

# POSTAL POLICIES AND PROBLEMS

## AN ADDRESS

BEFORE THE SIXTEENTH ANNUAL CONVENTION OF  
THE NATIONAL ASSOCIATION OF POSTMASTERS OF  
THE FIRST CLASS, AT DENVER, COLORADO  
JULY 31, 1913

BY

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FIRST ASSISTANT POSTMASTER GENERAL.



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## POSTAL POLICIES AND PROBLEMS.

Mr. President and Members of the National Association of Postmasters at First-Class Offices:

### POSTAL POLICIES AND PROBLEMS.

I regard it as both a pleasure and a privilege to look into the faces of this large number of men, so important to the welfare of our country. It is a pleasure because of that interest in a common cause which naturally prompts sympathy and makes wondrous kind those struggling with like problems and responsibilities. It is a privilege for me to be here, because the occasion enables me to make your acquaintance and to exchange views as to the best way to meet the responsibilities with which we are mutually and cooperatively charged.

You are peculiarly fortunate in the selection of the "Queen City of the Plains" for this convention. Denver's growth has measured time with that of the postal service. This city began its career by the erection of a log cabin in October, 1857, on what is now the corner of Eleventh and Wewatta Streets, and then it was that the postal service, without the aid of steam power, was struggling to cross this continent and bring the tidings of treasures newly discovered in the bosom of yonder majestic mountains. To recount the steps in the history of the development of this western country is to present a record as interesting as a fairy tale. Denver, with a population of less than 5,000 in 1870, had about 213,000 at the census of 1910, and to-day within the confines of this beautiful city there are not less than a quarter of a million souls. How powerless we are to give advance interpretation of the latent forces of nature and the dynamics of men in action!

It is interesting to recall that in 1835, during the discussion of a measure in the United States Senate to establish a post route from Independence, Mo., to the mouth of the Colorado River, the learned



Daniel Webster closed his speech in opposition with the following language:

"What do we want with this vast worthless area; this region of savages and wild beasts, of deserts, shifting sands, and whirlwinds of dust; of cactus and prairie dogs? To what use can we hope to put these great deserts or those endless mountain ranges, imposing and covered to their very base with eternal snow? What use have we for such country? Mr. President, I will never vote one cent from the Public Treasury to place the Pacific coast one inch nearer to Boston than it now is."

I can safely venture that were Mr. Webster to return to earth and accompany me on this western trip he would confess in chagrin that in no expression made during his long career as a public speaker was he wider of the mark.

A comparison of the present conditions in this locality with those yet in the memory of persons in this audience tax the credulity of those who have not kept informed as to these remarkable developments. It was on May 7, 1859, that the first mail reached Denver through the postal service, brought by the overland coach of the Leavenworth & Pikes Peak Express Co., bringing the mail as express matter, on which the charge was 25 cents for each letter. The distance then from Leavenworth, Kans., to Denver was 687 miles, and required at that time 10 days. What a wonderful revolution a half century has brought. Considerably more than 100 trains now enter and depart from Denver daily, carrying approximately 60 tons of mail matter for as cultured, refined, and hospitable people as can be found on God's green earth.

#### NEW POSTAL ADMINISTRATION.

Marked political changes have come in the management of our executive departments since you last met in annual convention, and it is a great compliment to our form of government that such important transitions in management have not disturbed the operations of the machinery or weakened in the slightest degree the effectiveness of daily results. The new administration has already been tested and the wisdom of the people as expressed at the polls last November fully confirmed. Since the day of his nomination at Baltimore there has been an ever-increasing confidence in the fitness, courage, good judgment, and steadfastness for the right of Woodrow Wilson.

The wonderful proportions to which our postal service has grown and its increasing importance made the selection of the directing head of this great organization an act of vital importance to the American people. On the vast army of postal employees depends the maintenance and development of our commerce and the protection and advancement of American citizenship. It is a mainstay to the business and social life of our people. Some of the Federal departments are in touch with a part of the people some of the time, and other departments are in touch with all of the people part of the time, but the Post Office Department serves all of the people all of the time.

An ideal man to direct and control this great department was found in the person of Hon. Albert S. Burleson as Postmaster General. His experience in public life, his indefatigable energy, good judgment, and courage in execution, especially equip him for this most important position. From him I bring to you deep interest in this convention of postmasters now endeavoring to find the mecca of truth in the solution of postal problems, and the assurance that he looks forward with confidence to your giving to the people during the ensuing year a postal service of the maximum efficiency at the minimum of cost. It is the purpose to give to the country one hundred cents of value for every dollar spent by the department.

