 00	47,508 05	47
Unionville.....	3	2,831 07	1,000 00	.....	.....	.....	.....	.....	.....	1,000 00	1,431 07	40
Utica.....	3	2,035 81	1,200 00	.....	.....	.....	.....	.....	.....	1,200 00	1,002 84	49
Walden.....	1	60,017 52	3,200 00	8,860 00	7 88	44 62	11,173 33	.....	.....	1,300 00	36,711 69	58
Walton.....	3	2,215 38	1,300 00	200 00	.....	.....	.....	.....	.....	1,500 00	835 38	38
Wappinger's Falls.....	3	2,230 59	1,400 00	.....	.....	.....	.....	.....	.....	1,400 00	1,312 26	53
Warwick.....	3	4,859 00	1,600 00	324 00	.....	.....	.....	.....	.....	1,830 00	2,935 00	39
Watkins.....	3	2,744 29	1,400 00	100 00	.....	.....	.....	.....	.....	1,500 00	1,244 29	54
Watford.....	3	2,144 05	1,500 00	.....	.....	.....	.....	.....	.....	1,500 00	1,644 05	48
Watkinson.....	3	2,275 50	1,800 00	400 00	.....	.....	.....	.....	.....	2,200 00	3,075 50	48
Watson.....	2	22,500 04	2,700 00	3,429 90	1,368 60	120 00	5,221 50	.....	.....	12,870 47	9,629 51	41
Watsonville.....	3	4,027 67	1,600 00	.....	.....	.....	.....	.....	.....	1,600 00	2,427 67	57
Watkinsville.....	3	4,306 66	1,600 00	248 00	.....	.....	.....	.....	.....	1,843 00	2,463 66	39
Waverly.....	3	8,540 84	1,900 00	540 00	.....	.....	.....	.....	.....	2,150 00	6,390 84	48
Wellsport.....	3	5,070 76	1,500 00	.....	.....	.....	.....	.....	.....	1,500 00	3,570 76	49
Westchester.....	3	5,227 00	1,800 00	400 00	.....	.....	.....	.....	.....	2,200 00	3,527 00	38
Westfield.....	3	2,290 98	1,500 00	.....	.....	.....	.....	.....	.....	1,500 00	1,080 98	32
West New Brighton.....	3	3,780 25	1,500 00	200 00	.....	.....	.....	.....	.....	1,700 00	2,080 25	45
West Point.....	3	8,599 78	1,900 00	.....	.....	.....	.....	.....	.....	1,900 00	6,699 78	23
West Troy.....	3	2,846 24	1,400 00	.....	.....	.....	.....	.....	.....	1,400 00	1,446 24	49
Whitehall.....	3	5,764 92	1,800 00	.....	.....	.....	.....	.....	.....	1,800 00	3,964 92	31
White Plains.....	3	4,100 23	1,600 00	.....	.....	.....	.....	.....	.....	1,600 00	2,500 23	39
White Plains.....	3	2,681 40	1,700 00	33 33	.....	.....	.....	.....	.....	1,733 33	2,948 13	37
Wolfert.....	3	2,069 60	1,100 00	.....	.....	.....	.....	.....	.....	1,100 00	969 60	58
Yonkers.....	2	20,682 90	2,600 00	2,500 00	718 21	19 75	4,376 57	.....	.....	10,214 53	10,468 37	49
Total.....	.....	6,985,893 92	381,600 00	1,147,434 93	90,537 02	48,303 00	951,569 96	.....	.....	2,619,774 91	4,366,119 01	37

In public building; no rent paid.

In public building; no rent paid.

NORTH CAROLINA.

Ashville.....	3	7,889 71	1,900 00	1,116 66	.....	.....	.....	.....	.....	3,016 66	4,873 05	41
Charlotte.....	2	14,454 67	2,400 00	1,700 00	668 64	462 50	.....	.....	.....	5,231 14	9,223 53	36
Concord.....	3	2,474 45	1,200 00	100 00	.....	.....	.....	.....	.....	1,300 00	1,174 45	52
Durham.....	3	5,544 86	1,600 00	100 00	.....	.....	.....	.....	.....	1,700 00	3,844 86	31
Elizabeth City.....	3	2,198 79	1,200 00	100 00	.....	.....	.....	.....	.....	1,300 00	898 79	59

No. 10.—Gross receipts, expenses, and net revenues of *Presidential post-offices for the fiscal year ended June 30, 1885*—Continued.
NORTH CAROLINA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Fayetteville.....	3	\$4,351 14	\$1,600 00	\$416 66				\$2,016 66	\$2,334 48	46	
Goldborough.....	3	6,037 10	1,800 00	933 68				2,733 68	3,803 42	45	
Greensborough.....	3	6,824 57	1,800 00	625 26				2,425 26	4,399 81	35	
Henderson.....	3	2,777 85	1,200 00	200 00				1,400 00	1,377 85	50	
Hickory.....	3	1,863 37	1,100 00	67 47				1,167 47	695 90	62	
High Point.....	3	1,565 44	1,000 00	216 66				1,216 66	288 78	80	
Kinston.....	3	2,152 89	1,100 00	100 00				1,200 00	952 89	55	
New Berno.....	3	5,636 62	1,600 00	566 43				2,166 43	3,470 19	38	
Oxford.....	2	2,434 52	2,600 00	4,000 00		\$52 00	\$2,160 92	1,500 00	984 52	61	
Raleigh.....	3	20,918 66	2,600 00	8,000 00				8,792 92	12,125 74	42	In public building; no rent paid.
Reidsville.....	3	2,630 82	1,200 00	258 42				1,458 42	1,172 40	55	
Salem.....	3	1,939 46	1,100 00	233 33				1,333 33	606 13	68	
Statesville.....	3	3,612 15	1,500 00	700 00				2,200 00	1,412 15	01	
Tarboroigh.....	3	3,700 58	1,400 00	416 06				1,816 06	1,884 52	48	
Washington.....	3	3,247 34	1,500 00	211 67				1,711 67	1,535 67	52	
Washington.....	3	2,196 46	1,200 00					1,200 00	996 46	55	
Wilson.....	2	20,615 92	2,600 00	8,151 53	\$1,955 38	49 05	4,341 28	12,097 24	8,518 68	58	
Winston.....	3	3,271 26	1,400 00	90 00				1,490 00	1,781 26	45	
Winston.....	3	6,401 20	1,800 00	720 00				2,520 00	3,881 20	39	
Total.....	.....	194,179 83	37,000 00	16,323 83	2,624 02	543 85	6,502 20	62,983 60	71,186 23	47	

OHIO.

Ada.....	3	4,249 45	1,600 00					1,600 00	2,649 45	38	
Akron.....	2	31,055 81	2,800 00	3,200 00	968 75	29 00	5,468 45	12,510 20	18,539 61	40	
Alliance.....	3	7,295 18	2,000 00	700 00	630 25			3,250 25	4,044 93	45	
Ashland.....	3	5,435 88	1,700 00	405 00				2,105 00	3,330 88	38	
Ashland.....	3	4,703 70	1,900 00	533 33				2,433 33	2,270 37	36	
Ashland.....	3	8,208 60	1,700 00	616 67				2,316 67	2,891 93	44	
Athens.....	3	6,643 73	1,600 00	300 00				1,900 00	1,743 73	52	
Barnesville.....	2	7,955 62	2,000 00	600 00		50		3,496 40	4,359 42	44	
Bellair.....	3	4,484 18	1,900 00	1,745 81				2,645 83	3,838 35	41	
Bellefontaine.....	3	8,882 12	1,600 00	300 00				1,800 00	2,682 12	46	
Berea.....	3	2,964 85	1,400 00					1,400 00	1,564 85	48	
Bowling Green.....	3	2,303 67	1,200 00	200 00				1,400 00	1,003 67	61	
Bridgewater.....	3	2,301 91	1,800 00	250 00				1,500 00	781 91	67	
Bryan.....	3	4,403 80	1,700 00	300 00				2,000 00	2,403 80	45	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885.—Continued.

OHO.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
Leetonia	3	\$2,087 37	\$1,200 00	\$1,740 00	\$600 00	\$10 40		\$1,200 00	\$887 37	57	
Lima	3	11,959 46	2,400 00	200 00				4,750 40	7,170 06	40	
Logan	3	3,441 93	1,600 00	400 00				7,800 00	1,641 93	52	
London	3	4,017 31	1,600 00	400 00				2,000 00	2,017 31	49	
Lorain	3	2,037 93	1,200 00	200 00				1,400 00	697 93	67	
Loudonville	3	1,846 70	1,000 00					1,000 00	846 70	54	
Maas-shed	2	25,116 60	2,700 00	2,395 00	1,084 75		\$4,037 28	10,157 03	14,959 05	40	
Marion	3	8,737 91	2,200 00	1,380 00	444 47			4,024 47	4,733 44	46	
Martin's Ferry	3	6,566 75	1,800 00	500 00				2,300 00	4,266 75	35	
Marysville	3	2,558 28	1,300 00	150 00				1,450 00	1,104 28	56	
Medina	3	3,807 49	1,600 00	200 00				1,800 00	2,007 49	47	
Medinaesburgh	3	1,486 73	1,400 00	149 78				1,549 78	306 95	62	
Mc-sillon	2	4,292 77	2,200 00	1,200 00	413 55			3,913 55	5,016 30	41	
Madison	3	2,581 06	1,200 00	200 00				1,400 00	2,402 77	43	
Manassasburgh	3	2,402 22	1,200 00	400 00	345 00	6 40		1,200 00	1,351 06	46	
Middleport	2	12,352 34	1,100 00					1,200 00	1,102 22	54	
Millersburgh	3	2,431 54	1,200 00	400 00				2,851 40	9,500 04	23	
Millersburg	3	2,615 00	1,400 00					1,400 00	1,215 00	53	
Mount Vernon	2	9,785 28	2,200 00	1,200 00	692 50			1,400 00	2,502 78	43	
Napoleon	3	2,818 20	1,400 00					1,400 00	1,418 20	49	
National Military Home	3	2,555 78	1,500 00					1,500 00	2,035 78	42	
Nelsonville	3	2,227 30	1,200 00					1,300 00	927 30	58	
Newark	2	13,174 82	2,400 00	1,700 00	621 84			4,621 84	8,552 98	33	
New Lexington	3	1,803 31	1,000 00					1,000 00	803 31	53	
New Lexington	3	3,467 80	1,600 00	300 00				1,800 00	1,667 80	52	
New Philadelphia	3	4,724 24	1,700 00	200 00				1,800 00	2,924 24	40	
Niles	3	9,631 29	2,200 00					1,900 00	7,731 29	63	
Norwalk	2	9,322 98	2,300 00	1,083 52	681 45	15 00		3,571 72	5,043 53	38	
Obertown	3	9,245 80	2,100 00	1,083 52	388 20			4,571 72	5,094 17	38	
Orrville	3	2,253 69	1,100 00					1,100 00	1,153 69	49	
Ottawa	3	2,282 22	1,100 00	233 83				1,233 23	1,018 80	58	
Oxford	3	3,274 07	1,500 00					1,500 00	1,774 07	46	
Palmasville	2	11,474 76	2,300 00	655 00	984 75			3,530 75	7,945 01	39	
Piqua	3	9,302 83	1,500 00	1,200 00	687 50	374 31		4,361 81	5,131 02	45	
Piquette	3	8,547 92	1,500 00	1,200 00				1,700 00	1,847 92	48	
Port Clinton	3	1,707 53	1,000 00	100 00				1,100 00	601 47	64	
Portsmouth	2	11,292 03	2,400 00	1,500 00	609 75	407 81		4,677 58	8,014 47	41	
Ravenna	3	9,256 04	1,800 00					2,503 33	3,422 71	42	
Richwood	3	1,970 41	1,100 00					1,100 00	870 41	55	
Ripley	3	2,309 45	1,300 00					1,300 00	1,039 45	55	
Saint Clairsville	3	2,644 20	1,100 00	180 00				1,280 00	704 20	62	

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 965

Saint Mary's	8	2,041 99	1,200 00	200 00	.....	.....	.....	1,400 00	611 09	68
Salem	2	6,547 85	2,500 00	800 00	.....	.....	.....	3,344 50	6,203 35	34
Sandusky	2	17,119 72	2,500 00	3,400 00	.....	241 50	4,063 88	10,587 88	6,511 84	62
Schenley	6	7,009 10	1,400 00	.....	.....	.....	.....	1,400 00	1,400 00	46
Shelby	6	7,093 75	1,400 00	900 00	.....	449 97	.....	3,349 97	4,654 78	45
Springfield	1	54,107 37	2,410 00	7,000 00	.....	1,981 38	.....	3,919 41	33,147 96	39
Stearnsville	2	13,183 13	2,410 00	1,000 00	.....	1,200 00	.....	4,600 00	8,585 13	35
Tiffin	1	10,181 98	2,200 00	1,200 00	.....	1,520 97	.....	4,070 97	6,160 31	30
Tulsa	2	122,608 70	2,510 00	18,948 00	.....	3,957 76	19,131 50	40,162 73	76,827 66	37
Troy	3	8,707 01	2,200 00	1,000 00	.....	600 00	.....	3,800 00	4,067 02	42
Urbana	2	2,343 57	1,200 00	1,000 00	.....	.....	.....	1,462 00	4,067 55	63
Upper Sandusky	3	6,130 78	1,200 00	200 00	.....	.....	.....	1,800 00	2,650 78	41
Urbana	3	6,130 78	1,200 00	1,500 00	.....	305 85	.....	1,800 00	5,384 85	43
Van Wert	3	3,130 59	1,200 00	1,900 00	.....	.....	.....	2,400 00	3,750 59	39
Wapakoneta	3	3,130 59	1,200 00	1,100 00	.....	.....	.....	2,400 00	3,422 72	34
Washington C. H.	2	9,374 00	1,400 00	700 00	.....	610 71	.....	3,610 71	5,763 29	38
Washington	3	3,372 86	1,500 00	900 00	.....	.....	.....	2,800 00	5,354 38	34
Waverly	3	1,718 33	1,000 00	200 00	.....	.....	.....	1,200 00	1,872 88	44
Wellington	3	5,430 23	1,800 00	270 00	.....	.....	.....	2,070 00	3,399 23	38
Wellsville	3	4,101 07	1,600 00	16 00	.....	.....	.....	1,600 00	2,501 07	39
West Liberty	8	2,195 28	1,200 00	100 00	.....	.....	.....	1,200 00	1,284 27	49
Willoughby	8	2,210 54	1,200 00	100 00	.....	.....	.....	1,400 00	1,785 28	64
Williamston	8	4,346 45	1,600 00	162 00	.....	516 50	378 00	1,782 00	2,584 45	41
Wooster	2	9,463 55	2,200 00	1,100 00	.....	487 75	.....	4,184 50	5,269 05	44
Xenia	2	11,112 77	2,300 00	2,000 00	.....	2 82	5,223 42	4,187 75	6,925 02	38
Youngstown	2	17,962 55	2,500 00	2,000 00	.....	1,200 00	.....	11,636 04	6,338 51	65
Zanesville	2	22,469 18	2,710 00	3,000 00	.....	1,018 44	6 65	11,063 84	11,465 34	49
Total	.....	2,028,117 49	241,098 35	288,317 00	.....	84,432 58	5,339 30	853,011 67	1,208,103 82	40

In public building; no rent paid.

Albany	3	\$1,419 45	\$1,200 00	\$316 67	.....	.....	.....	\$1,816 67	\$1,602 78	53
Ashland	3	1,986 07	1,000 00	300 00	.....	.....	.....	1,300 00	686 07	65
Astoria	3	6,467 91	1,900 00	600 00	.....	.....	.....	2,500 00	3,967 91	30
Baker City	3	3,194 55	1,400 00	600 00	.....	.....	.....	1,700 00	1,194 55	63
Convallis	3	3,039 02	1,300 00	400 00	.....	.....	.....	1,700 00	1,333 02	50
East Portland	3	3,542 50	1,500 00	533 33	.....	.....	.....	2,033 33	1,509 17	57
Eugene City	3	2,984 17	1,400 00	.....	.....	.....	.....	1,400 00	1,584 17	47
Jacksonville	3	2,008 10	1,200 00	100 00	.....	.....	.....	1,200 00	706 10	65
Oregon City	3	2,181 17	1,200 00	99 93	.....	.....	.....	1,299 93	881 18	60
Portland	3	3,393 07	1,600 00	600 00	.....	.....	.....	2,000 00	1,393 07	65
Portland	1	66,307 12	3,200 00	10,000 00	.....	\$110 21	\$6,638 92	21,735 13	45,531 99	31
Roseburg	3	9,676 09	1,100 00	200 00	.....	.....	.....	1,300 00	586 09	69
Salem	2	9,676 81	2,100 00	1,200 00	.....	.....	.....	4,218 08	5,418 72	44
The Dalles	3	4,822 82	1,700 00	853 33	.....	.....	.....	2,583 33	2,239 49	53
Total	.....	114,921 85	22,100 00	16,081 78	.....	305 63	6,638 92	41,317 04	68,564 81	40

In public building; no rent paid.

In public building; no rent paid.

OREGON.

No. 10.—Gross receipts, expenses, and net revenues of Presidential post offices for the fiscal year ended June 30, 1885.—Continued.
PENNSYLVANIA.