#### EFFICIENCY KEYNOTE OF ADMINISTRATION.

The keynote to the present administration of the Post Office Department is embodied in the one word "efficiency." That efficiency and economy should be substituted for wastefulness and extravagance needs no argument, but the postal service affects so vitally the interests of the entire population of the country that economy which results in a curtailment of postal facilities operates as a check on the social and industrial progress of the country. The people are entitled to the very best postal facilities administered in the most efficient and economical manner.

#### PERSONAL ATTENTION BY POSTMASTERS.

In keeping with this policy, the best methods and practices will be insisted upon throughout the service. To this end the department will keep in close touch with the operations of the postmasters and with their cooperation bring the service to the highest degree of usefulness. This is manifested by the attitude of the Postmaster



General with regard to postmasters giving their personal attention to their official duties. The clerks and carriers attached to post offices are required by law to render service for eight hours daily, and the Postmaster General insists that the postmaster, who is the directing head and whose compensation greatly exceeds that of any of the employees under him, shall give at least an equal amount of time and effort. An announcement to this effect was made by the Postmaster General before making any appointments of postmasters, and hence put on notice all incoming postmasters as well as those already in the service. The postmaster is selected because of his presumed superior ability, his qualifications for rendering satisfactory public service, and his personal standing, and it is not fair to the Government that he should employ his time in other directions. A postmaster and a postage stamp are alike in that the value of each depends on the way in which each sticks to the place where you put him. If all postmasters honestly devote to the service the amount of time reasonably expected of them and give to the work of their offices the supervision and direction which good business rules demand, instead of leaving their proper duties to subordinates, the service would not only gain in effectiveness but a considerable economy would result from a better distribution of duties and a consequent reduction in cost. Certainly all postmasters who have at heart the betterment of the service will heartily concur in this attitude.

The Postmaster General has announced that it will be his policy to retain in the service until the end of their terms all postmasters who conform to the foregoing requirement and who are otherwise qualified for the positions which they hold. On the other hand, successors will be promptly appointed for those who do not measure up to the standard.

#### ASSISTANT POSTMASTERS.

In this connection I wish to say that the department's attention is frequently called to the fact that assistant postmasters in some instances do not perform duties commensurate with the importance of their positions and the salary they receive. The assistant postmaster is the next highest paid man in the office, and although in the absence of the postmaster he is the directing head of the office, his regular duties should be more than nominal and he should take

an active part in the management of the office and be ever on the alert for opportunities to improve methods and draw up slack.

#### ADMINISTRATIVE SUPERVISION.

A number of complaints were received at the department recently with respect to the service in one of the large cities, and upon investigation it was found that none of the supervisory officers in the post office was on duty during the hours of heaviest mail receipts. This condition has since been remedied, and complaints of poor service at that office have ceased.

To render efficient service to the public it is necessary that the mails be distributed promptly. As all of you know, the quantity of mail varies during the day, the incoming mail depending to a large extent on the arrival of trains.

To perform the distribution promptly it is necessary that the force shall have proper supervision at all times. The superintendents and assistant superintendents of mails should be experts in the distribution, delivery, and dispatch of both registered and ordinary mails. It has been found that the tours of duty of this class of employees in many instances are from 8 a. m. to 5 p. m., and during the evening, when the largest volume of mail is being handled and supervision most needed, the work is supervised by a foreman or a clerk. Commercial houses give the closest supervision to their business during the rush hours, and there is every good reason why this rule should prevail in post offices. While the hours of the superintendent and his assistant should not be arbitrarily fixed, it is believed that their hours of duty should be so arranged that either the superintendent or one of his assistants will be on duty at all times.

#### CLERKS AND CARRIERS.

Clerks and carriers enter the service at a salary of \$800 per annum, and are promoted annually on their service record through the various grades until they reach the salary of \$1,100 at first-class offices and \$1,000 at second-class offices, after which their promotions depend to a greater extent upon their exceptional efficiency. It is believed that in many instances postmasters, through sympathy or other motives, recommend the promotion of clerks and carriers who have not measured up to the proper standard. This is very discouraging to those who have rendered satisfactory service, as nothing



could be more detrimental to the service than to have the employee who lacks interest and lags behind receive his promotion as promptly as he who renders genuinely faithful and effectual service. The department wishes to encourage clerks to become expert distributors, as this will better fit them for the higher positions, and in making recommendations for promotions, all other things being equal, the expert distributor should be given the preference. In some instances postmasters recommend their private secretaries or those in their immediate executive offices for promotion to the higher positions, forgetting that the distributors and supervisory officers, whose duties are more arduous and who are required to study their schemes of distribution, are deserving of first consideration.

The efficiency of clerks depends to a large extent on their familiarity with their schemes of distribution. In many instances substitutes are appointed and permitted to serve for years before taking a case examination. They therefore become careless in this respect, remain indifferent, and do not make efficient clerks. Clerks and carriers should be required to familiarize themselves with the Postal Laws and Regulations. The department is now preparing a manual of instructions covering the subjects with which they come in daily contact, and when it is completed and distributed it should be the first study requirement of a clerk upon his entrance to the service. See to it that all employees are kept informed as to the published requirements and suggestions of the department and encourage thought and suggestions on the part of your force from the lowest to the highest paid employee. The rating of the efficiency of clerks is now the subject of a close study by the officers of the department, and some improvements in the present system will be put into effect as soon as experience demonstrates their feasibility.

It may seem that I have elaborated on that class of employees engaged exclusively in the actual handling of mail to the neglect of those otherwise employed. This is due to the fact that the results accomplished by this part of your office force have the greatest effect on the public. You should not, however, lose sight of the efficient men in other branches of the post-office work—the money-order clerks, registry clerks, and those employed in the purely clerical capacities. These men are usually recruited from among the bright young substitutes and clerks who have had some experience in the actual

handling of the mails. Whenever these men show special aptitude for, or exceptional efficiency in the work to which they are assigned, care should be taken that they be not overlooked when there is opportunity for promotion to the higher grades, and they, as well as the men employed on the mailing floor, should receive the best of encouragement.

#### EIGHT-HOUR LAW.

You gentlemen are, of course, familiar with the provisions of section 5 of the appropriation act for the last fiscal year, generally known as the eight-in-ten-hour law, which became effective March 4 last. This law made necessary the rearrangement of the schedules of approximately 65,000 employees, which was a gigantic task. In working out the schedules the question naturally arose as to whether the law applied to assistant postmasters and supervisory officers, and also whether an employee would be entitled to pay for overtime if his eight hours of work extended over a longer period than ten consecutive hours. The matter was submitted to the Comptroller of the Treasury for an opinion, and he decided that special provision was made in the law for two classes of employees *only*, namely, city letter carriers and clerks in first and second class post offices, and as Congress had specifically enumerated the different classes of clerks and employees it must be presumed that section 5 referred to clerks and carriers only. He ruled, furthermore, that no extra pay under this statute could be allowed to any clerk or carrier who worked eight or a less number of hours a day regardless of the length of the period during which the service was performed. You will also observe that under this opinion no payment can be made to supervisory officers for overtime. The department, however, in the interest of fairness to all of the employees, has decided to extend the benefits of this measure in so far as the hours of duty are concerned to the supervisory employees wherever possible, and postmasters have been instructed to arrange their schedules accordingly. This is an act of Congress, and the postmasters must therefore make every effort to enforce it properly.

#### SECOND-CLASS MATTER.

The department has by a circular letter recently directed your attention to the importance of the prompt dispatch and delivery of second-class mail, particularly daily newspapers. Many of these



publications contain market quotations and other commercial data which are used frequently as the basis of the subscriber's daily business operations, and the value of this information is lost if it is unduly delayed in transit. Where daily papers are weighed at the offices of publication, clerks assigned to this duty should report at the respective offices of publication at an hour that will allow sufficient time to complete the weighing and insure the dispatch of the papers on the proper train. Daily newspapers which are not sent direct from the office of publication to railroad depots for dispatch, but are mailed at the post office, should receive prompt attention, so as to insure their dispatch by the same train as letter mail for the same address. Where papers are distributed in offices of publication, postmasters should cooperate with the publishers in keeping their mailing galleys corrected to date and properly arranged. The department should be advised of publishers who refuse to cooperate fully in this respect. A record should be kept of daily papers received without address, so that this information may be available in case of complaint.

#### PARCEL POST.

Perhaps the greatest postal problem to-day is the parcel post. No single reform ever undertaken in connection with the postal service of the United States presents to our people such economic possibilities as does the parcel post. This infant of six months, yet in its swaddling clothes, has already shown such remarkable vigor that if its development continues at the present rate it will soon tax the business capacity of the postal officials to hold it within proper business bounds.