Office	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Allegheny.....	2	\$33,423 55	\$2,900 00	\$5,000 00	\$1,474 75	\$74 19	\$17,917 97	\$27,326 91	\$11,096 64	71	
Albion.....	2	21,136 11	2,000 00	2,957 39	909 75	41 90	5,258 14	11,807 18	9,348 93	55	
Altoona.....	2	17,140 19	2,500 00	2,561 08	1,088 46	3 60	5,192 19	11,343 33	5,796 86	66	
Ashtabula.....	3	3,823 96	1,600 00	.....	.....	.....	.....	1,690 00	2,233 96	41	
Athens.....	3	3,251 95	1,500 00	258 31	.....	.....	.....	1,758 31	1,476 61	54	
Aurora.....	3	2,106 83	1,100 00	.....	.....	.....	.....	1,100 00	1,006 83	52	
Beaver.....	2	8,038 97	2,000 00	700 00	338 70	.....	.....	3,038 70	5,899 37	33	
Beaver Falls.....	3	4,033 51	1,500 00	102 00	.....	.....	.....	1,062 00	2,371 51	41	
Bedford.....	3	7,258 58	1,900 00	300 00	.....	1 25	.....	2,291 25	5,087 33	30	
Berwick.....	3	1,617 35	900 00	.....	.....	.....	.....	900 00	717 35	54	
Bethlehem.....	2	10,439 67	2,300 00	1,200 00	490 00	.....	.....	3,990 00	6,449 67	38	Returns first quarter, 1885, suspended.
Blairsville.....	3	2,400 82	1,200 00	150 00	.....	.....	.....	1,350 00	1,149 82	54	
Bloomburg.....	3	4,350 91	1,261 54	191 59	.....	.....	.....	1,453 13	2,908 78	33	
Bloomburg.....	3	1,806 04	1,000 00	250 00	.....	.....	.....	1,250 00	646 04	65	
Bradford.....	2	3,742 77	2,700 00	3,025 00	887 00	3 70	.....	1,700 00	2,042 77	45	
Bristol.....	3	22,152 18	2,700 00	170 88	.....	.....	.....	6,615 70	15,536 48	29	
Brooklyn.....	3	4,640 63	1,700 00	600 00	.....	.....	.....	1,879 88	2,760 75	42	
Brownsville.....	3	4,117 07	1,600 00	.....	.....	.....	.....	2,200 00	1,977 07	52	No returns from April 1 to June 16, 1885.
Brownsville.....	3	2,937 10	1,400 00	600 00	.....	.....	.....	1,400 00	1,537 10	47	
Butter.....	3	5,725 93	1,700 00	416 68	.....	.....	.....	1,400 00	3,669 57	36	
Cannonsburgh.....	3	2,044 22	1,100 00	.....	.....	.....	.....	1,100 00	944 22	53	
Canvon.....	3	2,425 10	1,200 00	.....	.....	.....	.....	1,200 00	1,225 16	49	
Cardonald.....	3	4,878 20	1,700 00	358 44	.....	.....	.....	2,058 44	2,819 79	42	
Carlisle.....	3	10,079 71	2,200 00	1,500 00	225 00	.....	.....	3,925 00	6,095 74	39	
Catawba.....	2	2,978 67	1,400 00	.....	.....	.....	.....	1,400 00	1,578 65	47	
Chambersburgh.....	3	10,284 91	2,200 00	1,350 00	326 30	5 20	.....	3,881 50	6,403 41	37	
Chester.....	3	13,673 96	2,400 00	1,900 00	570 00	.....	.....	4,870 00	8,803 96	35	
Clearfield.....	3	2,784 13	1,300 00	1,102 00	.....	.....	.....	1,462 00	1,322 13	92	
Clearfield.....	3	4,882 10	1,600 00	100 00	.....	.....	.....	1,700 00	3,182 10	34	
Columbia.....	3	4,835 10	1,600 00	200 00	.....	.....	.....	1,800 00	3,035 10	37	
Columbia.....	3	6,354 01	1,900 00	833 70	.....	.....	.....	2,733 70	3,620 31	43	
Connellsville.....	3	4,689 29	1,700 00	416 65	.....	.....	.....	2,116 68	2,566 63	45	
Conneautville.....	3	1,922 57	1,000 00	100 00	.....	.....	.....	1,200 00	792 57	60	
Corry.....	3	2,903 04	1,300 00	300 00	462 50	.....	.....	1,600 00	1,303 04	55	
Coudersport.....	3	6,763 54	2,300 00	1,200 00	.....	.....	.....	3,962 50	5,801 04	40	
Crawfordsville.....	3	2,332 60	1,300 00	250 00	.....	.....	.....	1,362 00	970 80	58	
Darwinville.....	3	2,467 02	1,300 00	652 00	303 00	.....	.....	2,015 00	917 02	62	
Downingtown.....	3	2,651 42	1,200 00	500 00	.....	.....	.....	1,400 00	8,274 70	48	
Doylstown.....	3	4,367 87	1,600 00	500 00	.....	.....	.....	1,800 00	2,487 87	68	
Dr. Bole.....	3	4,806 31	1,700 00	300 00	.....	.....	.....	2,000 00	2,806 31	45	

Zenon.....	20,161 33	2,500 00	1,401 50	87 20	6,300 97	12,049 73	7 211 60	64
Zionsburgh.....	2,057 83	1,100 00				1,100 00	957 33	58
Edred.....	1,774 82	1,000 00				1,000 00	774 82	56
Eminent.....	1,801 29	1,100 00				1,100 00	671 29	61
Emporium.....	2,330 33	3,200 00				1,900 00	1,130 33	51
Eré.....	37,234 57	5,737 50	388 75	544 85	9,025 87	19,206 97	18,217 60	55
Everett.....	2,340 67	2,200 00				1,300 00	1,040 67	56
Franklin.....	9,801 13	1,100 00	427 50	16 50		6,644 00	5,967 13	52
Freeport.....	2,069 08	1,100 00				1,100 00	989 08	51
Gettysburgh.....	4,701 04	1,000 00				2,416 86	2,284 18	51
Greencastle.....	2,149 25	1,800 00				1,100 00	1,049 25	61
Greensburg.....	6,230 38	1,800 00				2,600 00	3,630 38	41
Greenville.....	5,677 40	1,800 00				2,300 00	3,477 40	38
Hanover.....	4,229 40	1,000 00				2,500 00	2,429 40	42
Harrisburg.....	68,356 11	11,000 00		17 00	8,438 20	22,555 20	45,750 91	53
Hawley.....	1,959 29	1,100 00				1,100 00	839 29	57
Hazleton.....	8,668 94	2,100 00	286 00			2,086 00	6,682 94	44
Holidaysburgh.....	4,170 08	1,600 00				1,800 00	2,370 08	43
Houssale.....	5,998 14	500 00				2,300 00	3,698 14	38
Hontzdale.....	3,140 26	1,600 00				1,750 00	1,390 26	55
Huntingdon.....	9,971 06	2,200 00	332 28			3,782 28	6,188 78	37
Indiana.....	5,784 62	1,800 00				2,400 00	3,384 62	41
Irwin's.....	2,059 13	1,400 00				1,600 00	1,059 13	60
Jersey Shore.....	642 44	1,400 00				1,400 00	1,232 44	58
Johnstown.....	13,043 60	2,400 00	510 75			4,170 75	8,872 85	32
Kennett Square.....	2,730 33	1,300 00				1,400 00	1,260 33	54
K.....	2,754 73	1,300 00				1,400 00	1,354 73	50
Kittanning.....	4,825 61	1,700 00				1,900 00	2,925 61	39
Lancaster.....	33,622 22	2,900 00	2,276 25			15,873 43	17,748 79	47
Latrobo.....	3,436 10	1,400 00				1,589 80	1,846 30	46
Lebanon.....	6,639 29	1,800 00				2,400 00	3,239 29	39
Lewisburgh.....	12,107 43	2,300 00	1,350 00	4 50		4,764 01	7,313 42	42
Lewisstown.....	5,311 20	1,700 00	1,109 51			2,100 00	3,211 20	39
Litz.....	1,584 65	400 00				1,100 00	884 65	55
Lock Haven.....	10,176 08	2,300 00	800 00			4,440 00	5,736 08	43
McKenrot.....	7,849 13	2,100 00				8,521 75	4,318 38	44
Mabany City.....	5,124 59	1,700 00	527 75			2,150 00	2,974 59	42
Mansfield.....	2,576 21	1,200 00				1,335 00	1,241 21	51
Marlota.....	2,681 58	1,300 00				1,400 00	1,281 58	52
Mauch Chunk.....	6,536 04	1,800 00				2,000 00	4,536 04	31
Meadville.....	10,280 47	2,500 00	1,200 00	355 00		7,085 00	9,195 47	43
Mechanicsburgh.....	5,428 07	1,600 00				2,000 00	3,828 07	29
Mercer.....	4,311 72	1,000 00				1,600 00	2,311 72	46
Meyersdale.....	2,103 91	1,100 00				2,000 00	1,008 91	52
Middletown.....	8,659 98	1,500 00				1,500 00	2,139 98	41
Millersburgh.....	2,143 28	1,100 00				1,179 00	784 95	63
Milton.....	5,207 28	1,700 00	258 33			1,307 17	6,507 28	34
Minerva.....	1,656 88	1,100 00				1,300 00	2,510 84	70
Monongahela City.....	8,810 84	1,200 00	207 17			1,300 00	2,510 84	34
Montrose.....	4,187 53	1,700 00	719 94			2,419 94	1,767 59	57
Mount Carmel.....	2,607 22	1,100 00				1,100 00	1,507 22	42

In public buildings; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885.—Continued.

PENNSYLVANIA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Mount Joy.....	3	\$2,421 23	\$1,200 00					\$1,200 00	\$1,221 23	49	
Mount Pleasant.....	3	3,056 42	1,500 00	\$100 00				1,600 00	1,456 42	52	
Muncy.....	3	2,758 98	1,400 00		\$0 80			1,400 00	1,358 18	51	
Nanticoke.....	3	2,404 54	1,100 00					1,100 00	1,304 54	44	
New Brighton.....	3	4,093 77	1,600 00					1,600 00	2,493 77	39	
New Castle.....	3	10,879 52	2,500 00	2,000 00	\$780 25			5,443 21	5,432 31	46	
Newport.....	3	2,575 61	1,300 00	300 00				1,600 00	975 61	62	
Newville.....	3	1,852 39	1,000 00	75 00				1,075 00	807 39	57	
Newtown.....	3	2,017 68	1,000 00					1,000 00	1,015 68	49	
Norristown.....	2	11,283 10	2,500 00	1,200 00	856 83			4,556 83	7,026 27	36	
North Clarendon.....	3	2,995 70	1,400 00					1,400 00	1,612 70	63	
North East.....	3	2,995 70	1,400 00					1,400 00	1,595 70	51	
Northumberland.....	3	1,853 98	1,000 00					1,000 00	853 98	53	
Oil City.....	2	11,801 66	2,400 00	2,000 00	1,065 00	1 90		5,466 90	6,394 76	46	
Oxford.....	3	3,137 70	1,400 00	180 00		50		1,580 50	1,547 20	51	
Parker & Landing.....	3	1,863 26	1,100 00	253 70				1,353 70	529 56	71	
Petalpa.....	3	3,137 70	1,400 00	200 00				1,600 00	1,537 70	51	
Philadelphia.....	1	1,544,920 16	6,000 00	274,205 62	5,387 19	5,023 36	\$427,080 07	717,056 24	827,223 92	46	In public building; no rent paid for main office, Do.
Phillipsburgh.....	3	5,435 27	1,700 00	300 00				2,000 00	3,435 27	34	
Phoenixville.....	3	5,535 58	1,800 00	300 00				2,100 00	3,435 58	37	
Pittsburgh.....	1	320,500 30	3,800 00	60,000 00	175 00		48,000 18	113,896 89	206,603 41	35	
Pitston.....	2	10,004 63	2,200 00	1,100 00	447 50	3 50		3,751 00	6,253 63	37	
Plymouth.....	3	4,461 69	1,600 00					1,600 00	2,861 69	36	
Pottsville.....	3	7,111 36	1,900 00	400 00				2,300 00	4,811 36	32	
Pottsville.....	2	14,330 85	2,400 00	1,006 84	601 25	30	3,918 40	8,946 88	5,383 97	62	
Reading.....	3	49,914 06	3,000 00	6,292 62	1,372 50	5 00	11,294 11	21,964 23	17,979 83	55	
Renovo.....	3	3,449 51	1,600 00					1,500 00	1,949 51	54	
Reynoldsville.....	3	2,389 11	1,300 00					1,300 00	1,089 11	43	
Ridgeway.....	3	3,403 82	1,400 00					1,400 00	1,803 82	46	
Rochester.....	2	2,229 34	975 00	67 50				1,042 50	1,186 84	56	Returns second quarter, 1885, suspended.
Saint Mary's.....	3	1,935 58	1,100 00					1,100 00	835 58	56	
Salisbury.....	3	1,807 51	1,000 00					1,000 00	807 51	53	
Scranton.....	3	1,689 70	1,000 00	100 00				1,100 00	589 70	65	
Scranton.....	3	2,559 54	1,300 00					1,300 00	1,259 54	51	
Scottsdale.....	3	38,254 72	2,900 00	6,676 66	1,777 25	53 80	11,950 80	25,858 51	14,800 21	61	
Selins Grove.....	3	2,240 51	1,200 00					1,200 00	1,040 51	53	
Sawickley.....	3	3,018 74	1,000 00					1,000 00	2,018 74	33	
Shamokin.....	3	7,025 09	1,800 00	100 00				1,900 00	5,125 09	27	
Sharon.....	3	6,745 64	1,900 00	700 00				2,600 00	4,145 64	38	
Shelfield.....	3	1,194 91	1,000 00					1,000 00	194 91	65	
Shenandoah.....	3	5,536 61	1,700 00					1,700 00	3,836 61	31	

No. 10.—Gross receipts, expenses, and net revenue of *Federal post-offices for the fiscal year ended June 30, 1885*—Continued.
SOUTH CAROLINA.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Aiken	3	\$3,437 82	\$1,500 00	\$229 76				\$1,829 70	\$1,608 06	53	
Anderson	3	1,400 00	1,400 00					1,400 00	1,504 78	46	
Beaufort	3	3,219 82	1,400 00	700 00				1,600 00	1,619 82	49	
Candler	3	2,446 70	1,300 00	99 60				1,399 60	1,047 10	57	
Charleston	3	63,518 97	3,200 00	10,599 96		\$62 17	\$10,487 74	24,319 87	41,169 10	37	In public building; no rent paid.
Chester	3	2,961 81	1,400 00	200 00				1,600 00	1,364 81	54	Do.
Columbia	3	16,699 62	2,500 00	2,700 00				5,400 00	11,039 62	31	
Florence	3	2,548 78	1,200 00	199 99				1,399 99	1,148 79	55	
Georgetown	3	2,251 12	1,100 00		\$262 50			1,100 00	1,141 12	49	
Greenville	3	7,804 63	2,000 00	600 00				2,862 50	4,942 13	36	
Marion	3	1,885 44	1,100 00	96 46				1,196 46	688 98	63	
Newberry	3	4,151 41	1,500 00	275 69				1,775 00	2,378 47	42	
Orangeburgh	3	2,870 91	1,300 00	100 00				1,400 00	1,470 91	48	
Rock Hill	3	2,032 05	1,000 00					1,000 00	1,052 05	48	
Spartanburgh	3	5,350 79	1,800 00	60 00				2,400 00	2,950 79	44	
Sumter	3	3,774 35	1,600 00	300 00				1,900 00	1,874 35	50	
Union	3	1,912 97	1,000 00	250 00		85		1,250 85	662 12	65	
Winnsborough	3	2,180 26	1,200 00	76 00				1,270 00	904 26	58	
Yorkville	3	1,861 64	1,000 00					1,000 00	861 64	53	
Total		135,259 13	28,500 00	16,426 77	262 50	63 02	10,487 74	55,740 03	79,519 10	41	

TENNESSEE.

Athens	3	\$1,815 56	\$1,100 00	\$100 00				\$1,200 75	\$614 81	66	
Bristol	3	4,446 72	1,700 00	316 07		\$0 75		2,016 07	2,430 65	45	
Brownsville	3	2,704 60	1,300 00	316 65				1,616 65	1,087 95	59	
Chattanooga	3	30,840 53	2,800 00	4,515 99	\$700 00	68 98	\$5,353 67	13,428 84	17,420 69	43	
Chattanooga	2	7,819 03	2,000 00	651 00	251 25			2,902 25	4,916 81	43	
Cleveland	3	2,377 41	1,200 00	275 27				1,475 27	902 14	62	
Columbia	3	6,510 20	1,800 00	810 00				2,610 00	3,900 20	40	
Dyersburgh	3	1,849 50	1,000 00			1 00		1,001 00	848 50	54	
Dyersburgh	2	2,180 03	1,200 00	300 00				1,500 00	680 03	60	
Fayetteville	3	2,491 04	1,200 00	178 33				1,358 33	1,132 71	54	
Franklin	3	2,686 31	1,400 00	211 66				1,611 66	1,074 65	61	
Galatin	3	6,310 63	1,800 00	930 00				2,820 00	3,690 63	43	
Jackson	3	1,738 07	1,000 00	262 12		50		1,262 02	465 43	73	
Jonesborough	3	31,998 82	2,900 00	4,400 00			5,353 44	12,154 44	20,844 38	39	In public building; no rent paid.
Knoxville	3	3,356 91	1,500 00	500 00				2,000 00	1,356 93	59	
Lobanov	3										

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 971

						Do.		
McMinville	3	2,568 22	1,200 00	208 42	3,509 82	191 23	11,650 34	1,189 80
Memphis	1	81,760 04	3,300 00	13,408 06				48,706 50
Morristown	3	2,354 10	1,200 00	318 86				837 24
Murfreesborough	3	4,135 29	1,600 00	363 32				2,171 97
Nashville	1	97,144 93	3,300 00	17,000 00		146 10	13,518 93	63,179 90
Paris	8	2,235 21	1,200 00	250 50				785 71
Pulaski	3	3,257 98	1,500 00	343 00				1,514 98
Shelbyville	3	3,079 02	1,400 00	239 16				1,300 76
Trenton	3	2,219 38	1,100 00	117 00				1,119 38
Tullahoma	3	2,500 93	1,100 00	117 00				1,283 93
Union City	3	3,941 41	1,500 00	243 00				2,198 41
Winchester	3	2,086 40	1,100 00	243 00				2,198 40
Total		318,644 57	43,500 00	46,307 01	4,461 07	398 56	36,377 98	187,600 35

TEXAS.

Abitene	3	\$5,228 19	\$1,426 00	\$222 80				\$1,648 89	\$3,570 30	31
Albany	3	2,224 85	1,000 00	50 85				1,090 85	1,125 00	40
Austin	1	32,048 43	3,000 00	7,560 50				15,090 20	16,908 23	47
Beaumont	3	2,882 97	1,500 00	433 33		\$79 60	\$4,450 10	1,931 33	949 64	67
Belt-on	3	5,001 00	1,700 00	500 00				2,200 00	2,801 00	44
Bonham	3	3,586 82	1,500 00	200 00				1,700 00	1,886 82	47
Brocktonville	3	2,057 71	1,100 00	158 33				1,258 33	837 38	60
Brownsville	3	5,729 06	1,000 00	016 84				1,819 92	2,904 12	49
Brownwood	3	3,019 30	1,500 00	316 66		3 26		1,799 50	1,199 38	60
Byran	3	2,242 83	1,500 00	299 25		25		1,900 00	1,978 71	49
Burnet	3	3,878 71	1,600 00	300 00				1,300 00	608 90	71
Calvert	3	2,136 23	1,200 00	308 33		1 00		1,666 67	883 00	65
Casco	3	2,464 04	1,300 00	566 67				2,216 66	2,504 77	46
Clarksville	3	2,560 57	1,100 00	510 66				1,800 00	3,300 13	35
Clarksburg	3	4,442 20	1,300 00	262 33				1,400 00	808 07	65
Colorado	3	4,811 43	1,700 00	510 66				2,039 13	1,802 38	53
Colorado	3	5,120 13	1,800 00	300 00				2,815 14	3,073 15	47
Columbus	3	2,430 07	1,300 00	420 13				1,152 25	266 74	80
Compus Christi	3	3,831 51	1,600 00	920 13				1,459 99	1,568 30	58
Coushatta	3	6,888 29	1,800 00	015 14				17,831 01	23,005 26	42
Crockett	3	1,438 99	1,050 00	152 00		25		1,750 00	1,577 18	53
Crockett	3	2,556 29	1,200 00	197 82		2 17		4,437 94	5,304 97	45
Cuero	3	41,730 29	3,000 00	7,630 00		624 00	5,914 01	1,800 00	2,071 17	46
Dallas	1	3,327 18	1,400 00	300 00				1,216 86	1,433 12	52
Decatur	3	0,892 31	2,200 00	1,947 22		9 47		4,501 40	1,371 92	52
Denison City	3	3,871 17	1,500 00	300 00				1,200 00	5,488 85	45
Denton	3	2,349 78	1,200 00	16 66				1,500 00	1,572 90	67
Eagle Pass	3	10,081 25	2,100 00	1,750 00		41 40		1,200 00	10,684 31	37
El Paso	3	2,888 78	1,400 00	116 86				9,831 17		
El Paso	3	1,772 90	1,100 00	100 00				1,200 00		
El Paso	3	2,915 48	2,700 00	4,000 00		365 93	2,665 24			
El Paso	3	2,915 48	2,700 00	4,000 00		100 00				

No returns from July 1 to Aug. 10, 1894, in public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885—Continued.

TEXAS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
Gaborsville	3	\$7,725 52	\$1,000 00	\$684 54				\$2,884 54	\$5,140 98	33	
Madisonville	3	50,301 98	3,200 00	9,378 89		\$89 64	\$1,093 26	20,893 79	38,527 49	35	
Madisonville	3	2,092 52	1,000 00	210 00		2 00		1,218 06	790 87	50	
Madisonville	3	3,178 07	3,300 00	258 32				1,588 07	1,588 07	50	
Madisonville	3	2,572 51	1,200 00	374 94				1,438 32	1,141 19	64	
Madisonville	3	3,576 53	1,300 00	200 00				1,874 94	1,701 59	52	
Madisonville	3	2,850 01	1,300 00	200 00				1,500 00	1,350 01	52	
Madisonville	3	1,708 80	1,300 00	450 00				1,550 00	158 80	87	
Madisonville	3	2,398 49	1,300 00	516 67				1,616 67	781 82	67	
Madisonville	3	2,003 99	1,200 00	500 00				1,200 00	1,403 99	45	
Madisonville	3	2,350 13	1,200 00	500 00				1,400 00	950 13	50	
Madisonville	3	33,560 43	3,000 00	9,100 00	\$1,204 67	196 66	6,449 78	20,641 05	13,259 38	60	
Madisonville	3	3,450 48	1,500 00	162 00				1,662 00	1,788 48	48	
Madisonville	3	3,772 52	1,600 00	416 84				2,016 84	1,756 13	53	
Madisonville	3	1,872 37	1,000 00	383 52		45		1,383 77	488 60	73	
Madisonville	3	5,038 16	1,700 00	459 99				2,199 99	2,838 17	43	
Madisonville	3	5,346 35	2,000 00	1,200 00	384 00	5 00		3,589 00	1,867 35	65	
Madisonville	3	2,628 00	1,000 00	475 00				2,075 00	553 00	78	
Madisonville	3	1,952 53	1,100 00	90 00				1,190 00	762 53	60	
Madisonville	3	3,558 59	1,500 00					1,500 00	2,058 59	42	
Madisonville	3	2,065 60	1,000 00					1,000 00	965 60	53	
Madisonville	3	6,746 33	2,000 00	1,200 00	139 25			3,339 25	3,407 08	49	
Madisonville	3	2,723 41	1,400 00	316 67				1,716 67	1,016 74	62	
Madisonville	3	2,076 11	1,300 00	216 84				1,316 84	759 27	63	
Madisonville	3	1,693 98	1,100 00					1,100 00	593 98	64	
Madisonville	3	2,677 94	1,300 00	358 44				1,658 44	1,019 50	62	
Madisonville	3	1,427 37	900 00	75 00				975 00	452 37	68	
Madisonville	3	10,477 53	2,400 00	1,500 00	325 50			4,225 50	6,252 03	40	
Madisonville	3	7,097 39	1,900 00	900 00				2,800 00	4,297 39	39	
Madisonville	3	2,479 20	1,300 00	152 00				1,452 00	1,027 20	58	
Madisonville	3	3,202 54	1,000 00					1,000 00	2,202 54	31	
Madisonville	3	37,582 81	2,800 00	100 00				17,422 83	15,160 08	53	
Madisonville	3	2,839 62	1,300 00	100 00				1,400 00	1,439 62	49	
Madisonville	3	10,545 96	2,300 00	1,700 00	332 90			4,332 90	6,213 06	41	
Madisonville	3	2,123 07	1,200 00	200 00				1,200 00	923 07	56	
Madisonville	3	2,830 03	1,400 00	200 00				1,600 00	1,230 03	56	
Madisonville	3	3,559 78	1,400 00	200 00				1,600 00	1,959 80	45	
Madisonville	3	3,859 78	1,500 00	416 00				1,918 50	1,941 28	45	
Madisonville	3	5,443 22	1,800 00	550 00		2 20		2,350 00	3,093 22	43	
Madisonville	3	1,989 53	1,100 00	100 00				1,300 00	789 53	60	
Madisonville	3	4,291 55	1,000 00	418 84				2,016 84	2,184 71	48	

Returns second quarter, 1885, suspended.

Waco.....	17,204 87	2,500 00	3,200 00	813 10	14 30	6,527 40	10,767 87	32
Waxahatchie.....	3,432 48	1,600 00	500 00			2,100 00	1,332 48	61
Weatherford.....	5,871 14	1,700 00	600 00			2,300 00	3,271 14	41
Wichita Falls.....	2,762 47	750 00	135 92			645 92	1,616 55	37
Will's Point.....	1,821 07	1,060 00	158 32			1,158 32	362 75	76
Total.....	500,214 35	120,676 00	75,469 58	6,003 65	1,546 79	33,547 87	262,350 27	47

Returns first quarter, 1886, suspended.

UTAH.

Lozan.....	\$2,053 84	\$1,200 00	\$150 00				\$652 04	68
Carbon City.....	11,132 86	2,400 00	2,925 80	\$631 96			5,185 06	53
Clark City.....	3,363 85	1,500 00	200 00				1,700 00	51
Provo City.....	1,867 33	1,100 00					1,603 83	59
Salt Lake City.....	33,534 62	2,800 00	6,800 00	1,881 50	\$228 35	\$1,817 89	13,717 74	41
Total.....	51,931 69	9,100 00	10,195 00	2,513 46	228 35	1,817 89	28,076 90	45

VERMONT.

Barre.....	\$3,703 69	\$1,400 00	\$650 00				\$1,903 60	43
Bellevue Falls.....	6,756 95	1,800 00	208 42				4,276 36	37
Bennington.....	4,404 91	1,500 00					3,001 51	30
Bratton.....	3,392 50	1,000 00					2,792 50	36
Bramon.....	3,283 45	1,500 00	200 00				1,685 45	50
Battleborough.....	15,272 71	2,400 00	1,600 00	\$124 47			4,451 47	39
Burlington.....	26,315 98	2,000 00	3,300 00		\$36 22	\$4,645 84	10,838 84	40
Fair Haven.....	3,226 08	1,000 00					1,638 08	42
Highow.....	2,720 25	1,100 00					1,400 00	43
Madbury.....	4,216 73	1,700 00	500 00				1,100 00	46
Montpelier.....	11,258 77	2,100 00	1,500 00	881 36	5 10		2,282 72	52
Newport.....	2,812 74	1,300 00					4,080 46	42
Northfield.....	2,287 31	1,200 00					6,603 51	46
Northbury.....	2,915 80	1,400 00					1,512 74	42
Rutland.....	16,314 92	2,500 00	3,200 00		21 22		1,400 00	52
Saint Albans.....	8,539 47	2,100 00	1,175 00	786 62			3,751 22	35
Saint Johnsbury.....	9,065 99	2,200 00	1,600 00	391 90	416 00		4,487 62	53
Springfield.....	3,217 40	1,500 00					3,701 90	42
Swanton.....	2,340 92	1,200 00	90 00				1,500 00	35
Verennes.....	5,372 70	1,600 00	243 00				1,843 00	52
Waterbury.....	1,977 89	1,200 00					1,200 00	55
West Randolph.....	3,078 07	1,500 00	200 00		35		1,777 89	61
White River Junction.....	2,435 31	1,200 00	332 70				1,533 70	63
Windsor.....	3,136 20	1,400 00	262 33				1,682 33	53
Winoski.....	1,051 14	1,100 00					1,473 87	56
Woodstock.....	3,457 98	1,500 00	300 00				1,800 00	52
Total.....	153,270 34	42,400 00	14,792 45	2,094 35	478 89	4,645 84	88,258 81	42

In public building; no rent paid.

Do

Do

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1885—Continued.

VIRGINIA.

Offices.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Arlington.....	3	\$3,533 70	\$1,500 00	\$316 66				\$1,816 66	\$1,716 64	51	In public building; no rent paid.
Alexandria.....	2	12,853 67	2,400 00	2,652 13		51 75		6,103 88	7,722 79	40	
Berryville.....	2	2,018 18	1,100 00	193 00				2,832 38	4,021 72	41	
Charlottesville.....	3	6,834 30	1,900 00	932 58				1,643 00	8,074 50	63	
Caloper.....	3	2,617 70	1,400 00	243 00				4,417 00	6,033 94	25	Do.
Danville.....	2	12,450 84	2,400 00	2,000 00		17 00		1,195 77	1,195 77	55	
Farmville.....	3	2,770 01	1,200 00	374 24				1,574 24	1,574 24	55	
Fortess Monroe.....	3	3,595 59	1,300 00	410 67		16 26		1,832 83	1,576 86	47	
Fredericksburgh.....	3	2,505 60	1,300 00	810 00				2,610 00	2,899 60	52	
Glen Allen.....	3	2,905 98	1,300 00					1,300 00	1,205 98	41	
Gordonsville.....	3	2,684 03	1,200 00	260 66				1,466 66	1,217 37	55	
Hampton.....	3	4,420 30	1,600 00	207 17				1,807 17	2,613 73	41	
Harrisonburgh.....	3	3,914 01	1,600 00	999 09				2,596 09	1,314 92	66	
Leesburgh.....	3	2,710 40	1,400 00	310 00				1,710 00	1,008 46	63	
Lexington.....	3	4,654 35	1,600 00	450 00				2,050 00	2,564 35	44	
Liberty.....	3	4,111 28	1,600 00	358 33		3 00		1,961 33	2,149 95	48	
Lynchburgh.....	2	27,003 45	2,800 00	5,060 00	\$998 65	59 87	\$5,156 86	14,673 38	12,330 07	54	
Newport News.....	3	1,914 77	1,000 00					1,000 00	914 77	52	
Norfolk.....	1	43,280 27	3,100 00	7,322 20		29 41	7,410 53	17,872 14	25,388 13	41	
Petersburgh.....	2	17,793 90	2,000 00	3,200 00		2 00	5,053 37	10,855 37	6,938 63	61	Do.
Portsmouth.....	1	7,384 47	1,900 00	547 01				2,447 01	4,937 46	33	Do.
Richmond.....	3	112,410 63	3,400 00	19,855 01		266 46	18,150 76	41,672 23	70,737 80	37	Do.
Roanoke.....	2	8,197 68	2,100 00	950 00	471 84			3,521 54	4,676 14	43	
Salem.....	3	3,543 18	1,500 00	75 96				1,575 99	1,907 19	43	
Staunton.....	2	14,427 80	2,400 00	2,400 00	537 80	73 90		6,411 70	9,016 10	38	
Suffolk.....	2	3,287 62	1,400 00	308 33				1,708 33	1,578 69	52	
University of Virginia.....	3	3,620 42	1,300 00					1,300 00	1,720 42	43	
Warrenton.....	3	2,874 09	1,248 63	319 62				1,665 25	1,408 84	58	Returns from April 1 to May 3, 1886, suspended.
Winchester.....	3	7,017 21	1,900 00	909 08				2,699 08	4,118 13	41	
Woodstock.....	3	1,958 11	1,000 00	150 00				1,150 00	908 11	56	
Wytheville.....	3	3,269 06	1,500 00	850 00				1,850 00	1,419 06	57	
Total.....		394,538 26	54,646 63	62,580 77	2,005 99	519 65	35,771 52	145,628 56	189,011 70	43	

WASHINGTON.

Cheney.....	3	\$1,649 94	\$625 00	\$187 50				\$1,012 50	\$687 44	61	No returns for 2d quarter, 1886, suspended.
Colfax.....	3	3,583 04	1,500 00	400 00				1,900 00	1,685 04	53	

RECEIPTS AND EXPENDITURES—PRESIDENTIAL POST-OFFICES. 975

Dayton.....	3	2,970 41	1,500 00	416 66			1,916 66	1,012 75	65
Olympia.....	3	3,639 21	1,600 00	800 56			2,400 56	1,238 65	66
Port Townsend.....	3	2,667 33	1,200 00	416 66	\$15 00		1,631 66	1,035 87	61
Seattle.....	3	14,975 01	2,500 00	2,700 00	\$635 45		5,640 65	8,434 86	42
Spokane Falls.....	3	5,730 89	1,700 00				2,400 00	3,330 89	40
Sprague.....	3	2,382 48	1,200 00				1,200 00	1,182 48	50
Tacoma.....	3	9,110 91	1,900 00	800 00			2,700 00	6,410 91	30
Vancouver.....	3	2,717 53	1,200 00	200 00			1,400 00	1,317 53	51
Walla Walla.....	2	6,005 91	2,300 00	1,500 00	578 25		4,378 25	4,027 66	49
Total.....		57,494 26	17,425 00	7,921 38	1,213 70	20 20	26,580 28	30,913 98	46

WEST VIRGINIA.

Charleston.....	2	\$8,454 80	\$2,100 00	\$1,197 67	\$17 15		\$3,214 82	\$5,138 98	39	In public building; no rent paid.
Charleston.....	2	3,726 14	1,500 00	200 00			1,700 00	2,026 14	46	
Clarksburg.....	3	4,240 26	1,600 00	500 00			2,100 00	2,140 26	50	
Fairmount.....	3	2,479 45	1,200 00	275 28			1,475 28	1,004 17	60	
Grafton.....	3	2,988 66	1,400 00	200 00			1,600 00	1,388 66	53	
Huntington.....	3	4,587 38	1,700 00	458 42			2,158 42	2,428 86	47	
Lewisburgh.....	3	1,803 63	1,000 00	208 32	1 15		1,209 47	684 16	64	
Martinsburgh.....	3	5,741 11	1,800 00	600 00			2,410 00	3,341 11	42	
Morgantown.....	3	2,080 77	1,200 00				1,000 00	1,080 77	48	
Moundsville.....	3	2,850 36	1,200 00				1,200 00	1,650 36	51	
Parkersburgh.....	2	11,554 10	2,300 00	600 00	1 25		4,900 25	6,652 85	42	In public building; no rent paid.
Piedmont.....	3	2,503 65	1,300 00	100 00			1,400 00	1,103 65	56	
Point Pleasant.....	3	1,789 37	1,000 00	166 68			1,168 68	622 71	46	
Wellsville.....	3	2,668 52	1,300 00				1,300 00	1,368 52	49	
Weston.....	3	2,348 44	1,200 00	162 00			1,382 00	988 44	58	
Wheeling.....	1	41,222 74	3,000 00	10,000 00	61 00	\$8,440 11	21,501 11	19,721 63	52	In public building; no rent paid.
Total.....		100,609 28	24,600 00	10,668 35	80 65	8,440 11	49,789 01	50,820 27	49	

WISCONSIN.