The advantage over private carriers of carrying parcels by the postal establishment is apparent. *The postal service is universal*, while the express companies and other private carriers are limited in their capacity, particularly to the extent of their routes of transportation. *The United States mail goes everywhere throughout the length and breadth of the land.* It penetrates the rural sections, the mountains, the thickly settled communities, and the *sparsely populated regions alike, going where there are no express offices and where none will ever be established.*

In considering the establishment and maintenance of a postal facility in the United States we must not lose sight of the vastness of our country. Continental United States, including Alaska, has

an area of 3,617,000 square miles, whereas Great Britain has an area less than that of our new State of New Mexico, either Germany or France an area but little in excess of the combined area of Colorado and Wyoming, and Belgium is a little larger than the State of Vermont. The combined area of England, Wales, Scotland, Ireland, Belgium, France, and Germany is less than that of the four States of Texas, Arizona, New Mexico, and Wyoming. Hence transportation conditions, which are the main factors in a parcel-post system, as between the United States and the countries of Europe are altogether incomparable.

On account of these varying conditions affecting the transportation factor there must be as near as possible an equitable distribution of the cost of the service and rates of postage must be fixed accordingly; otherwise a rate would have to be prescribed that would be prohibitive for short distances and disastrous to the Government for the long distances. Upon the application of this principle was evolved the present scheme of zones and rates.

The law providing for the parcel-post service vests in the Postmaster General, subject to the consent of the Interstate Commerce Commission, the authority to reform conditions of mailability, including the zones, rates of postage, and weight limits, whenever he shall find through experience that changes are desirable. In accordance with this provision, the present administration of the Post Office Department, through a committee of experts, has given intense study to the developments of the parcel-post business since March 4 last, and the following important changes have been recommended to the Postmaster General and approved by the Interstate Commerce Commission:

The distinctive parcel-post stamps, which have caused the public so much inconvenience and annoyance, were discontinued as of July 1; on the same date the fee on insured parcels was reduced from 10 cents to 5 cents on an indemnity of \$25.

The first and second zones will be consolidated after August 15, so that all units of area within a radial distance of 150 miles from any post office will thereafter be included in the first zone. Coincident with this change a reduction is made in the postage rate for this distance from 5 cents for the first pound and 3 cents for each additional pound to 5 cents for the first



pound and 1 cent for each additional pound, while the weight limit in this new zone is increased from 11 to 20 pounds. At the same time a reduction is ordered from 5 cents for the first pound and 1 cent for each additional pound to 5 cents for the first pound and 1 cent for each 2 additional pounds on parcels for local delivery. While these changes are not radical, they are along the right lines and will prove attractive and advantageous. The effect is to furnish an exceedingly cheap delivery or interchange of parcels at a cheaper rate than has ever been furnished by any private carrier for a distance of 150 miles.

The *collect-on-delivery* feature, which also became effective July 1, should prove of great benefit to a large number who find it more convenient to make purchases in this manner.

The small city merchant whose trade does not justify his employing delivery wagons or the sending of packages to suburban points should be greatly benefited; the village tradesman should be able to increase his sales to his patrons living on rural routes; the farmer should find in these changes the opportunity he has been seeking, to develop a more profitable market for his garden products, by shipping direct to the consumer; and the consumer by this direct dealing can at the same time reduce the cost of living and save some of the profits of distributing agents.

The country merchant, instead of opposing the establishment of a parcel-post service, through fear that he would be undersold by his city competitors engaged in a mail-order business, should welcome this service, for it furnishes a means for materially increasing his business if he has but the energy and thrift to avail himself of the opportunity. The farmer needs supplies from the neighboring towns and villages. Many of them live at a considerable distance from the country store, and at certain seasons of the year their time is valuable. With the mail carrier passing his gate daily delivering parcels of 20 pounds, the farm and household needs can be supplied at a fraction of the cost of a personal trip to town.

As a basis for a study of the conditions existing in the service with regard to the delivery of parcel-post packages, the department had a careful record made at 50 of the most important post offices of the country for a period of six days, from the 14th to the 19th of April, last. The reports from these offices showed a wide range in the

methods employed, and consequently, in the degree of economy exercised. It was brought out that the cost per package for delivery by motor vehicles varied from 1½ cents to nearly 15 cents in one or two extreme cases. Delivery by horse-drawn vehicles showed a variation of from 1 cent to about 5 cents per package. Evidently the value of the proverbial Democratic mule is yet appreciated in this service. Acting upon the cue afforded by the conditions revealed at these 50 offices, experts have been put into the field with the duty of visiting first those offices where the most economical results are shown, and then passing on to offices where results appear to be extravagant and unsatisfactory. The results, when finally digested, will be brought to the attention of other postmasters by a series of circulars.