Antigo.....	3	\$2,905 64	\$1,100 00				\$1,100 00	\$1,705 64	39
Appleton.....	2	12,659 40	2,400 00	\$1,500 00			4,714 83	8,244 57	36
Ashland.....	3	5,555 26	1,600 00	\$1,208 34			1,808 34	3,746 92	32
Augusta.....	3	1,855 12	1,200 00				2,100 00	655 12	64
Baraboo.....	3	5,612 71	1,700 00				2,100 00	3,503 37	37
Beaver Dam.....	3	4,565 71	1,600 00	408 34			1,633 34	2,922 37	35
Beloit.....	2	9,817 01	2,300 00	33 34			4,326 63	5,490 38	44
Berlin.....	3	4,749 08	1,700 00	1,162 00	828 63		1,862 00	2,887 08	39
Black River Falls.....	3	3,268 6	1,600 00	316 07			1,016 67	1,352 20	58
Boscobel.....	3	3,436 79	1,400 00	200 00			1,500 00	1,930 79	43
Brodhead.....	3	2,181 58	1,100 00	100 00			1,300 00	881 58	59

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ending June 30, 1885—Continued. WISCONSIN—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Fuel, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Burlington	3	\$2,217 00	\$1,100 00					\$1,100 00	\$1,117 00	49	
Chippewa Falls	3	8,339 83	2,100 00	\$1,300 00	\$513 36			3,913 36	4,420 47	46	
Clinton	3	2,173 42	1,200 00	200 00				1,400 00	773 42	64	
Conners	3	7,714 67	1,400 00					1,400 00	1,314 67	51	
Chubbuck	3	1,756 65	1,200 00					1,200 00	556 65	69	
Darlington	3	1,757 94	1,400 00					1,400 00	1,337 94	51	
De Witt	3	2,402 30	1,500 00					1,500 00	1,902 30	44	
De Pere	3	3,540 16	1,700 00	100 00				1,200 00	1,340 16	47	
Dodgeville	3	1,122 80	1,100 00					1,200 00	922 80	56	
Dodgeville	3	15,662 10	2,600 00	3,000 00	1,312 50	\$94 30	\$2,822 82	9,829 62	6,772 48	59	
East Claire	3	3,148 64	1,600 00	208 34				1,908 34	1,940 30	55	
Edgemoor	3	2,206 77	1,500 00					1,200 00	1,636 77	54	
Edgemoor	3	7,539 72	1,500 00					1,300 00	1,343 72	80	
Excelsville	3	1,753 78	1,400 00					1,400 00	819 78	47	
Florence	3	15,004 14	2,500 00	2,000 00	1,417 00	8 00		6,825 00	8,179 14	45	
Fond du Lac	3	3,969 58	1,600 00	538 31				1,838 31	2,131 27	47	
Fort Atkinson	3	2,217 13	1,300 00	650 00				1,950 00	297 13	86	
Fort Howard	3	1,922 93	1,400 00	162 93				1,562 93	360 00	65	
Grand Rapids	3	8,566 70	2,200 00	1,408 17	484 83			4,183 00	4,413 70	48	
Green Bay	3	4,285 76	2,500 00	2,500 00	1,259 64			1,762 00	2,523 76	43	
Hudson	3	16,284 52	3,000 00	2,500 00				5,250 00	10,994 52	32	
Janesville	3	3,301 70	1,800 00	333 70				2,133 70	3,677 83	36	
Jefferson	3	5,701 53	1,800 00					1,000 00	8,777 82	53	
Kenosha	3	1,877 82	2,000 00	330 00	1,812 50	150 00	2,559 04	10,511 53	12,608 11	43	
Kilbourn City	3	3,743 69	1,500 00					1,576 00	2,167 69	42	
La Crosse	3	2,732 17	1,300 00	180 00				1,450 00	1,282 17	54	
Lake Geneva	3	25,262 52	2,700 00	6,000 00				12,910 25	12,352 27	51	
Lancaster	3	6,462 35	1,800 00	324 00		38 20	4,172 05	2,124 00	4,278 35	33	
Madison	3	5,701 67	1,800 00					1,800 00	3,901 67	31	
Manitowoc	3	1,968 00	1,100 00	100 00				1,200 00	768 00	61	
Marshfield	3	2,137 02	1,100 00					1,100 00	1,037 02	51	
Manston	3	2,112 30	1,200 00					1,200 00	1,012 30	56	
Medford	3	2,917 57	1,600 00	433 33				1,833 33	1,114 24	62	
Menasha	3	4,770 56	1,600 00	510 84				2,116 84	2,653 72	44	
Menomonie	3	8,784 91	1,500 00	200 00				1,700 00	2,084 91	45	
Merrill	3	262,224 49	3,000 00	36,000 00	1,017 58	477 23	43,294 49	84,299 30	167,925 19	33	In public building; no rent paid for main office.
Milwaukee	3	3,139 82	1,500 00	150 00				1,650 00	1,489 82	52	
Mineral Point	3	4,416 94	1,600 00	300 00				1,900 00	2,516 94	43	
Monroe	3	1,700 48	1,200 00					2,100 00	750 48	56	
Necedah	3	5,768 08	1,800 00	300 00				2,100 00	3,668 08	36	

54	1,481 88	1,750 00	1,481 88	54
57	973 24	1,311 25	973 24	57
51	1,176 43	1,200 00	1,176 43	51
49	1,002 23	1,000 00	1,002 23	49
55	1,468 14	1,800 00	1,468 14	55
48	1,758 32	1,758 32	1,758 32	48
58	721 64	1,012 67	721 64	58
	7,552 45	13,340 85	7,552 45	
	564 90	1,000 00	564 90	
49	1,634 01	1,580 00	1,634 01	49
43	2,869 60	2,216 67	2,869 60	43
62	1,004 63	1,683 33	1,004 63	62
51	11,839 35	12,385 85	11,839 35	51
57	1,051 08	1,400 00	1,051 08	57
52	1,145 68	1,276 00	1,145 68	52
47	2,543 02	2,308 33	2,543 02	47
44	1,785 99	1,400 00	1,785 99	44
44	4,708 07	3,703 26	4,708 07	44
50	1,174 72	1,200 00	1,174 72	50
41	2,963 76	2,116 84	2,963 76	41
42	3,719 45	2,189 63	3,719 45	42
37	1,898 17	1,400 00	1,898 17	37
71	601 49	1,500 25	601 49	71
51	1,116 33	1,200 00	1,116 33	51
55	850 57	1,050 00	850 57	55
61	788 83	1,252 00	788 83	61
48	3,737 13	3,570 00	3,737 13	48
40	4,855 16	3,279 60	4,855 16	40
53	1,263 68	1,452 00	1,263 68	53
41	4,533 70	1,500 00	4,533 70	41
33	4,397 00	3,262 80	4,397 00	33
	393,858 44	2,216 85	393,858 44	
42	291,278 46	63,850 51	291,278 46	42

Returns second quarter, 1888, suspended.

WYOMING.

2	\$15,299 56	\$2,400 00	\$2,400 00	\$37 15	\$4,902 80	\$10,396 76	32
3	3,040 63	1,500 00	1,500 00		2,200 00	1,540 63	49
3	5,876 62	1,800 00	400 00		1,400 00	3,676 62	38
8	3,165 87	1,400 00				1,765 87	44
	27,332 68	7,100 00	2,000 00	\$7 15	10,002 80	17,829 88	36
Total							

No. 11.—Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1885.

States and Territories	Balance from last year.	Domestic money-orders issued.			Postal notes issued.		
		No.	Amount.	Fees.	No.	Amount.	Fees.
Alabama	\$27,066 64	122,631	\$2,052,445 81	\$15,472 81	56,611	\$112,107 36	\$1,681 95
Arizona	24,062 89	25,124	704,395 00	4,258 61	8,361	17,912 91	250 92
Arkansas	38,153 78	119,837	2,384,036 06	16,630 47	57,901	113,736 06	1,739 19
California	79,590 49	831,381	5,911,614 71	43,130 83	139,658	295,823 05	4,195 17
Colorado	49,825 58	136,910	2,402,952 17	17,626 87	63,381	127,930 38	1,902 84
Connecticut	10,234 60	91,970	1,251,004 23	10,334 47	70,964	138,388 21	2,131 62
Dakota	16,073 43	73,142	1,057,524 08	8,501 12	72,072	138,142 91	2,164 74
Delaware	3,187 69	11,246	159,363 73	1,287 47	9,839	19,136 22	294 96
District of Columbia	5,711 84	38,508	651,536 73	4,769 10	18,067	38,861 84	543 06
Florida	19,087 80	77,968	1,404,272 78	10,154 20	39,777	79,183 34	1,195 14
Georgia	30,778 94	154,752	2,452,995 92	18,661 01	79,565	166,374 28	2,368 27
Idaho	15,516 97	24,167	629,281 39	3,931 49	8,556	17,557 76	257 61
Illinois	112,950 54	616,811	8,203,234 67	69,066 85	403,621	798,216 27	12,126 63
Indiana	39,385 69	300,005	3,969,279 65	32,124 28	200,769	393,411 18	6,031 09
Indian Territory	1,819 23	6,002	131,689 94	873 17	4,252	8,821 28	127 59
Iowa	69,282 35	415,196	5,390,945 96	46,104 64	398,890	756,607 21	11,982 93
Kansas	63,709 34	408,031	5,808,118 04	47,452 58	287,959	549,577 14	8,646 39
Kentucky	16,166 69	120,135	1,738,576 40	14,103 19	62,933	102,420 41	1,590 39
Louisiana	135,721 36	116,705	2,603,655 43	17,213 07	28,963	58,388 57	870 06
Maine	15,484 99	79,423	1,297,483 36	9,767 55	63,857	126,926 02	1,918 38
Maryland	9,168 07	63,418	1,003,362 32	7,672 36	49,745	102,364 22	1,494 63
Massachusetts	29,610 12	223,739	3,189,793 64	25,636 11	164,063	328,760 69	4,930 14
Michigan	56,139 84	340,846	4,541,215 41	38,028 51	256,216	609,529 76	7,720 41
Minnesota	38,634 70	185,680	2,581,124 47	21,194 69	132,686	256,013 42	8,964 90
Mississippi	35,317 82	147,280	2,510,009 40	18,834 94	51,494	99,426 57	1,547 01
Missouri	107,224 89	330,476	4,749,654 38	38,434 91	201,293	399,424 49	6,139 74
Montana	30,290 99	36,579	745,341 43	5,074 02	21,801	45,407 18	654 69
Nebraska	41,062 05	160,117	2,161,945 70	18,052 46	150,482	285,528 60	4,516 29
Nevada	10,121 20	39,078	892,179 81	5,885 91	12,558	28,682 65	376 77
New Hampshire	6,640 64	46,545	627,370 15	5,189 22	51,154	102,298 80	1,540 44
New Jersey	11,930 59	88,684	1,346,080 69	10,505 81	53,656	102,163 37	1,612 11
New Mexico	12,588 03	25,988	462,051 24	3,343 79	13,587	26,358 41	407 88
New York	62,042 57	518,834	7,712,914 14	60,804 07	396,224	795,444 70	11,928 72
North Carolina	28,008 66	113,933	1,906,662 87	14,364 15	70,685	145,416 03	2,138 79
Ohio	56,690 80	461,871	5,827,163 31	50,290 40	355,129	702,835 87	10,661 65
Oregon	69,775 80	79,133	1,705,789 61	11,567 47	33,590	65,958 10	1,009 71
Pennsylvania	74,090 55	380,017	5,467,858 91	43,918 61	328,516	652,338 13	9,867 96
Rhode Island	3,772 08	30,905	419,162 04	3,472 83	17,891	33,896 70	537 00
South Carolina	19,329 17	88,376	1,369,352 33	10,687 45	43,044	92,392 69	1,298 99
Tennessee	29,545 22	142,442	2,421,150 64	18,130 78	61,282	120,217 63	1,840 08
Texas	167,369 74	408,718	7,785,044 58	55,373 18	150,502	304,207 31	4,699 38
Utah	10,779 78	22,831	418,089 80	3,000 15	10,763	23,256 54	323 19
Vermont	7,156 17	42,738	572,179 06	4,771 30	59,920	101,626 23	1,540 15
Virginia	19,768 19	103,822	1,541,689 43	12,284 94	69,438	138,427 67	2,091 27
Washington	11,078 78	48,027	1,003,754 14	6,860 39	20,162	39,906 38	609 03
West Virginia	7,475 70	40,242	659,453 21	4,602 06	33,168	64,630 71	995 73
Wisconsin	50,529 60	264,972	3,899,834 51	31,044 49	175,261	349,188 73	5,263 90
Wyoming	7,172 92	18,954	354,415 99	2,516 07	8,656	17,900 39	259 69
Total	1,787,103 46	7,725,892	117,858,921 27	923,930 85	5,058,287	9,996,274 37	153,018 56

No. 11.—Statement showing the transactions of the money-orders offices, &c.—Continued.

States and Territories.	International money orders issued.			No. of certificates of deposit.	Deposits received from postmasters.	Drafts on postmaster at New York, N. Y.
	No.	Amount.	Fees.			
Alabama	1,329	\$25,685 17	\$488 05	9,933	\$1,048,071 90	\$96,285 00
Arizona	438	10,928 52	195 80	.....	.....	3,660 00
Arkansas	718	11,468 19	224 40	.....	.....	67,535 00
California	22,639	438,451 52	8,241 60	19,603	4,429,223 54	22,000 00
Colorado	10,904	232,202 06	4,704 65	7,918	1,414,151 36	40,675 00
Connecticut	10,927	139,628 76	3,125 00	4,248	435,746 00	184,547 00
Dakota	1,931	40,084 58	810 85	1,101	99,850 00	153,354 00
Delaware	977	15,813 50	328 15	.....	.....	4,465 00
District of Columbia	2,881	45,840 44	902 95	4,307	1,390,004 51	15,278 44
Florida	940	20,408 40	370 95	3,697	376,033 00	44,161 00
Georgia	1,090	45,785 31	834 00	20,239	2,025,141 50	265,730 00
Idaho	345	9,181 34	179 85	.....	.....	4,091 00
Illinois	43,572	673,890 04	13,512 53	59,229	8,337,158 58	1,504,326 00
Indiana	5,287	66,879 41	1,450 00	19,231	1,377,867 06	646,073 00
Indian Territory	.....	.....	.....	.....	.....	400 00
Iowa	5,773	78,157 54	1,659 35	34,548	1,987,282 80	1,134,590 00
Kansas	3,927	41,479 55	904 15	5,152	548,655 00	782,949 00
Kentucky	2,896	43,915 71	888 80	8,373	773,028 84	420,273 00
Louisiana	6,092	143,539 65	3,431 29	18,047	4,895,620 96	1,170 00
Maine	3,481	58,594 56	1,190 65	8,273	835,891 00	109,091 35
Maryland	6,262	65,177 53	1,886 60	8,317	1,193,215 00	262,942 00
Massachusetts	41,093	616,417 68	12,036 35	17,565	1,751,721 67	624,918 53
Michigan	16,415	221,029 64	4,712 05	24,304	1,799,518 00	662,718 00
Minnesota	7,016	110,183 35	2,222 40	24,456	1,715,100 00	242,305 77
Mississippi	373	6,998 01	153 09	.....	.....	74,580 00
Missouri	12,175	208,000 41	4,112 50	82,185	10,658,506 39	218,971 00
Montana	4,114	98,868 58	1,018 15	.....	.....	.....
Nebraska	2,555	34,734 82	742 25	2,461	573,567 87	.....
Nevada	1,118	22,314 94	449 70	15,702	1,564,320 13	181,856 00
New Hampshire	2,442	31,680 76	728 80	.....	.....	.....
New Jersey	20,241	261,919 76	5,797 30	.....	.....	.....
New Mexico	412	8,504 32	167 55	998	47,293 00	122,355 00
New York	110,793	1,539,730 18	32,579 30	51,733	27,784,641 34	3,875,374 29
North Carolina	691	16,936 83	392 30	3,823	310,198 00	129,975 00
Ohio	21,134	295,811 52	6,291 90	46,245	3,368,138 91	1,077,752 00
Oregon	2,578	55,517 55	1,015 25	9,735	1,566,968 00	.....
Pennsylvania	39,373	540,785 40	12,031 20	40,230	4,240,952 67	626,970 89
Rhode Island	5,886	80,717 04	1,826 10	1,852	120,778 00	5,695 00
South Carolina	1,034	26,808 32	483 35	7,469	809,109 00	39,065 00
Tennessee	1,868	30,139 22	603 00	17,612	1,942,708 07	151,867 16
Texas	5,878	105,663 38	2,018 85	32,082	4,695,275 18	424,283 00
Utah	1,623	22,247 82	523 00	3,069	444,077 99	68,010 00
Vermont	1,557	25,912 10	570 95	.....	.....	149,745 00
Virginia	2,019	37,996 01	732 55	14,117	1,520,981 00	334,703 00
Washington	1,467	33,478 75	612 09	.....	.....	.....
West Virginia	608	8,536 91	197 60	.....	.....	60,665 00
Wisconsin	11,306	151,451 97	3,105 80	24,008	2,314,359 42	315,832 00
Wyoming	683	12,712 16	265 00	.....	.....	.....
Total	448,921	6,840,358 47	141,426 55	665,575	100,302,459 06	15,557,429 25

No. 11.—Statement showing the transactions of the money-order offices, &c.—Continued.

States and Territories.	Transferred from post- age fund.	Gain.	Pre- mium.	Balance due post- masters.	Domestic money orders paid.		Domestic money orders repaid.	
					No.	Amount.	No.	Amount.
Alabama	\$3,703 97		\$1 50	\$56 81	58,125	\$1,055,372 12	934	\$12,042 88
Arizona	91 19			8 08	5,546	176,199 45	246	9,199 29
Arkansas	1,601 69	\$16 18	95	127 37	53,563	1,109,451 98	1,129	17,875 35
California	28,531 67	1 58		96 98	272,471	5,990,495 53	2,501	40,907 00
Colorado	4,331 22	11 20		4 40	77,212	1,610,860 35	1,082	24,484 57
Connecticut	14,084 00	98		92 07	101,378	1,325,656 03	517	7,204 72
Dakota	15,976 39		75	591 60	33,245	697,158 57	669	10,853 06
Delaware	871 16			3 24	6,809	113,861 75	69	945 44
District of Columbia					65,168	939,281 20	254	4,107 57
Florida	3,239 53			11 41	40,108	927,068 78	848	19,461 31
Georgia	3,015 60		55 15	305 06	122,544	2,107,345 87	973	12,497 96
Idaho	305 43			8 10	5,451	200,490 23	178	5,123 32
Illinois	76,399 95	87 13	58 73	1,419 77	941,727	11,351,032 95	3,343	60,408 77
Indiana	11,748 67	5 50		208 49	230,167	3,438,409 92	2,620	23,620 23
Indian Territory	136 00				1,013	24,322 19	46	818 61
Iowa	29,396 28	10		899 50	301,455	4,566,849 29	3,049	38,569 60
Kansas	36,296 37			521 35	216,809	3,962,628 69	2,718	53,822 54
Kentucky	15,988 32	01		219 89	129,749	2,021,196 25	982	11,017 37
Louisiana	342 02			44 71	134,379	2,672,253 46	821	15,823 71
Maine	5,874 16			24 34	79,978	1,302,918 14	384	6,218 81
Maryland	3,158 00			12 65	102,369	1,826,175 28	362	6,505 90
Massachusetts	191,233 72			216 89	428,528	4,529,460 44	1,206	18,400 29
Michigan	20,955 20	95		387 38	266,761	4,065,537 58	2,267	29,447 52
Minnesota	96,064 83			120 41	127,888	2,125,142 57	1,369	19,469 04
Mississippi	1,681 32			249 01	50,915	833,642 64	1,106	14,645 76
Missouri	30,186 45			646 58	485,079	8,399,265 95	2,594	36,875 33
Montana	153 00			3 51	6,894	262,351 65	316	6,903 32
Nebraska	48,277 94	1 57		193 44	92,213	1,741,696 56	1,473	20,137 14
Nevada					8,826	228,545 18	254	5,339 70
New Hampshire	5,887 68		95	79 60	33,681	549,132 54	204	2,482 95
New Jersey	17,206 94	10		135 33	78,182	1,468,281 36	714	8,004 22
New Mexico	98 61	37 29		10 96	7,068	168,300 72	235	4,230 43
New York	70,021 56	847 78		642 94	1,188,555	14,478,935 87	3,551	56,212 86
North Carolina	1,609 54	7 50		292 90	51,340	917,277 66	804	11,143 22
Ohio	59,160 63	50 59	1 58	502 05	538,188	7,270,519 85	3,093	40,026 04
Oregon	4,502 34			62 34	50,679	1,403,381 69	615	14,188 89
Pennsylvania	40,696 25	1 58		426 22	461,983	6,145,888 25	2,358	34,018 63
Rhode Island	2,328 00			9 06	21,742	340,494 57	167	2,342 17
South Carolina	724 13			06	40,909	662,774 56	569	6,931 10
Tennessee	2,701 99		1 65	358 92	135,646	2,613,638 47	1,000	12,308 39
Texas	20,612 47			311 78	237,742	5,144,696 34	3,522	56,626 10
Utah	34 00			58 97	10,114	383,095 76	174	2,817 87
Vermont	6,936 00			33 79	33,135	525,902 34	223	2,584 32
Virginia	9,054 74			112 71	84,193	1,481,624 29	692	9,667 62
Washington	78 00			22 21	18,463	557,685 80	369	6,611 20
West Virginia	1,414 10	2 36		19 92	19,952	326,280 66	212	2,412 76
Wisconsin	26,667 53	52		547 76	189,734	3,132,487 85	1,802	22,760 69
Wyoming	300 00			123 39	4,643	107,692 88	169	2,794 13
Total	913,648 59	1,072 92	121 26	10,143 31	7,657,710	117,165,886 43	55,203	830,218 63

No. 11.—Statement showing the transactions of the money-order offices, &c.—Continued.

States and Territories.	Postal notes paid.		Postal notes re-paid.		International money orders paid.		International money orders repaid.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Alabama	20,165	\$45,934 04	832	\$1,663 36	208	\$5,668 89	8	\$206 45
Arizona	1,305	3,403 99	85	172 86	49	1,632 16	4	164 94
Arkansas	21,835	48,208 91	898	1,678 75	463	15,113 36	5	58 86
California	102,615	235,932 51	1,923	4,123 18	9,580	267,333 16	121	2,377 80
Colorado	28,532	62,563 41	868	1,816 04	1,082	31,671 84	29	643 93
Connecticut	95,510	153,693 86	709	1,495 29	4,245	53,361 58	43	517 72
Dakota	16,577	33,211 29	1,079	2,045 22	1,610	54,026 33	5	50 88
Delaware	3,775	8,490 56	88	149 61	162	3,519 32	6	59 09
District of Columbia	58,169	93,310 98	339	771 93	1,879	23,186 18	10	123 56
Florida	14,884	31,918 72	567	1,149 61	445	10,897 22	6	146 25
Georgia	55,470	124,297 77	1,129	2,308 68	288	7,417 14	15	379 12
Idaho	1,423	3,446 20	105	195 39	92	3,888 74	5	93 40
Illinois	727,059	1,379,277 44	4,713	9,219 13	18,217	380,864 57	192	2,767 68
Indiana	119,670	256,534 32	2,437	4,635 41	2,464	59,291 44	23	215 06
Indian Territory	524	1,080 96	30	64 43				
Iowa	108,636	435,637 84	5,061	9,668 79	3,403	108,877 58	33	457 29
Kansas	107,938	230,635 22	4,048	7,962 05	1,873	60,500 09	24	315 16
Kentucky	57,820	116,889 63	731	1,317 27	970	23,452 80	10	157 16
Louisiana	79,261	148,001 58	494	776 19	1,646	41,151 60	26	457 04
Maine	48,931	93,129 13	574	1,096 70	3,587	49,490 76	19	290 00
Maryland	61,935	128,167 85	545	1,161 02	2,140	43,067 29	21	174 89
Massachusetts	358,559	676,965 10	2,206	4,363 68	17,179	255,513 51	148	2,068 50
Michigan	172,715	363,389 57	2,963	5,873 17	9,728	123,484 06	121	1,935 73
Minnesota	76,496	164,760 75	1,770	3,240 74	5,555	172,311 81	50	793 85
Mississippi	15,482	34,503 33	703	1,390 47	98	2,653 77	4	49 75
Missouri	269,294	543,738 17	2,724	5,158 43	4,840	125,466 86	50	789 68
Montana	4,379	10,168 43	356	692 88	265	9,458 36	10	311 98
Nebraska	56,513	124,445 17	2,040	3,930 71	1,844	61,711 73	16	136 29
Nevada	2,428	6,679 67	140	310 25	113	3,732 31	5	70 99
New Hampshire	24,328	53,221 06	471	951 29	537	10,392 89	6	111 54
New Jersey	38,575	73,097 77	705	1,321 57	5,444	112,628 25	78	888 82
New Mexico	2,677	6,216 05	208	483 49	70	2,314 99	2	7 86
New York	953,575	1,810,617 61	5,192	10,222 85	63,263	962,376 58	451	5,676 60
North Carolina	28,882	65,341 26	1,001	1,990 56	125	3,021 91	5	59 26
Ohio	422,375	782,682 97	4,114	7,914 08	8,688	180,799 03	101	1,287 69
Oregon	13,562	34,636 56	485	1,011 45	1,435	42,124 29	14	248 38
Pennsylvania	354,363	792,260 10	4,728	9,822 25	15,113	255,772 18	170	2,129 20
Rhode Island	13,482	26,372 15	312	661 60	1,261	23,752 54	26	336 86
South Carolina	39,211	45,614 09	558	1,138 31	121	3,075 43	3	117 39
Tennessee	49,571	103,054 86	680	1,266 21	388	9,775 33	6	81 41
Texas	72,282	158,467 41	2,492	4,781 64	2,714	82,463 67	38	627 71
Utah	5,280	12,458 81	145	288 10	414	12,393 02	8	99 22
Vermont	25,384	51,618 02	554	1,041 60	716	14,294 55	8	68 95
Virginia	39,452	88,674 15	847	1,590 92	689	15,276 39	5	162 71
Washington	5,158	12,670 84	361	779 29	871	23,649 53	11	291 73
West Virginia	19,881	24,820 87	383	713 64	292	4,863 01	6	49 02
Wisconsin	97,274	217,787 02	2,031	3,974 76	6,164	187,753 91	65	963 68
Wyoming	1,589	3,648 28	104	196 97	62	1,645 03	3	31 00
Total	4,946,682	9,819,515 98	65,415	128,507 82	362,362	4,036,616 90	2,015	28,966 48

No. 11.—Statement showing the transactions of the money-order offices, &c.—Continued.

States and Territories.	Drafts paid by postmaster at New York, N. Y.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Expenses.
Alabama		\$2,236,371 76	\$2,546 66	\$218 97	\$38 33
Arizona		561,998 10	100 00	1,550 45	
Arkansas		2,552,820 85	1,128 59	160 00	982 50
California		4,597,581 63	1,536 24	736 34	2,942 30
Colorado		2,499,830 36	2,672 42		1,574 34
Connecticut		626,985 93	411 09		250 75
Dakota		710,894 17	661 33		238 14
Delaware		75,057 28	241 74		3 50
District of Columbia		1,003,431 45			15,563 27
Florida		943,384 60	581 15		533 23
Georgia		2,709,338 07	452 84	376 00	1,205 24
Idaho		560,629 72	150 68		846 95
Illinois		6,404,671 87	38,973 78	90 60	2,380 74
Indiana		2,596,383 68	2,591 52	404 16	256 91
Indian Territory		115,910 56	128 00		
Iowa		4,235,463 35	2,531 83	315 41	4,771 55
Kansas		3,476,692 08	797 97	467 02	478 80
Kentucky		927,028 69	573 00		230 20
Louisiana		4,855,761 72	832 17	74 00	1,561 07
Maine		1,004,633 00	656 35		35 47
Maryland		655,552 00	340 00	113 79	139 05
Massachusetts		1,228,357 65	792 75	243 43	213 42
Michigan		3,147,315 23	882 21	140 28	41 60
Minnesota		2,514,554 00	484 66	111 11	1,344 46
Mississippi		1,818,549 26	2,755 87	676 61	20 35
Missouri		7,187,230 75	1,538 15	220 67	357 56
Montana		1,182,685 07	387 25		903 54
Nebraska		2,533,239 55	929 22	25 26	61 70
Nevada		706,492 00	1,019 00		
New Hampshire		277,860 37	573 69	2 90	5 35
New Jersey		582,465 86	288 00		6 85
New Mexico		889,532 00	222 19		
New York	\$14,778,306 30	8,222,336 51	1,280,303 67	70 51	60,000 61
North Carolina		1,515,204 00	490 71	370 38	1,663 01
Ohio		3,057,655 28	2,019 85	246 98	3,121 66
Oregon		1,922,139 00	886 87		325 25
Pennsylvania		4,458,590 89	2,443 99	104 73	4,872 44
Rhode Island		271,419 00			4 40
South Carolina		1,619,832 00	630 81		256 94
Tennessee		1,934,990 88	1,049 11	1,100 00	1,231 04
Texas		7,964,632 46	3,122 01	292 00	5,486 85
Utah		560,508 42	162 00		407 20
Vermont		261,837 39	736 87	144 09	1 70
Virginia		1,990,805 30	1,257 74	91 00	91 46
Washington		507,934 00	20 00	145 00	4 10
West Virginia		347,408 00	299 00	26 31	31 30
Wisconsin		3,592,754 86	1,418 15	507 56	579 23
Wyoming		272,640 58	84		
Total	14,778,306 30	103,682,205 46	1,362,522 65	9,025 56	115,064 50

No. 11.—Statement showing the transactions of the money-order offices, &c.—Continued.

States and Territories.	Commissions on money-orders.	Commissions on postal notes.	Clerk-hire.	Balance due United States.	Miscellaneous items.
Alabama.....	\$5,581 49	\$617 08	\$1,780 00	\$20,459 95	\$365 11
Arizona.....	1,095 53	93 73		10,140 77	2 05
Arkansas.....	6,400 28	729 23		37,011 77	36 23
California.....	11,129 32	1,304 72	13,682 37	90,883 60	134 70
Colorado.....	4,565 73	562 39	2,770 00	52,253 54	48 81
Connecticut.....	4,069 54	855 54	3,798 33	11,192 57	354 39
Dakota.....	3,850 88	836 77		18,837 40	410 21
Delaware.....	324 82	77 73	450 00	1,545 29	4 99
District of Columbia.....			4,732 50	8,920 27	
Florida.....	4,296 19	509 86		18,860 80	349 89
Georgia.....	6,481 86	807 17	4,620 00	34,233 63	263 69
Iaho.....	1,074 26	90 25		14,708 80	
Illinois.....	28,881 02	4,770 88	36,509 23	110,875 47	664 18
Indiana.....	16,215 59	2,509 08	3,600 00	40,133 53	821 57
Indian Territory.....	247 06	45 42		1,239 98	10 06
Iowa.....	22,397 54	4,932 10	4,947 59	71,096 59	1,013 40
Kansas.....	20,917 91	3,475 31	1,309 59	67,693 08	963 40
Kentucky.....	5,236 76	584 86	4,900 00	14,579 41	8 82
Louisiana.....	3,569 25	226 69	5,700 00	112,641 57	66 98
Maine.....	4,068 66	721 43	3,295 30	16,245 05	47 37
Maryland.....	2,022 93	470 10	5,048 40	0,519 68	25 20
Massachusetts.....	8,525 88	1,541 03	18,806 50	29,819 70	1,133 75
Michigan.....	17,256 77	3,059 02	7,510 87	65,206 69	874 85
Minnesota.....	7,541 67	1,370 35	4,540 00	31,170 92	167 01
Mississippi.....	6,966 13	626 57		32,149 61	167 75
Missouri.....	12,779 94	2,136 65	20,496 90	84,746 62	509 68
Montana.....	1,870 86	251 80		25,343 97	10 61
Nebraska.....	7,566 17	1,703 42	2,135 00	42,952 65	275 68
Nevada.....	1,689 71	138 61		0,983 56	
New Hampshire.....	2,782 66	685 47		6,494 17	108 22
New Jersey.....	4,697 62	641 91	2,044 64	11,866 19	147 75
New Mexico.....	1,298 75	155 73		19,632 81	19 04
New York.....	18,404 42	3,736 83	90,062 20	168,873 88	714 29
North Carolina.....	5,774 35	920 50		26,431 68	224 67
Ohio.....	20,418 84	3,890 45	20,089 53	63,735 29	1,019 27
Oregon.....	3,122 82	339 72	1,905 00	57,800 69	59 68
Pennsylvania.....	16,802 30	3,516 82	17,746 20	64,774 99	204 40
Rhode Island.....	986 08	126 62	1,370 00	4,251 30	26 50
South Carolina.....	3,552 55	465 01	1,390 00	23,420 08	46 32
Tennessee.....	6,319 69	657 13	5,112 00	28,332 31	353 63
Texas.....	18,522 57	1,703 60	6,124 94	117,115 36	256 19
Utah.....	1,517 48	147 25	592 50	14,813 61	
Vermont.....	2,723 02	693 62	800 00	7,604 96	408 72
Virginia.....	4,771 17	755 11	2,499 51	21,635 92	358 82
Washington.....	2,434 36	240 01		15,059 18	97 54
West Virginia.....	1,729 53	359 33	535 00	7,426 14	58 03
Wisconsin.....	13,061 20	2,052 70	4,550 00	56,310 51	924 01
Wyoming.....	849 89	98 35		6,067 86	
Total.....	346,383 55	56,299 95	305,454 01	1,806,003 80	13,740 06

No. 12.—Statement showing the number and amount of international money orders

States and Territories.	Canada.			Great Britain and Ireland.		
	Issued.			Issued.		
	Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama.....	118	\$2,624 10	\$44 85	515	\$8,316 37	\$191 20
Arizona.....	72	2,104 22	34 05	143	3,932 49	80 73
Arkansas.....	43	846 13	17 85	126	3,032 91	70 90
California.....	2,793	65,752 33	1,090 10	8,254	137,412 52	3,163 45
Colorado.....	924	22,167 37	375 05	8,291	166,611 58	2,616 00
Connecticut.....	752	12,585 41	231 25	6,142	65,979 63	1,788 29
Dakota.....	431	8,178 12	145 95	1,107	24,286 28	533 35
Delaware.....	50	995 34	17 53	505	8,307 51	163 78
District of Columbia.....	221	3,492 41	63 00	1,035	12,105 11	311 20
Florida.....	113	1,968 73	34 20	328	6,295 31	137 10
Georgia.....	320	8,901 79	141 15	645	12,363 70	272 80
Idaho.....	28	971 80	16 65	197	5,243 54	112 30
Illinois.....	2,953	51,145 45	922 70	14,920	202,273 33	5,038 40
Indiana.....	354	3,317 89	80 40	1,740	19,725 92	536 45
Iowa.....	477	6,897 67	138 30	2,113	28,301 08	718 45
Kansas.....	809	3,357 73	74 40	1,373	18,807 98	463 40
Kentucky.....	148	2,378 72	44 15	1,004	16,068 61	379 65
Louisiana.....	278	6,319 91	104 45	782	14,822 02	320 45
Maine.....	1,502	28,562 27	506 95	1,545	22,103 21	541 80
Maryland.....	271	4,488 38	82 05	1,829	25,701 61	645 20
Massachusetts.....	10,375	180,799 63	3,306 45	21,799	257,424 69	6,699 65
Michigan.....	4,524	71,720 84	1,324 95	5,890	70,005 85	1,844 65
Minnesota.....	1,694	31,470 18	555 50	2,156	33,510 03	821 95
Mississippi.....	35	636 80	11 53	114	1,894 29	45 40
Missouri.....	626	10,192 16	190 40	4,620	75,880 59	1,758 90
Montana.....	401	10,439 28	171 45	3,130	74,276 07	1,516 15
Nebraska.....	252	3,024 83	63 50	937	11,895 07	309 25
Nevada.....	184	4,310 80	71 60	632	10,607 49	253 65
New Hampshire.....	564	8,883 93	166 20	1,355	18,567 36	481 80
New Jersey.....	656	11,625 37	207 00	10,635	120,472 60	3,187 55
New Mexico.....	50	810 48	16 00	182	3,376 96	78 30
New York.....	6,408	107,732 40	1,954 70	49,580	603,517 95	15,438 90
North Carolina.....	39	690 58	13 05	201	3,369 01	79 85
Ohio.....	1,595	22,799 91	437 05	8,727	106,111 45	2,781 90
Oregon.....	430	9,036 45	155 85	858	17,199 92	372 93
Pennsylvania.....	1,829	30,308 83	558 70	22,688	263,323 99	7,020 05
Rhode Island.....	744	13,678 77	238 70	4,063	48,216 03	1,256 43
South Carolina.....	55	712 14	13 95	339	8,058 83	176 15
Tennessee.....	147	2,191 82	40 20	794	11,920 27	281 05
Texas.....	363	6,805 62	119 70	1,671	28,244 84	669 25
Utah.....	105	1,751 96	31 75	1,217	14,691 16	389 00
Vermont.....	288	3,879 02	76 55	1,078	18,504 95	433 45
Virginia.....	384	7,246 05	128 60	772	11,735 49	284 35
Washington.....	490	12,899 76	213 45	486	9,055 72	210 60
West Virginia.....	19	157 97	3 85	322	3,896 77	103 33
Wisconsin.....	1,045	21,171 63	372 30	1,998	26,118 50	700 50
Wyoming.....	41	712 10	12 80	514	9,590 84	210 95
Total.....	45,589	821,715 08	14,629 15	199,522	2,661,248 45	66,494 20

issued, paid, and repaid, and fees collected, during the fiscal year ended June 30, 1886.