#### PROPER WRAPPING OF PARCELS.

In order to perfect the service, active and intelligent cooperation all along the line is essential. We must, where possible, make for economy, but avoid the possibility of complaint from imperfect service. To this end, postmasters should instruct their employees to watch carefully all packages as they are presented for mailing, so as to insure their delivery in good condition. The public must be taught that the proper wrapping of parcels is a prime requisite to their safe delivery; that flimsy hatboxes are not suitable for shipping eggs if due regard is to be had for the contents of other packages in the same sack; and that in shipping a fine casting uncased there is a chance that the addressee will receive it in installments. It would be unfair to censure the clerk in the New York office for sending a package of eggs through the pneumatic tube with somewhat disastrous results when there was nothing on the wrapper to indicate its contents.

Breakage or mishandling by postal employees is quite another matter. This is of vital importance, since it is not so easy to shift the responsibility. Considering the number of pieces now going through the mails, the manner in which many of them are wrapped, and the character of the equipment in use in the service, it is somewhat surprising that the percentage of lost and damaged parcels is so small. We should not hide behind this showing, however, and try to persuade the public that they are already getting considerable for their money, but we should aim at and strive to gain perfection in this important and interesting service.



It is already realized that greater care will have to be exercised in handling fragile parcels and such as are known to contain fragile merchandise. Postmasters should see to it that the *packages received by them are durably and properly wrapped.*

With a view to reducing the number of handlings of parcel-post mail and thus to minimize the danger of breakage, the department is now conducting an investigation to determine the advisability of selecting terminal points where facilities will be provided for working the mail into "direct sacks" and to the R. P. O.'s effecting delivery to post offices. Such a plan as this appears to be necessary in order to take care of the increased fall business.

It was estimated that during the first year of this new service 300,000,000 pieces would be handled. The data thus far obtained indicates that this number will be doubled. This immense volume of mail is being dispatched and delivered promptly without any congestion or delay to the other mail, which reflects great credit on our service. Postmasters and employees throughout the service have shown a spirit of cooperation with the department in making this service a success which is highly commendable.

The manufacturer and the merchant use the parcel post because of its commercial benefit, but to the householder and to the occasional user its attractive features are those of convenience and economy. The ideal service is one that will permit the personal laundry and the wonderful creations in women's wearing apparel being sent from a distance and received in fit condition to be worn by the most fastidious; that will permit the country dame to get into closer touch with the bargain counter at the city store and will permit the city resident to receive from his farm a daily consignment of the products of the soil and barnyard. The service in Europe is of this character and I am confident I express our hope when I say that we will soon equal if not excel the service of Great Britain.

#### PRECANCELED POSTAGE STAMPS.

It is believed that in many instances precanceled postage stamps can be used to such manifest advantage of both the Government and the mailer that a more extensive use of them by large concerns should be encouraged.

Of course the postal revenues must be protected and with this in view the regulations have required that the cancellation of postage

stamps should be done by postal employees or in some manner under their supervision. Consideration must be given, however, to the tremendous and rapid growth of the service, and care should be taken that the cost of the single item of protection as in this case is not entirely out of proportion to its intrinsic value. The small losses which might result from an almost unrestricted sale of these stamps would equal but a slight percentage of the net gain that would accrue from the saving in clerical assistance alone. Furthermore, by the use of precanceled stamps mail is greatly expedited and is subject to less wear and tear, because if separated for States and R. P. O.'s at the office of the mailer it can be deposited at the proper railroad terminals without having to be handled in the post office.

The parcel-post service furnishes an especially good opportunity for the use of precanceled stamps. On account of the bulk of this mail and its liability to greater wear and tear unnecessary handling should be eliminated whenever possible. Accordingly the Postmaster General has directed that the use of precanceled stamps be permitted on parcel post mail without restriction whenever the post-office officials are acquainted with the conditions surrounding the sale and cancellation of these stamps.

Postmasters should bring this matter to the attention of the large shippers in their respective cities with a view to encouraging a more general use of precanceled stamps.

#### MODEL POST OFFICES.

With a view to effectively promoting the policy of efficiency which this administration of the department has firmly determined upon, it has been decided to organize, equip, and operate model post offices and use these as dynamos from which to charge the entire chain and system of offices throughout the country. At these dynamic points the effort will be made to discover the best practical way of securing and administering the postal facilities for that and other communities; also to test labor-saving devices and other methods which may be found of value. The results obtained, conclusions drawn, and suggestions prompted by the experience at these model offices will be promptly brought to the attention of postmasters by means of circular letters until the entire service has been brought to that degree of standardization that will prove the American



postal service as the worthy model of the world, and I now ask, and my faith in you prompts me to believe, that we shall receive your hearty cooperation in bringing about the coveted condition at an early date.

RESPONSIBILITY UP TO POSTMASTERS.

It is no small compliment to the progressive spirit and loyalty of you postmasters to tell you that the Postmaster General expects to accomplish these and more needed reforms in the postal service within the near future. We confidently believe that every heart in this presence throbs in unison with these high ideals. The postal service is not unlike a great ball game in its operation. The administrative officers in Washington are at the bat, the public is the pitcher delivering to these officials at the bat the responsibility of the service administration. The duty of these central officials is to hit the ball squarely and to put it out to you postmasters in the field. Your lesson is this: Play your position well, watch for the ball, catch it without fail and deliver in every instance quickly and effectively. If you prove true to this trust, accomplish the reforms needed, and make our postal service the model of the world, your monuments will be more enduring than marble and brass.

APPENDIX.

Presidents of the United States and Postmasters General from 1775 to 1913, inclusive.

Year	Presidents.	Officials of the United States Post Office Department—1775 to 1913.				Fourth Assistant Postmasters General.
		Postmasters General.	First Assistant Postmasters General.	Second Assistant Postmasters General.	Third Assistant Postmasters General.	
1775	Continental Congress.....	Benjamin Franklin, July 26, 1775.				
1776		Richard Bache, Pa., Nov. 7.				
1782		Ebenezer Hazard, N. Y., Jan. 28.	James Bryson, Jan. 28.			
1789	George Washington, Va., Apr. 30.	Samuel Osgood, Mass., Sept. 28.	Jonathan Burrall.			
1791		Timothy Pickens, Pa., Aug. 12.	Charles Burrall.			
1793	George Washington, Va., Mar. 4.					
1795		Joseph Habersham, Ga., Feb. 25.				
1797	John Adams, Mass., Mar. 4.					
1800		Gideon Granger, Conn., Nov. 28.	Abraham Bradley, Jr., Conn.			
1801	Thomas Jefferson, Va., Mar. 4.					
1805	Thomas Jefferson, Va., Mar. 4.					
1809	James Madison, Va., Mar. 4.					
1810						
1813	James Madison, Va., Mar. 4.					
1814						
1817	James Monroe, Va., Mar. 4.					
1818						
1821	James Monroe, Va., Mar. 5.					
1823						
1825	John Q. Adams, Mass., Mar. 4.	Return J. Meigs, Jr., Ohio, Apr. 11.		Seeth Pease, Conn. 1.		
1829	Andrew Jackson, Tenn., Mar. 4.	John McLean, Ohio, July 1.		Phineas Bradley, Conn.		
1833	Andrew Jackson, Tenn., Mar. 4.	William T. Barry, Ky., Apr. 6.		Charles K. Gardner, N. J.		

<sup>1</sup> Office of Second Assistant Postmaster General created by act of Apr. 30, 1810.



*Presidents of the United States and Postmasters General from 1775 to 1913, inclusive—Continued.*

Year.	Presidents.	Officials of the United States Post Office Department—1775 to 1913.				
		Postmasters General.	First Assistant Postmasters General.	Second Assistant Postmasters General.	Third Assistant Postmasters General.	Fourth Assistant Postmasters General.
1835	Martin Van Buren, N. Y., Mar. 4.	Amos Kendall, Ky., May 1.		Robt. Johnstone.	Daniel Coleman, N. C.	
1836	John Tyler, Va., Apr. 6.	John M. Niles, Conn., May 26.				
1837	William Henry Harrison, Ohio, Mar. 4.	Francis Granger, N. Y., Mar. 8.				
1838	John Tyler, Va., Apr. 6.	Charles A. Wickliffe, Ky., Oct. 13.				
1839	James K. Polk, Tenn., Mar. 4.	Caro Johnson, Tenn., Mar. 7.				
1840	Zachary Taylor, Va., Mar. 5.	Jacob Collamer, Vt., Mar. 8.				
1841	Millard Fillmore, N. Y., July 9.	Nathan K. Hall, N. Y., July 23.				
1842	Franklin Pierce, N. H., Mar. 4.	Simeon D. Hubbard, Conn., Mar. 8.				
1843	James Buchanan, Pa., Mar. 4.	James Campbell, Pa., Mar. 8.				
1844	James Buchanan, Pa., Mar. 4.	Aaron V. Brown, Tenn., Mar. 7.				
1845	James Buchanan, Pa., Mar. 4.	Horatio King, Me., Feb. 12.				
1846	James Buchanan, Pa., Mar. 4.	Joseph Holt, Ky., Mar. 14.				
1847	James Buchanan, Pa., Mar. 4.	Horatio King, Me., Feb. 12.				
1848	James Buchanan, Pa., Mar. 4.	Montgomery Blair, D. C., Mar. 9.				
1849	James Buchanan, Pa., Mar. 4.	William Dennison, Ohio, Oct. 1.				
1850	James Buchanan, Pa., Mar. 4.	William Dennison, Ohio, Oct. 1.				
1851	James Buchanan, Pa., Mar. 4.	William Dennison, Ohio, Oct. 1.				
1852	James Buchanan, Pa., Mar. 4.	William Dennison, Ohio, Oct. 1.				
1853	James Buchanan, Pa., Mar. 4.	William Dennison, Ohio, Oct. 1.				
1854	James Buchanan, Pa., Mar. 4.	William Dennison, Ohio, Oct. 1.				
1855	James Buchanan, Pa., Mar. 4.	William Dennison, Ohio, Oct. 1.				
1856	James Buchanan, Pa., Mar. 4.	William Dennison, Ohio, Oct. 1.				
1857	James Buchanan, Pa., Mar. 4.	William Dennison, Ohio, Oct. 1.				
1858	James Buchanan, Pa., Mar. 4.	William Dennison, Ohio, Oct. 1.				
1859	James Buchanan, Pa., Mar. 4.	William Dennison, Ohio, Oct. 1.				
1860	James Buchanan, Pa., Mar. 4.	William Dennison, Ohio, Oct. 1.				