Germany.			Switzerland.			Italy.		
Issued.			Issued.			Issued.		
Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
521	\$10,066 58	\$175 55	16	\$191 50	\$3 45	117	\$4,123 23	\$64 05
145	8,151 82	52 45	5	42 50	90	32	888 76	14 40
384	6,487 49	119 85	52	689 98	13 25	21	272 27	5 40
8,024	180,150 08	2,717 60	1,079	25,119 08	411 55	1,087	26,021 12	424 55
1,089	23,071 56	390 45	163	3,849 94	62 60	834	11,576 36	179 25
2,552	83,240 74	638 20	173	2,686 98	49 50	1,096	22,330 77	363 90
320	6,003 78	104 70	12	141 00	2 70	43	1,237 70	19 25
256	8,745 39	68 70	83	2,369 39	39 45	71	2,298 78	35 85
1,048	18,943 43	331 05	110	2,768 93	46 85	228	4,571 96	77 25
287	5,581 09	95 10	7	167 50	2 70	142	5,117 81	79 65
839	20,270 75	339 00	26	755 21	12 15	74	1,847 21	37 60
93	2,447 94	41 75	17	242 56	4 80	8	61 00	1 05
19,310	275,873 75	5,153 65	2,578	48,855 78	789 30	3,049	87,355 08	1,374 00
2,761	34,516 58	679 45	176	2,894 23	52 53	128	4,388 02	68 40
2,836	37,468 00	719 80	183	3,110 74	56 58	44	945 26	16 05
1,097	15,147 01	290 65	124	2,005 73	36 45	26	523 19	9 15
1,277	18,678 11	347 70	170	3,515 67	58 50	121	2,212 19	37 50
1,310	25,879 73	444 90	209	5,746 25	93 15	2,808	78,418 24	1,251 45
284	4,438 48	81 25	2	35 00	1 65	108	2,439 29	40 30
3,152	42,572 74	811 65	181	3,449 65	61 20	640	14,041 32	231 30
4,506	71,886 07	1,315 25	505	10,307 55	173 55	3,006	73,141 10	1,178 50
5,202	60,180 74	1,214 85	293	5,718 43	100 65	380	10,890 10	174 75
2,078	36,791 00	696 80	206	3,037 51	56 20	128	2,817 84	45 85
147	2,552 16	45 80	2	35 00	60	59	1,473 75	24 01
4,850	75,387 34	1,293 60	728	13,874 58	237 65	1,030	29,450 10	471 00
364	8,241 14	136 45	8	149 61	2 60	154	4,752 61	74 70
1,208	6,559 85	313 85	65	1,049 43	18 70	53	1,669 00	26 85
220	5,530 03	90 45	21	668 03	10 50	43	1,141 13	18 50
285	3,704 05	71 55	11	135 00	2 40	10	257 00	4 05
7,299	96,601 93	1,868 95	531	9,622 63	166 05	638	13,020 34	216 75
92	2,355 84	40 40	9	915 77	14 70	39	651 53	11 10
44,494	647,404 50	12,004 90	4,100	68,660 51	1,210 20	2,099	50,463 56	822 65
435	12,559 51	204 00	4	37 00	75	6	108 95	1 05
8,384	113,597 44	2,172 10	1,075	17,086 03	318 15	1,024	29,854 49	472 95
946	20,780 65	348 00	131	3,560 94	57 15	76	1,906 51	30 15
10,678	151,113 92	2,862 55	1,066	20,575 04	350 00	2,259	61,536 11	960 65
596	9,653 29	173 40	80	1,509 81	25 05	199	3,903 43	65 55
587	16,734 73	270 75	8	163 99	2 85	33	564 03	9 75
471	7,836 10	141 15	209	3,297 01	58 65	196	3,857 27	63 26
2,797	48,231 95	853 80	291	5,364 60	93 10	512	12,329 52	200 40
237	4,650 15	81 60	17	142 90	3 50	10	337 52	5 25
121	2,003 19	35 75	19	435 00	7 65	80	662 68	10 85
551	11,115 77	191 20	15	347 96	5 55	211	5,732 53	91 65
424	9,775 71	160 50	17	419 00	7 05	17	402 00	6 30
231	3,179 44	63 25	39	743 16	13 85	21	351 76	6 30
7,287	87,524 43	1,734 80	750	11,034 43	202 75	143	3,886 19	63 55
109	1,918 14	33 15	12	354 36	5 70	2	80 00	60
153,816	2,277,553 16	42,116 30	15,608	283,049 69	4,939 20	22,552	585,847 51	9,400 90

No. 12.—Statement showing the number and amount of international money

States and Territories.	France.			Jamaica.			New Zealand.		
	Issued.			Issued.			Issued.		
	No.	Amount.	Fees.	No.	Amount.	Fees.	No.	Amount.	Fees.
Alabama	37	\$271 12	\$7 20						
Arizona	38	760 73	13 50	2	\$20 00	\$0 30			
Arkansas	9	61 30	1 50				2	\$28 78	\$0 80
California	810	11,477 66	210 80	39	658 50	12 15	63	1,256 98	22 30
Colorado	109	2,045 74	34 50	6	36 99	1 05			
Connecticut	136	1,847 64	36 90				2	13 51	30
Dakota	3	40 65	75						
Delaware	5	45 35	90						
District of Columbia	213	3,448 50	64 65						
Florida	54	1,128 53	19 20	1	5 99	15			
Georgia	54	965 66	16 95				1	1 22	25
Idaho	5	114 50	1 80						
Illinois	443	7,108 09	129 80	1	5 01	15	7	99 63	1 95
Indiana	96	1,480 44	28 40						
Iowa	67	633 93	14 10	5	84 25	1 85	3	105 00	1 65
Kansas	47	567 35	12 15						
Kentucky	74	841 45	17 10	3	17 05	45			
Louisiana	640	10,935 09	192 45	8	186 76	3 30			
Maine	36	617 89	11 85	1	9 74	15	2	10 91	30
Maryland	129	1,543 74	31 50	2	54 75	90	1	10 00	15
Massachusetts	602	8,629 53	166 15	1	2 19	15	13	244 40	4 45
Michigan	112	1,072 24	23 70				7	169 82	3 45
Minnesota	108	2,033 31	34 80						
Mississippi	12	277 26	4 50						
Missouri	173	2,240 46	43 35				1	29 22	45
Montana	45	797 13	13 35				1	10 00	15
Nebraska	21	192 87	4 20				4	102 27	1 90
Nevada	5	44 20	90				1	4 87	15
New Hampshire	13	107 87	2 55						
New Jersey	394	7,059 16	124 15				9	323 65	5 25
New Mexico	17	358 98	6 15				1	85	15
New York	3,419	49,617 47	931 65	53	1,055 66	18 65	36	809 68	13 70
North Carolina	3	105 00	1 65						
Ohio	261	5,103 25	90 05	2	25 00	45	5	126 62	1 95
Oregon	46	462 45	10 15				3	88 22	1 35
Pennsylvania	560	8,296 34	155 20	10	243 98	4 35	21	544 53	9 00
Rhode Island	125	1,644 77	32 10	1	19 99	30	3	104 22	1 65
South Carolina	26	362 59	6 60	3	119 99	1 80			
Tennessee	42	844 99	15 15						
Texas	181	3,209 81	58 10	25	287 25	6 15			
Utah	23	383 75	6 75				8	256 39	4 05
Vermont	15	168 26	3 75						
Virginia	80	1,723 44	29 40						
Washington	12	134 39	2 55						
West Virginia	15	231 81	4 35						
Wisconsin	46	677 76	13 65	1	97	15	5	83 73	1 50
Wyoming	1	20 00	30				1	48 70	75
Total	9,359	141,734 45	2,629 70	164	2,834 07	52 45	199	4,473 20	77 60

orders issued, paid, and repaid, and fees collected, &c.—Continued.

New South Wales.			Victoria.			Belgium.			Portugal.		
Issued.			Issued.			Issued.			Issued.		
No.	Amount.	Fees.	No.	Amount.	Fees.	No.	Amount.	Fees.	No.	Amount.	Fees.
									1	\$30 00	\$0 45
						1	\$28 00	\$0 45			
						1	49 38	75			
55	\$929 90	\$17 05	75	\$1,715 80	\$28 85	65	1,141 37	19 95	60	1,467 84	24 00
1	48 70	75	19	585 90	10 25	5	70 88	1 35	1	25 00	45
2	29 22	60	4	61 95	1 20	28	284 86	5 55	9	133 10	2 40
			1	15 00	30						
						5	97 00	1 65			
1	19 48	30	2	98 70	1 50	22	369 92	6 90			
			2	8 50	30						
						3	30 00	60	5	98 80	1 80
8	230 81	3 00				157	3,536 18	57 80	3	40 99	75
2	100 00	1 50	13	318 99	5 70	32	501 33	9 45			
13	356 74	5 85				7	36 45	1 20			
						25	736 22	11 40			
1	7 34	25				9	203 31	3 45			
						34	766 60	13 95	1	1 51	15
			3	19 67	60						
1	14 69	30	1	4 87	15						
6	130 35	2 25	11	463 50	7 35	21	407 78	7 65	1	29 70	45
12	256 59	4 50	7	114 30	2 45	37	482 49	9 60	83	1,305 17	23 40
			2	24 59	60	48	663 10	12 60	1	99	15
			4	100 16	2 05	5	88 60	1 50			
						4	128 75	2 05			
			1	7 06	15	21	492 07	8 25	1	15 00	30
			1	9 74	15	2	70 00	1 65			
						5	105 96	1 80			
1	50 00	75	3	54 99	1 15						
						2	13 95	30			
8	87 78	1 80	1	9 74	15	52	721 82	13 20			
1	27 25	45									
30	872 63	14 25	36	769 99	12 50	528	5,630 29	98 55	22	347 99	5 85
									1	10 00	15
6	48 12	1 35	8	85 93	1 05	32	541 28	10 65			
2	13 19	30	4	53 65	1 20	24	322 82	5 70	32	1,516 00	23 55
6	226 06	3 45	13	248 63	4 50	131	1,965 61	34 50	8	90 51	1 95
4	175 03	2 70	2	56 65	90	23	823 95	13 20	25	500 27	9 60
						8	171 76	2 85			
3	136 08	2 10	10	500 00	7 50	11	237 90	3 60			
									1	40 00	60
									1	5 50	15
1	48 70	75	7	299 91	4 65	4	69 27	1 35			
						1	5 00	15			
			4	152 21	2 40	19	297 40	5 25			
1	25 00	45									
106	3,833 63	65 30	234	5,721 78	98 40	1,173	20,961 30	365 65	256	5,771 77	96 15

No. 12.—Statement showing the number and amount of international money

States and Territories.	Sweden and Norway.			Tasmania.			Windward Islands			India.		
	Issued.			Issued.			Issued.			Issued.		
	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama.....	3	\$70 00	\$1 05							1	\$2 27	\$0 15
Arizona.....												
Arkansas.....												
California.....	128	3,572 82	57 00	1	\$19 69	\$0 30	8	\$190 99	\$3 00	10	102 07	2 75
Colorado.....	35	1,384 45	29 10							2	27 59	85
Connecticut.....	29	374 46	7 05									
Dakota.....	6	106 00	1 80									
Delaware.....	1	5 00	15									
District of Columbia.....	1	22 00	45							1	9 74	15
Florida.....	6	155 00	2 55									
Georgia.....	4	131 00	2 10				4	189 16	3 00			
Idaho.....												
Illinois.....	116	1,637 35	30 75	1	4 16	15	1	25 00	45	3	28 63	60
Indiana.....	2	60 00										
Iowa.....	35	462 98	9 10				3	112 18	3 30			
Iowa.....	25	327 00	6 30									
Kansas.....												
Kentucky.....												
Louisiana.....	11	339 00	6 30							2	44 87	95
Maine.....	8	202 60	3 30	1	4 87	15				3	121 92	2 50
Maryland.....	11	239 00	4 05				3	40 01	75			
Massachusetts.....	116	2,250 32	38 70							16	288 77	8 45
Michigan.....	41	540 08	10 35							2	95 01	1 50
Minnesota.....	33	249 49	6 35							2	10 23	70
Mississippi.....												
Missouri.....	16	272 77	5 25							2	24 54	45
Montana.....	8	123 00	2 10									
Nebraska.....	9	115 50	2 50									
Nevada.....	5	83 41	1 35	1	19 99	50						
New Hampshire.....	1	15 00	30									
New Jersey.....	14	272 00	4 65							2	12 74	30
New Mexico.....												
New York.....	100	1,901 30	32 10	2	39 75	75	8	99 59	1 95	16	184 97	8 80
North Carolina.....												
Ohio.....	3	12 40	45				2	56 78	90			
Oregon.....	25	528 75	8 55				2	14 61	30	8	304 99	6 70
Pennsylvania.....	45	751 10	13 95	2	5 88	30	30	1,201 82	19 20	13	309 54	10 60
Rhode Island.....	10	261 00	4 80				1	4 99	15	1	4 87	35
South Carolina.....	3	92 00	1 50									
Tennessee.....												
Texas.....	13	296 50	4 80							1	7 51	35
Utah.....	5	29 00	75 00									
Vermont.....	5	129 00	2 25							1	4 99	35
Virginia.....	1	20 00										
Washington.....	13	452 56	7 05									
West Virginia.....												
Wisconsin.....	25	467 22	8 25							3	37 50	1 30
Wyoming.....	1	10 00	15									
Total.....	939	18,520 46	318 40	8	94 64	2 15	68	1,935 13	33 00	89	1,622 75	45 80

orders issued, paid, and repaid, and fees collected, &c.—Continued.

Cape Colony.			Hawaiian Kingdom.			Queensland.			Totals.		
Issued.			Issued.			Issued.			Issued.		
Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
									1,329	\$25,685 17	\$488 05
									438	10,928 52	195 80
									718	11,468 19	224 40
2	\$97 40	\$1 50	82	\$1,316 35	\$24 00	2	\$48 70	\$0 90	22,039	438,451 52	8,241 00
			4	200 00	3 00				10,994	232,202 06	4,704 05
			1	30 00	45	1	19 48	30	10,927	139,628 76	3,125 00
			3	76 55	1 95				1,931	40,084 38	810 85
									977	15,813 50	328 15
									2,881	45,840 44	902 95
									940	20,408 46	370 95
									1,990	45,785 31	824 00
									345	9,181 34	179 85
			1	28 00	45	3	37 48	60	43,572	673,830 64	13,512 55
									5,287	66,879 41	1,456 00
									5,773	78,157 54	1,680 35
									3,027	41,479 55	904 15
									2,806	43,915 71	888 80
									6,092	143,539 65	2,431 20
									3,481	58,594 36	1,190 65
			1	5 00	15				6,262	93,177 53	1,880 00
1	19 99	30	9	59 80	1 65	5	204 99	3 15	41,093	616,417 68	12,936 35
			3	7 85	45				16,415	221,029 64	4,712 05
			2	75 00	1 20				7,016	110,183 35	2,222 40
									373	6,998 01	133 90
			2	14 50	45	4	111 00	2 30	12,175	208,000 41	4,112 50
									4,114	98,868 58	1,918 15
									2,555	34,734 82	742 25
			1	5 00	15				1,118	22,514 94	449 70
			2	100 00	1 50				2,442	31,689 76	728 80
			1	3 25	15	1	3 41	15	20,241	261,919 76	5,797 30
17	379 93	6 30	9	104 05	2 10	6	178 56	3 00	412	8,504 32	167 55
									110,793	1,539,730 18	32,579 30
			2	100 00	1 50				691	16,936 83	302 30
			2	18 00	45				21,134	295,811 52	6,291 90
			3	80 00	1 35	2	11 96	30	2,578	55,517 55	1,015 25
2	11 55	30	2	20 60	45	1	50 00	75	39,373	540,785 40	12,031 20
									5,886	80,717 04	1,826 10
			1	20 00	30				1,034	26,808 32	483 35
									1,868	30,139 22	603 00
									5,878	105,663 38	2,018 85
									1,623	22,247 82	523 00
									1,557	25,912 10	570 95
									2,019	37,996 01	732 55
									1,467	33,478 75	612 90
									668	8,536 91	197 00
			1	3 00	15				11,306	151,451 97	3,165 80
									683	12,712 10	205 90
22	508 87	8 40	132	2,266 95	42 35	25	665 58	11 45	448,921	6,840,358 47	141,426 55

No. 12.—Statement showing the number and amount of international money

States and Territories.	Canada.				Great Britain and Ireland.				Germany.	
	Paid.		Repaid.		Paid.		Repaid.		Paid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama	29	\$679 72			52	\$1,267 21	6	\$176 93	92	\$2,823 66
Arizona	13	544 00	2	\$190 00	15	474 36			11	291 74
Arkansas	67	2,532 67	1	18 00	49	1,167 38	1	14 61	238	8,489 41
California	3,361	80,586 23	23	399 35	1,289	24,165 27	34	687 61	1,292	44,072 34
Colorado	390	12,093 32	7	169 69	417	10,151 21	10	163 14	169	5,550 50
Connecticut	789	22,193 70	4	68 92	702	10,649 93	13	140 17	551	15,647 20
Dakota	645	20,822 67	1	25 00	182	4,847 54	3	20 88	676	24,524 99
Delaware	22	348 93	2	34 75	80	1,202 77	3	19 74	48	1,448 71
District of Columbia	1,107	11,394 58	4	28 00	343	4,854 50	3	63 45	294	4,551 58
Florida	144	3,915 38	1	25 00	185	3,585 24	2	60 00	73	2,166 67
Georgia	79	1,630 36	3	207 00	96	2,111 00	2	30 44	96	3,337 87
Idaho	21	964 10	2	12 00	26	1,029 80			20	824 80
Illinois	1,133	83,282 16	24	328 09	2,841	40,111 66	38	517 00	6,921	217,645 66
Indiana	847	14,566 87	4	13 20	311	4,829 97	6	73 21	1,079	33,999 63
Iowa	449	10,094 07	8	112 50	573	11,734 18	5	109 96	2,158	77,767 80
Kansas	225	5,909 21	4	90 00	504	13,776 51	7	81 77	834	30,140 58
Kentucky	214	3,477 57			207	3,385 33	2	11 16	385	11,121 40
Louisiana	383	6,514 51	3	47 40	222	4,679 61	3	29 60	428	12,153 45
Maine	2,487	36,701 79	6	101 09	166	2,656 78	11	169 91	35	899 57
Maryland	506	6,795 41			530	7,839 27	3	24 61	848	21,686 22
Massachusetts	11,980	169,852 26	52	855 92	3,404	49,102 47	56	646 54	757	17,161 09
Michigan	6,271	119,005 90	49	949 21	1,100	21,667 11	13	274 63	2,033	65,205 80
Minnesota	2,236	65,089 63	17	375 60	581	10,991 77	4	39 22	2,244	79,566 03
Mississippi	16	388 54	1	5 00	20	532 26			52	1,491 94
Missouri	902	15,334 36	9	87 62	899	18,723 42	16	315 77	2,409	75,082 65
Montana	157	5,916 94	6	280 00	40	1,184 94	4	31 98	59	2,071 94
Nebraska	186	5,994 76	4	14 75	307	7,439 86	1	10 00	1,093	39,742 62
Nevada	68	2,343 05	2	41 00	19	578 00	1	4 99	19	544 29
New Hampshire	370	7,555 61	3	69 58	123	1,550 08	2	38 96	30	921 67
New Jersey	1,108	16,322 75	11	136 19	1,797	29,216 62	21	182 66	2,021	51,569 86
New Mexico	23	811 50			26	445 96	2	1 86	12	419 36
New York	29,127	343,376 69	74	1,033 75	13,667	171,136 25	133	1,557 42	12,401	287,180 41
North Carolina	17	250 90	2	5 00	44	1,049 09			38	951 05
Ohio	2,905	40,220 03	17	205 25	1,956	33,120 12	35	402 71	3,015	86,098 27
Oregon	914	24,351 93	5	68 00	176	3,991 69	2	109 00	239	9,070 63
Pennsylvania	4,933	53,639 98	22	289 96	5,204	78,042 71	58	616 71	3,718	97,200 61
Rhode Island	572	10,646 69	7	122 50	548	9,012 95	6	29 86	62	1,376 68
South Carolina	33	851 38			28	475 55	2	97 40	50	1,453 94
Tennessee	102	2,335 24	2	5 10	135	2,393 62	2	29 61	74	1,991 62
Texas	186	5,514 33	6	109 99	817	19,197 75	6	107 36	1,381	47,675 00
Utah	119	4,823 10	1	21 00	236	5,965 66	6	76 72	39	1,011 12
Vermont	574	10,986 57	6	40 95	68	1,095 14			46	1,281 42
Virginia	168	3,627 41	1	30 06	371	7,651 63	1	7 71	90	2,696 89
Washington	617	14,975 11	2	70 00	64	1,602 46	5	117 26	113	4,192 40
West Virginia	12	346 25			74	1,471 94			89	2,269 21
Wisconsin	1,075	25,617 45	6	141 00	621	12,370 99	8	109 45	3,859	131,181 53
Wyoming	28	896 10			19	331 73	1	15 00	11	393 21
Total	85,670	1,276,482 70	404	6,758 36	41,119	651,347 41	537	7,109 01	52,192	1,529,335 69

orders issued, paid, and repaid, and fees collected, &c.—Continued.