1871	Ulysses S. Grant, Ill., Mar. 4.	Jas. W. Marshall, N. J., July 7.	Jas. H. Murr, Md.	John L. Routt, Ill.	E. W. Barber, Mich.
1872	Ulysses S. Grant, Ill., Mar. 4.	Marshall Jewell, Conn., Sept. 1.	Jas. W. Marshall, N. J.	James N. Tyner, Ind.	
1873	Ulysses S. Grant, Ill., Mar. 4.	David McK. Key, Tenn., Mar. 13.	James N. Tyner, Ind.	Thos. J. Brady, Ind.	
1874	Ulysses S. Grant, Ill., Mar. 4.	Horace Maynard, Tenn., Aug. 25.	James N. Tyner, Ind.	Abraham D. Hazen, Pa.	
1875	Ulysses S. Grant, Ill., Mar. 4.	Thomas L. James, N. Y., Mar. 8.	Frank Hutton, Iowa, Oct. 29.	Richard A. Elmer, N. Y.	
1876	Ulysses S. Grant, Ill., Mar. 4.	Timothy O. Howe, Wis., Jan. 5.		Henry D. Lyman, N. Y.	
1877	Ulysses S. Grant, Ill., Mar. 4.	Walter Q. Gresham, Ind., Apr. 11.		W. B. Thompson, Mich.	
1878	Ulysses S. Grant, Ill., Mar. 4.	Frank Hutton, Iowa, Oct. 14.	John S. Crosby, N. Y.	A. Leo Knott, Md.	
1879	Ulysses S. Grant, Ill., Mar. 4.	Wm. F. Vilas, Wis., Mar. 7.	John S. Crosby, N. Y.	Henry R. Harris, Ga., Apr. 1.	
1880	Ulysses S. Grant, Ill., Mar. 4.	Don M. Dickinson, Mich., Jan. 17.	John S. Crosby, N. Y.		
1881	Ulysses S. Grant, Ill., Mar. 4.	John Wamamaker, Pa., Mar. 6.	J. S. Clarkson, Iowa, Mar. 14.	S. A. Whitfield, Ohio, Mar. 18.	
1882	Ulysses S. Grant, Ill., Mar. 4.	Wilson S. Russell, N. Y., Mar. 7.	S. A. Whitfield, Ohio, Mar. 18.	J. Lowrie Bell, Pa., Sept. 29.	
1883	Ulysses S. Grant, Ill., Mar. 4.	William L. Wilson, W. Va., Apr. 4.	(H. Clay Evans, Tenn., Jan. 7.) (Frank H. Jones, Ill., May 10.)	Chas. Nelson, Md., June 4.	
1884	Ulysses S. Grant, Ill., Mar. 4.	James A. Gary, Md., Mar. 6.	Perry S. Heath, Ind., Mar. 17.	W. S. Shallenberger, Pa., Apr. 5.	
1885	Ulysses S. Grant, Ill., Mar. 4.	Charles Emory Smith, Pa., Apr. 22.			
1886	Ulysses S. Grant, Ill., Mar. 4.				
1887	Ulysses S. Grant, Ill., Mar. 4.				
1888	Ulysses S. Grant, Ill., Mar. 4.				
1889	Ulysses S. Grant, Ill., Mar. 4.				
1890	Ulysses S. Grant, Ill., Mar. 4.				
1891	Ulysses S. Grant, Ill., Mar. 4.				
1892	Ulysses S. Grant, Ill., Mar. 4.				
1893	Ulysses S. Grant, Ill., Mar. 4.				
1894	Ulysses S. Grant, Ill., Mar. 4.				
1895	Ulysses S. Grant, Ill., Mar. 4.				
1896	Ulysses S. Grant, Ill., Mar. 4.				
1897	Ulysses S. Grant, Ill., Mar. 4.				
1898	Ulysses S. Grant, Ill., Mar. 4.				
1899	Ulysses S. Grant, Ill., Mar. 4.				
1900	Ulysses S. Grant, Ill., Mar. 4.				
1901	Ulysses S. Grant, Ill., Mar. 4.				
1902	Ulysses S. Grant, Ill., Mar. 4.				
1903	Ulysses S. Grant, Ill., Mar. 4.				
1904	Ulysses S. Grant, Ill., Mar. 4.				