Germany.		Switzerland.				Italy.				France.			
Repaid.		Paid.		Repaid.		Paid.		Repaid.		Paid.		Repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
2	\$29 52	11	\$268 61			2	\$49 61			8	\$189 65		
		1	15 23					1	\$30 00	8	297 31	1	\$4 04
2	16 25	69	2,489 70							19	415 16	1	10 00
30	493 66	106	3,366 41	3	\$90 00	53	1,650 26	6	77 50	289	9,277 69	8	109 67
8	183 10	56	2,268 18			11	320 39	3	108 00	14	353 34	1	20 00
19	134 63	49	1,541 64	2	50 00	3	75 37	3	74 00	29	700 40	2	50 00
1	5 00	62	2,194 54			10	310 74			1	30 00		
2		7	180 52							2	17 13	1	4 60
	25 00	35	383 70			8	253 94			41	474 78	1	7 11
1	10 00	7	250 52			2	26 71	1	40 06	11	227 17	1	11 25
7	108 70	6	171 15	1	11 42	2	32 37			4	48 04	2	21 56
1	25 00	24	1,066 48	1	22 00			1	34 40				
101	1,572 24	503	15,805 01	12	136 55	90	3,327 87	11	155 62	137	2,506 30	5	35 37
9	101 00	90	2,592 42			14	147 10	1	3 00	37	1,020 86	3	25 25
18	220 05	206	7,135 71	1	4 90	3	114 48			30	817 87	1	9 88
8	71 71	200	6,716 04			6	213 69	1	20 00	51	1,908 80	2	12 88
7	111 00	93	3,086 72			17	737 44			28	767 20		
9	162 35	42	1,216 14			102	3,285 92	4	52 00	379	11,272 23	4	15 63
2	28 00	3	13 32							4	70 91		
10	78 29	46	1,078 87	2	20 90	53	2,341 10	3	38 00	72	1,261 23	2	7 09
13	157 48	83	1,509 68	1	49 40	76	1,478 70	14	210 00	175	3,525 98	8	119 90
56	680 80	100	2,764 47	1	9 85	5	173 63			30	563 00	1	2 50
27	368 80	320	11,236 67	1	49 4	4	52 53			18	507 69		
1	20 00			5	195 76	2	24 75			4	20 92		
18	308 10	291	9,226 94	4	37 65	44	1,590 83	1	25 00	106	2,269 07	2	14 94
		7	263 29							1	18 25		
9	100 70	223	7,587 02	1	5 90	1	14 31			6	138 51	1	4 94
								2	25 00				
1	3 00	2	14 54			1	7 25			3	115 22		
35	392 05	192	5,701 95	2	14 95	21	360 71	4	54 98	154	5,063 72	3	48 25
										13	590 43		
167	1,937 52	1,341	27,898 34	14	165 35	496	12,131 92	15	245 75	1,858	26,747 98	42	631 00
3	54 26	12	383 57			1	9 52			2	17 52		
38	420 96	422	12,090 76	2	45 00	25	797 44	3	27 77	117	2,664 18	4	121 40
3	30 00	80	3,668 42			5	238 50	1	5 00	15	461 82	1	1 38
55	661 55	384	9,460 57	6	75 00	96	2,644 26	11	291 06	218	4,359 43	13	164 45
5	71 00	4	48 94			13	484 77	1	10 00	23	519 54	2	33 00
						6	211 74			2	9 37		
		65	2,623 88			6	116 76	1	27 00	4	52 30	1	19 70
16	147 00	150	4,449 40	1	16 80	20	589 71	7	241 76	91	2,704 82	1	80
		7	204 40										
1	23 00	6	232 30			3	66 78			1	1 50	1	5 00
2	25 00	16	503 91			8	229 57	1	40 00	15	301 88		
2	55 01	26	1,098 84	2	49 46					13	372 12		
6	49 02	17	504 48							2	5 70		
46	582 57	453	13,592 99	4	67 50	2	19 08			21	266 95	1	3 16
2	16 00	2	45 48										
743	9,428 32	5,879	107,550 25	61	873 78	1,214	34,336 76	98	1,860 59	4,056	82,834 78	116	1,516 31

No. 12.—Statement showing the number and amount of international money

States and Territories.	Jamaica.				New Zealand.			
	Paid.		Repaid.		Paid.		Repaid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama	6	\$112 32						
Arizona								
Arkansas								
California	6	107 57			207	\$4,530 98		1 \$10 00
Colorado					1	7 30		
Connecticut	3	63 52			23	237 96		
Dakota	1	48 70						
Delaware					2	7 88		
District of Columbia	3	55 97			8	52 22		
Florida	5	60 80			2	58 44		
Georgia					3	8 51		
Idaho								
Illinois	11	259 15			88	972 86		1 22 81
Indiana	1	1 24			10	156 01		
Iowa	1	24 25			3	25 73		
Kansas					7	277 39		
Kentucky					6	135 86		1 35 00
Louisiana	38	1,573 11			2	19 74		
Maine	94	703 85			505	5,733 16		
Maryland	44	1,291 13			2	5 10		
Massachusetts	39	889 92	2	\$24 00	103	1,481 11	1	20
Michigan	3	36 40			11	138 57	1	9 74
Minnesota					7	181 16		
Mississippi								
Missouri	4	72 85			17	218 14		
Montana								
Nebraska					7	151 45		
Nevada								
New Hampshire								
New Jersey	12	175 45			16	273 41		
New Mexico								
New York	1,283	43,833 21	1	15 00	671	6,032 02	1	4 87
North Carolina								
Ohio	2	5 76			48	592 05		
Oregon								
Pennsylvania	64	1,150 09	1	5 01	106	1,046 41		
Rhode Island			5	120 50	2	24 83		
South Carolina	1	20 00	1	19 99				
Tennessee								
Texas	3	116 88	1	4 00	7	311 68		
Utah					4	73 04	1	1 50
Vermont					1	91		
Virginia	10	351 89			2	26 78		
Washington					2	53 48		
West Virginia								
Wisconsin	5	78 27			9	193 70		
Wyoming								
Total	1,639	51,041 43	11	188 50	1,972	23,930 06	7	84 12

orders issued, paid, and repaid, and fees collected, &c.—Continued.

New South Wales.		Victoria.		Belgium.		Portugal.			
Paid.		Repaid.		Paid.		Repaid.		Paid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
						5	\$190 45		
						1	9 52		
							19 04		
146	\$3,948 02	1	\$9 74	87	\$2,024 77	3	\$59 97	21	464 34
2	29 22			6	194 80			9	\$370 00
17	514 00			7	133 61			8	79 90
								20	908 27
1	15 02			17	444 56			15	217 36
								8	380 91
				1	9 74				
28	691 20			56	1,365 04			71	2,072 23
8	175 07			9	93 80			26	911 45
				3	50 20			7	267 30
				1	34 09			33	1,167 97
4	121 74			1	48 70			11	421 05
2	19 48			1	14 61			29	834 95
29	338 90			34	196 34			3	53 39
8	133 05			5	76 25			15	365 84
63	1,334 74			49	763 68			35	501 95
9	211 11			7	95 80			55	1,709 33
3	44 63			5	125 52	1	9 74	57	1,826 40
1	24 35								
6	105 29			32	1,112 30			30	961 39
				1	3 00				
1	34 09							6	167 17
				2	37 18				
15	363 89			11	343 94			18	306 31
				1	48 70			1	19 04
340	6,136 01			274	4,259 88	1	24 35	405	5,215 09
								10	339 56
32	607 73			20	476 33			28	623 35
3	40 98							4	98 23
50	1,310 35	1	4 87	29	406 91			81	2,204 47
3	49 19			10	260 45			2	9 14
1	9 74							1	38 09
2	73 05			2	42 65			47	1,763 15
1	9 74							1	68
1	4 00			2	31 63			2	58 80
								4	190 47
								4	155 33
6	115 42				121 32			108	3,947 16
				1	4 01				
782	16,369 41	2	14 61	681	12,819 83	5	94 06	1,173	28,497 08
								22	746 80
								143	3,487 01

No. 12.—Statement showing the number and amount of international money

States and Territories.	Sweden and Norway.		Tasmania.		Windward Islands.		India.			
	Paid.		Paid.		Paid.		Paid.		Repaid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama					2	\$77 92	1	\$0 74		
Arizona										
Arkansas										
California	7	\$209 45	0	\$171 54	11	416 23	9	217 80	2	\$69 30
Colorado	10	411 44					2	97 40		
Connecticut	4	120 55	1	1 15	8	278 30	3	18 55		
Dakota	12	331 14					1	9 74		
Delaware	1	13 40								
District of Columbia			1	12	6	46 43	1	7 12		
Florida					5	105 27	1	19 16		
Georgia										
Idaho										
Illinois	52	1,457 21	1	2 15	11	85 96	19	320 78		
Indiana			1	24 35	1	17 04	11	90 29		
Iowa	10	298 50			9	326 69	1	48 70		
Kansas	5	117 93			1	30 43	1	7 25		
Kentucky							4	149 70		
Louisiana			1	5 11			2	48 64		
Maine			14	185 81	32	140 72	15	192 34		
Maryland										
Massachusetts	17	482 58	5	61 95	17	153 76	53	472 23		
Michigan	20	698 36			2	23 34	8	218 42		
Minnesota	67	2,386 69					3	72 69		
Mississippi										
Missouri	6	217 40	3	40 60			7	137 07		
Montana										
Nebraska	7	241 11					3	137 83		
Nevada										
New Hampshire							1	34 09		
New Jersey					5	110 71	6	86 90	1	9 74
New Mexico										
New York	68	1,180 17	54	534 28	268	7,661 80	234	2,468 28	2	37 99
North Carolina					1	19 80				
Ohio	2	52 48	2	41 40			10	200 23		
Oregon	1	26 80								
Pennsylvania	15	383 83	4	33 45	36	787 92	30	487 19	1	19 98
Rhode Island	1	5 36								
South Carolina										
Tennessee										
Texas	2	53 61			2	57 52	1	19 48		
Utah										
Vermont										
Virginia							3	97 59		
Washington	1	24 12								
West Virginia										
Wisconsin	7	219 60					3	15 37		
Wyoming										
Total	315	8,931 73	93	1,101 91	417	10,339 90	433	5,684 58	6	137 92

orders issued, paid, and repaid, and fees collected, &c.—Continued.

Cape Colony.		Hawaiian Kingdom.				Queensland.		Totals.			
Paid.		Paid.		Repaid.		Paid.		Paid.		Repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
								208	\$5,568 89	8	\$206 45
								49	1,632 16	4	164 94
								463	15,113 36	5	58 86
		2,656	\$90,650 76	1	\$1 00	30	\$1,076 80	9,580	267,333 16	121	2,377 80
1	\$9 74	3	55 00					1,082	31,571 84	29	643 93
1	19 11	29	400 85			2	10 22	4,245	53,361 58	43	517 72
								1,610	54,026 33	5	50 88
								162	3,519 32	6	59 09
1	12	25	422 82			2	16	1,879	23,186 18	10	123 56
		2	2 25					445	10,807 22	6	146 25
		1	7 50					288	7,417 14	15	379 12
		1	3 50					92	3,888 74	5	93 40
6	73 05	132	2,525 39			46	1,944 27	18,217	380,864 57	192	2,767 68
		14	501 50					2,464	59,201 44	23	215 66
		10	262 00					3,463	108,877 58	33	457 29
		5	200 00					1,873	60,500 09	24	315 16
								970	23,452 80	10	157 16
		15	112 10					1,646	41,151 60	26	457 04
		64	1,538 37			12	95 51	3,587	49,490 76	19	290 00
1	48 70	8	120 78			1	2 43	2,140	43,067 29	21	174 89
8	198 15	268	5,092 73			10	315 92	17,179	255,513 51	148	2,068 50
1	13 39	42	789 00			2	30 43	9,728	213,484 06	121	1,935 73
		10	240 00					5,555	172,311 81	50	793 85
								98	2,653 77	4	49 75
1	14 61	20	362 40			2	54 74	4,840	125,466 86	50	789 08
								265	9,458 36	10	311 98
		4	63 00					1,844	61,711 73	16	136 29
		7	257 00					113	3,722 31	5	70 09
		5	127 25					537	10,362 89	6	111 54
3	43 83	65	2,382 20	1	50 00			5,444	112,528 25	78	888 82
								70	2,334 99	2	1 86
98	854 87	557	13,269 39			79	1,143 00	63,263	962,376 58	451	5,676 60
								125	3,021 91	5	59 26
4	81 58	93	1,029 62			6	79 20	8,688	180,799 03	101	1,287 09
		12	275 20	1	14 00			1,435	42,124 20	14	248 38
10	136 06	113	2,165 70			12	119 76	15,113	255,772 18	170	2,120 20
		19	379 15					1,261	23,752 54	26	386 86
								1	24 35	3	117 39
1	24 35							388	9,775 33	6	81 41
								3,714	82,463 67	38	627 71
		5	260 00					414	12,393 02	8	99 22
		16	629 25					716	14,294 55	8	68 95
		3	10 30					689	15,276 39	5	192 71
		23	785 73			5	219 15	871	23,549 53	11	291 73
		4	111 00					202	4,863 01	6	49 02
		6	62 58					6,164	187,753 91	65	903 68
		1	4 50					62	1,645 03	3	31 00
136	1,517 56	4,238	125,898 88	3	65 00	210	5,110 03	202,362	4,036,616 90	2,015	28,966 48

No. 13.—Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1885.

RECEIPTS.

Balance in the hands of postmasters June 3, 1884.....		\$1,787,103 46
Amount received for domestic money orders issued..	\$117,858,921 27	
Amount received for postal notes issued.....	9,996,274 37	
Amount received for international money orders issued.....	6,840,358 47	
Total issued.....		134,695,554 11
Amount received for fees on domestic money orders issued.....	923,930 85	
Amount received for fees on postal notes issued....	152,018 58	
Amount received for fees on international money orders issued.....	141,426 55	
Total fees.....		1,217,375 98
Amount of deposits received from postmasters.....		100,302,459 06
Amount of drafts drawn on the postmaster at New York, N. Y.....		15,557,429 25
Amount transferred from postage fund.....		913,648 59
Amount of gain.....		1,072 92
Amount of premium.....		121 26
Balance due postmasters.....		10,143 31
Total receipts.....		254,484,907 94

DISBURSEMENTS.

Amount of domestic money orders paid.....	\$117,165,886 43	
Amount of postal notes paid.....	9,819,515 98	
Amount of international money orders paid.....	4,036,616 90	
Total paid.....		131,022,019 31
Amount of domestic money orders repaid.....	830,318 63	
Amount of postal notes repaid.....	128,507 82	
Amount of international money orders repaid.....	28,966 48	
Total repaid.....		987,792 93
Amount of drafts paid by postmaster at New York, N. Y.....		14,778,306 30
Amount deposited at first-class offices.....		103,682 205 46
Amount transferred to postage fund.....		1,362,522 65
Amount of loss.....		9,025 56
Amount paid for expenses.....		115,064 56
Amount paid for commissions on money orders.....		346,383 55
Amount paid for commissions on postal notes.....		56,299 95
Amount paid for clerk hire.....		305,454 01
Miscellaneous items.....		13,740 06
Balance in the hands of postmasters June 30, 1885.....		1,806,093 60
Total disbursements.....		254,484,907 94

No. 14.—Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1885.

Amount received for fees on money orders issued.....		\$923,930 85
Amount of gain.....		1,072 92
Amount of premiums, &c.....		121 26
		925,125 03
Amount allowed postmasters:		
For commissions on money orders.....	\$338,707 94	
For clerk hire.....	243,703 15	
For incidental expenses.....	89,713 41	
For lost remittances and burglaries.....	7,171 64	
For bad debts.....	1,853 92	
		681,150 06
Net revenue.....		243,974 97
		925,125 03

No. 15.—*Statement showing the revenue which accrued on postal-note transactions for the fiscal year ended June 30, 1885.*

Amount received for fees on postal notes issued.....		\$152,018 58
Amount allowed postmasters:		
For commissions.....	\$56,299 95	
For clerk hire.....	13,656 00	
For incidental expenses.....	21,319 87	
	<hr/>	91,275 82
Net revenue.....		<hr/> 60,742 76
		<hr/> 152,018 58

No. 16.—*Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1885.*

Amount transferred to money-order account.....		\$913,648 59
Amount transferred from money-order account.....	\$1,362,522 65	
Less balance due postage account June 30, 1884 (transferred).....	616,451 18	
	<hr/>	746,071 47
Balance due postage account June 30, 1885.....		<hr/> 167,577 12
		<hr/> 913,648 59

No. 17.—*Statement of assets and liabilities June 30, 1885.*

ASSETS.

Balance in the hands of the assistant United States treasurer at New York, N. Y., June 30, 1885.....	\$1,883,070 90	
Balance in the hands of postmasters June 30, 1885..	1,806,093 60	
	<hr/>	3,689,164 50

LIABILITIES.

Revenue on domestic money-order and postal-note account.....	304,717 73	
Revenue on international money-order account....	104,215 47	
Amount due postage account.....	167,577 12	
Unpaid domestic money orders, postal notes, and in- ternational money orders, and balances of unad- justed international accounts.....	3,112,654 18	
	<hr/>	3,689,164 50

No. 18.—*Statement showing the money-order transactions with the assistant United States treasurer at New York, N. Y., during the fiscal year ended June 30, 1885.*

Balance in the hands of the assistant United States treasurer, June 30, 1884.....	\$2,673,462 75	
Amount deposited with the assistant United States treasurer.....	1,787,194 74	
	<hr/>	4,460,657 49
Amount of drafts paid by the assistant United States treasurer.....	2,577,586 59	
Balance in the hands of the assistant United States treasurer June 30, 1885.....	1,883,070 90	
	<hr/>	4,460,657 49

No. 19.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1885.*

CANADA.

Amount received for fees on orders issued		\$14,629 15
Excess of commissions received		2,410 51
		<u>17,039 66</u>
Amount allowed postmasters:		
For commissions	\$1,428 46	
For clerk hire	5,154 98	
For incidental expenses	473 76	
		<u>7,057 20</u>
Net revenue		<u>9,982 46</u>
		<u>17,039 66</u>

GREAT BRITAIN AND IRELAND.

Amount received for fees on orders issued		66,494 20
Gain on exchange		6,895 93
		<u>73,390 13</u>
Amount allowed postmasters:		
For commissions	\$3,276 10	
For clerk hire	19,873 67	
For incidental expenses	1,654 21	
		<u>24,803 98</u>
Amount paid Great Britain:		
For excess of commissions	1,520 48	
For incidental expenses	425 64	
		<u>1,946 12</u>
Net revenue		<u>46,640 03</u>
		<u>73,390 13</u>

GERMANY.

Amount received for fees on orders issued		42,116 30
Gain on exchange		7,107 42
		<u>49,223 72</u>
Amount allowed postmasters:		
For commissions	\$2,376 55	
For clerk hire	17,644 32	
For incidental expenses	1,339 96	
		<u>21,360 83</u>
Amount paid Germany:		
For excess of commissions	5,570 68	
For incidental expenses	124 36	
		<u>5,695 04</u>
Net revenue		<u>22,167 85</u>
		<u>49,223 72</u>

SWITZERLAND.

Amount received for fees on orders issued		4,939 20
Gain on exchange		2,873 54
		<u>7,812 74</u>

Amount allowed postmasters:		
For commissions	\$228	10
For clerk hire	1,640	25
For incidental expenses	91	43
		<u>\$1,959 78</u>
Amount paid Switzerland:		
For excess of commissions		870 74
Net revenue		<u>4,982 22</u>
		<u><u>7,812 74</u></u>

ITALY.

Amount received for fees on orders issued		9,400 90
Gain on exchange		14,365 26
		<u>23,766 16</u>
Amount allowed postmasters:		
For commissions	\$167	54
For clerk hire	1,998	98
For incidental expenses	131	40
		<u>2,297 92</u>
Amount paid Italy:		
For excess of commissions		4,133 86
Net revenue		<u>17,334 38</u>
		<u><u>23,766 16</u></u>

FRANCE.

Amount received for fees on orders issued		2,629 70
Gain on exchange		215 68
		<u>2,845 38</u>
Amount allowed postmasters:		
For commissions	\$107	17
For clerk hire	1,056	91
For incidental expenses	41	60
		<u>1,205 68</u>
Amount paid France:		
For excess of commissions		408 27
Net revenue		<u>1,231 43</u>
		<u><u>2,845 38</u></u>

JAMAICA.

Amount received for fees on orders issued		52 45
Excess of commissions received		386 26
		<u>438 71</u>
Amount allowed postmasters:		
For commissions	\$2	69
For clerk hire	118	00
For incidental expenses	15	27
		<u>135 96</u>
Net revenue		<u>302 75</u>
		<u><u>438 71</u></u>

NEW ZEALAND.

Amount received for fees on orders issued		77 70
Excess of commissions received		147 36
		<u>224 96</u>

Amount allowed postmasters:			
For commissions		\$6 70	
For clerk hire		162 50	
For incidental expenses.....		13 38	
		<u> </u>	\$182 58
Net revenue			<u>42 38</u>
			<u>224 96</u>

NEW SOUTH WALES.

Amount received for fees on orders issued.....		65 30	
Excess of commissions received.....		108 56	
		<u> </u>	173 86

Amount allowed postmasters:			
For commissions.....		\$5 63	
For clerk hire		78 50	
For incidental expenses.....		22 82	
		<u> </u>	106 95
Net revenue			<u>66 91</u>
			<u>173 86</u>

VICTORIA.

Amount received for fees on orders issued.....		98 40	
Excess of commissions received.....		51 72	
		<u> </u>	150 12

Amount allowed postmasters:			
For commissions.....		\$3 24	
For clerk hire		78 00	
For incidental expenses.....		12 09	
		<u> </u>	93 33
Net revenue			<u>58 79</u>
			<u>150 12</u>

BELGIUM.

Amount received for fees on orders issued.....		365 65	
Excess of commissions received.....		68 52	
		<u> </u>	434 17

Amount allowed postmasters:			
For commissions.....		\$22 70	
For clerk hire		14 75	
For incidental expenses.....		19 78	
		<u> </u>	57 23
Net revenue			<u>376 94</u>
			<u>434 17</u>

PORTUGAL.

Amount received for fees on orders issued.....		96 15	
Gain on exchange		41 19	
		<u> </u>	137 34

Amount allowed postmasters:			
For commissions		\$4 73	
For incidental expenses		10 94	
		<u> </u>	15 67

MONEY-ORDER BUSINESS.

1001

Amount paid Portugal:		
For excess of commissions.....		\$12 15
Net revenue.....		109 52
		<u>137 34</u>

SWEDEN.

Amount received for fees on orders issued		318 40
Amount allowed postmasters:		
For commissions	\$22 07	
For incidental expenses.....	106 09	
		<u>128 16</u>
Amount paid Sweden:		
For excess of commissions		30 66
Net revenue		159 58
		<u>318 40</u>

TASMANIA.

Amount received for fees on orders issued.....		2 15
Excess of commissions received.....		8 15
Loss.....		1 23
		<u>11 53</u>
Amount allowed postmasters:		
For commissions	\$0 12	
For clerk hire.....	6 00	
For incidental expenses.....	5 41	
		<u>11 53</u>
		<u>11 53</u>

WINDWARD ISLANDS.

Amount received for fees on orders issued		33 00
Excess of commissions received.....		80 39
		<u>113 39</u>
Amount allowed postmasters:		
For commissions	\$0 96	
For incidental expenses.....	23 50	
		<u>24 46</u>
Net revenue		88 93
		<u>113 39</u>

INDIA.

Amount received for fees on orders issued.....		45 80
Amount allowed postmasters:		
For commissions	\$2 37	
For clerk hire	5 50	
For incidental expenses.....	71	
		<u>8 58</u>
Net revenue.....		37 22
		<u>45 80</u>

CAPE COLONY.

Amount received for fees on orders issued		8 40
Excess of commissions received		14 61
Loss		20 62
		<u>43 63</u>

Amount allowed postmasters:		
For commissions	\$0 22	
For incidental expenses	43 41	
		<u>\$43 63</u>
		<u>43 63</u>

HAWAIIAN KINGDOM.

Amount received for fees on orders issued		42 35
Excess of commissions received		876 07
		<u>918 42</u>
Amount allowed postmasters:		
For commissions	\$20 02	
For clerk hire	262 50	
For incidental expenses	6 21	
		<u>288 73</u>
Net revenue		629 69
		<u>918 42</u>

QUEENSLAND.

Amount received for fees on orders issued		11 45
Excess of commissions received		36 34
		<u>47 79</u>
Amount allowed postmasters:		
For commissions	\$0 24	
For incidental expenses	19 31	
		<u>19 55</u>
Net revenue		28 24
		<u>47 79</u>

No. 20.—Recapitulation of net revenue for the fiscal year ended June 30, 1885.

On domestic money-order transactions		\$243,974 97
On postal-note transactions		60,742 76
On international transactions with—		
Canada	\$9,982 46	
Great Britain and Ireland	46,640 03	
Germany	22,167 85	
Switzerland	4,982 22	
Italy	17,334 38	
France	1,231 43	
Jamaica	302 75	
New Zealand	42 38	
New South Wales	66 91	
Victoria	56 79	
Belgium	376 94	
Portugal	109 52	
Sweden and Norway	159 58	
Windward Islands	88 93	
India	37 22	
Hawaiian Kingdom	629 69	
Queensland	28 24	
		<u>104,237 32</u>
Less loss in transactions with—		
Tasmania	\$1 23	
Cape Colony	20 62	
		<u>21 85</u>
		<u>104,215 47</u>
Total net revenue		<u>408,933 20</u>

No. 21.—*Weight of letters, newspapers, &c., sent from the United States to European countries during the fiscal year ended June 30, 1885.*

Steamship lines.	England.		Austria.		Belgium.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	25,044,027	107,229,284	537,110	1,229,795	489,212	2,886,484
White Star	15,968,827	77,318,573	734,890	1,863,450	375,580	1,933,507
Liverpool and Great Western Steamship Company	8,948,636	41,224,612	427,635	1,049,935	205,155	1,081,203
North German Lloyd of Bremen	17,200,322	88,885,988	3,900,755	9,804,415	404,585	2,080,260
Hamburg-American Packet Company	2,062,827	10,723,914	791,940	1,032,281	45,260	259,129
Iman	12,570,078	58,706,509	360,280	885,010	260,085	1,513,187
Anchor	4,810,589	24,838,489	28,105	37,775	90,360	590,815
Canadian	172,444	452,879				
American Steamship Company	377,615	1,891,715				
National	2,271,994	10,401,273	9,210	8,105	40,510	272,157
Cunard (limited)	296,560	1,246,140			43,780	394,632
Bremen line direct from Baltimore						
French						
Red Star					15,638	18,161
Netherlands Steam Navigation Company						
Total	89,723,917	422,918,376	6,789,925	16,810,766	1,970,165	11,029,535
Compared with last fiscal year:						
Increase		17,948,876	374,748	1,067,752	115,955	577,189
Decrease	111,911					

Steamship lines.	Denmark.		France.		Germany.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	248,216	463,730	2,022,929	8,199,617	4,860,668	13,461,689
White Star	376,095	687,130	1,831,663	8,064,810	6,356,712	21,005,682
Liverpool and Great Western Steamship Company	230,465	466,969	1,161,103	5,833,473	3,305,114	10,909,285
North German Lloyd of Bremen	1,858,929	4,183,245	2,081,056	9,810,709	27,012,472	95,291,718
Hamburg-American Packet Company	434,260	841,193	988,634	5,953,935	6,199,037	26,273,455
Iman	183,735	330,930	989,681	4,362,247	3,244,441	10,984,243
Anchor	19,895	3,555	523,419	2,881,569	390,121	791,112
Canadian						
American Steamship Company						
National	3,955	505	54,943	105,770	132,337	181,296
Cunard (limited)			18,839	139,342		
Bremen line direct from Baltimore					16,726	66,102
French			2,225,036	13,206,752		
Red Star						
Netherlands Steam Navigation Company						
Total	3,346,560	6,977,048	11,907,963	59,158,214	52,138,628	179,055,342
Compared with last fiscal year:						
Increase		684,396		1,184,046		7,985,710
Decrease	6,742		544,299		112,556	

No. 21.—*Weight of letters, newspapers, &c., sent from the United States, &c.—Continued.*

Steamship lines.	Italy.		Netherlands.		Norway.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	1,825,057	4,516,200	550,470	1,893,860	418,365	755,540
White Star	1,193,245	3,651,355	425,670	1,689,675	744,440	1,340,230
Liverpool and Great Western Steamship Company	609,480	1,756,760	228,490	913,844	416,390	950,910
North German Lloyd of Bremen	1,759,545	4,074,050	520,445	1,736,505	3,418,750	6,948,522
Hamburg-American Packet Company	269,080	542,715	61,550	233,020	872,970	1,322,118
Inman	896,625	2,774,105	316,150	1,176,145	361,195	498,525
Anchor	360,185	1,069,465	121,885	508,725	8,740	4,525
Canadian						
American Steamship Company						
National	208,700	417,900	47,550	159,800	2,905	
Cunard (limited)						
Bremen line direct from Baltimore						
French						
Red Star						
Netherlands Steam Navigation Company			3,700	71,060		
Total	7,112,917	19,832,550	2,274,000	8,382,694	6,243,755	11,829,370
Compared with last fiscal year:						
Increase	1,090,198	4,659,787	362,128	183,952	358,210	1,203,372
Decrease						

Steamship lines.	Portugal.		Russia.		Spain.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	203,915	490,885	986,745	1,616,585	384,050	2,067,680
White Star	124,400	427,710	648,190	1,280,545	283,350	1,795,750
Liverpool and Great Western Steamship Company	73,305	237,500	361,400	735,765	158,175	910,185
North German Lloyd of Bremen	199,205	495,565	971,390	1,535,485	374,970	2,012,140
Hamburg-American Packet Company	19,915	59,620	121,125	186,785	46,030	256,229
Inman	105,669	291,620	519,795	941,292	218,860	1,237,120
Anchor	35,985	138,895	192,920	417,250	73,950	793,185
Canadian						
American Steamship Company						
National	27,840	37,820	123,315	122,875	33,370	133,730
Cunard (limited)						
Bremen line direct from Baltimore						
French						
Red Star						
Netherlands Steam Navigation Company						
Total	799,225	2,199,075	3,924,880	6,836,582	1,574,755	9,206,010
Compared with last fiscal year:						
Increase	35,338		535,829	781,116	263,042	577,445
Decrease		177,107				

WEIGHT OF FOREIGN MAILS.

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No. 21.—*Weight of letters, newspapers, &c., sent from the United States, &c.*—Continued.

Steamship lines.	Sweden.		Switzerland.		Turkey.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
Cunard	<i>Grams.</i> 1,695,845	<i>Grams.</i> 5,068,125	<i>Grams.</i> 1,086,710	<i>Grams.</i> 4,536,230	<i>Grams.</i> 113,295	<i>Grams.</i> 1,336,105
White Star	1,542,090	4,752,720	776,845	3,864,500	83,065	977,020
Liverpool and Great West- ern Steamship Company ..	947,150	2,633,880	418,165	1,846,171	39,550	431,280
North German Lloyd of Bremen	4,228,175	14,653,600	981,060	4,306,255	109,205	1,328,660
Hamburg-American Packet Company	1,606,410	3,569,205	128,290	612,005	14,570	128,670
Inman	881,545	1,974,100	559,735	2,743,465	61,400	790,425
Anchor	164,775	291,570	214,500	1,029,195	24,365	293,430
Canadian American Steamship Com- pany						
National Cunard (limited)	80,795	226,075	104,325	422,025	8,360	91,465
Bremen line direct from Bal- timore						
French						
Red Star						
Netherland Steam Naviga- tion Company						
Total	11,133,785	33,169,475	4,260,630	19,360,446	453,750	5,437,956
Compared with last fiscal year:						
Increase		3,078,116	80,022	987,961	39,060	620,783
Decrease	1,188,088					

RECAPITULATION BY STEAMSHIP LINES.

Steamship lines.	Letters.	Papers.
Cunard	<i>Grams.</i> 40,496,613	<i>Grams.</i> 156,151,829
White Star	31,474,062	131,343,557
Liverpool and Great Western Steamship Company	17,528,213	70,090,823
North German Lloyd of Bremen	65,621,455	247,747,317
Hamburg-American Packet Company	13,652,898	52,953,265
Inman	21,569,983	89,208,323
Anchor	7,050,794	33,739,325
Canadian	172,444	452,879
American Steamship Company	377,615	1,891,715
National	3,151,109	12,582,156
Cunard (limited)	359,239	1,780,114
Bremen line direct from Baltimore	16,726	66,162
French	2,225,036	13,296,752
Red Star	15,638	18,161
Netherland Steam Navigation Company	3,790	21,060
Total	203,654,855	812,203,438

No. 21.—*Weight of letters, newspapers, &c., sent from the United States, &c.—Continued.*

RECAPITULATION BY FOREIGN COUNTRIES.

Countries.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>
England	89,723,917	422,918,376
Austria	6,789,925	16,810,766
Belgium	1,970,165	11,029,585
Denmark	3,546,560	6,977,048
France	11,907,963	59,158,214
Germany	52,138,628	179,655,342
Italy	7,112,917	10,832,550
Netherlands	2,274,000	8,382,694
Norway	6,243,755	11,829,370
Portugal	790,225	2,199,075
Russia	3,924,880	6,836,682
Spain	1,574,755	9,206,010
Sweden	11,133,785	53,169,475
Switzerland	4,269,630	19,860,446
Turkey	453,750	5,437,935
Total	209,654,855	812,203,438
Compared with last fiscal year:		
Increase		31,675,516
Decrease	2,270,262	

No. 22.—*Weight of letters, newspapers, &c., sent by sea from the United States to countries and colonies other than European of the Universal Postal Union during the fiscal year ended June 30, 1885.*

Countries and colonies.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cuba	3,461,805	22,539,681
Porto Rico	323,355	3,607,557
Mexico	907,564	7,971,695
Hawaiian Islands	1,656,521	17,763,263
United States of Colombia	1,440,326	14,617,880
Japan	1,375,465	16,245,878
Hong Kong	1,241,925	5,070,706
Brazil	837,774	9,475,106
Shanghai via Japan	2,200	2,860,132
Bermuda	603,185	5,060,067
Jamaica	492,880	5,749,082
Chili	652,160	11,068,789
Windward Islands	730,900	7,324,305
Peru	506,197	10,636,787
Venezuela	524,790	5,879,298
Newfoundland	410,474	3,671,445
Havti	256,460	2,796,007
St. Thomas	224,853	2,549,133
Honduras	324,305	3,136,506
Guatemala	392,002	5,144,614
Salvador	194,866	2,795,719
Ecuador	192,311	2,594,772
Curacao	242,290	1,030,669
Bahamas	215,255	2,285,620
St. Domingo	158,545	2,777,046
Nicaragua	193,846	3,602,046
Argentine Republic	414,487	6,021,898
Costa Rica	169,850	2,588,183
St. Pierre and Miquelon	224,853	2,549,133
Tahiti and Marquesas	54,944	1,015,113
Turk's Islands	28,085	295,722
Uruguay	139,415	2,102,158
Paraguay	3,375	38,801
New Caledonia	4,186	93,948
Barbadoes	10,840	93,829
Total	18,612,239	192,458,596
Decrease compared with last fiscal year	1,294,876	16,744,639

ALPHABETICAL INDEX.

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