<sup>1</sup> Office of Third Assistant Postmaster General created by act of July 2, 1896. <sup>2</sup> Office of Fourth Assistant Postmaster General created by act of Mar. 3, 1891.



*Presidents of the United States and Postmasters General from 1775 to 1913, inclusive—Continued.*

Year.	Presidents.	Officials of the United States Post Office Department—1775 to 1913.			
		Postmasters General.	First Assistant Postmasters General.	Second Assistant Postmasters General.	Third Assistant Postmasters General.
1775	Theodore Roosevelt, N. Y., Mar. 4.	Geo. B. Cortelyou, N. Y., Mar. 7.	Frank H. Hitchcock, Mass., Mar. 16.	Jas. P. McCleary, Minn., Mar. 29.	Abraham L. Lawshe, Ind., Mar. 22.
1776	.....	Geo. von L. Meyer, Mass., Mar. 4.	Chas. P. Grandfield, Mo., Feb. 29.	Jos. Stewart, Mo., Sept. 29.	.....
1777	William H. Taft, Ohio, Mar. 4.	Frank H. Hitchcock, Mass., Mar. 6.	Daniel C. Kopar, S. C., Mar. 13.	.....	James J. Britt, N. C., Dec. 1.
1778	Woodrow Wilson, N. J., Mar. 4.	Albert Sydney Burleson, Tex., Mar. 4.	.....	.....	A. M. Dockery, Mo., Mar. 13.
1779	.....	.....	.....	.....	.....
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*Statistics of the postal service from 1789 to 1912.*

Fiscal year.	Number of post offices.	Gross revenue of department.	Gross expenditure of department.	Ordinary postage stamps issued.	Stamped envelopes and wrappers issued.	Postal cards issued.	Letters, etc., registered.	Fiscal year.
1789	75	\$7,510	\$7,560	.....	.....	.....	.....	1789
1790	75	37,935	32,140	.....	.....	.....	.....	1790
1791	89	46,294	36,697	.....	.....	.....	.....	1791
1792	195	67,443	54,530	.....	.....	.....	.....	1792
1793	269	104,746	72,639	.....	.....	.....	.....	1793
1794	450	128,947	89,972	.....	.....	.....	.....	1794
1795	453	160,020	117,893	.....	.....	.....	.....	1795
1796	468	195,066	131,771	.....	.....	.....	.....	1796
1797	554	213,998	150,114	.....	.....	.....	.....	1797
1798	639	232,977	179,084	.....	.....	.....	.....	1798
1799	677	264,846	188,637	.....	.....	.....	.....	1799
1800	903	280,804	213,994	.....	.....	.....	.....	1800
1801	1,025	320,442	255,151	.....	.....	.....	.....	1801
1802	1,114	327,044	281,910	.....	.....	.....	.....	1802
1803	1,258	351,822	322,364	.....	.....	.....	.....	1803
1804	1,405	389,446	337,502	.....	.....	.....	.....	1804
1805	1,558	421,373	377,967	.....	.....	.....	.....	1805
1806	1,710	440,105	417,233	.....	.....	.....	.....	1806
1807	1,848	478,762	453,885	.....	.....	.....	.....	1807
1808	1,944	460,594	462,828	.....	.....	.....	.....	1808
1809	2,012	506,633	498,012	.....	.....	.....	.....	1809
1810	2,300	551,684	495,969	.....	.....	.....	.....	1810
1811	2,403	587,240	499,098	.....	.....	.....	.....	1811
1812	2,610	649,208	540,195	.....	.....	.....	.....	1812
1813	2,708	703,154	681,011	.....	.....	.....	.....	1813
1814	2,670	730,370	727,120	.....	.....	.....	.....	1814
1815	3,000	1,043,065	748,121	.....	.....	.....	.....	1815
1816	3,260	961,782	804,022	.....	.....	.....	.....	1816
1817	3,459	1,002,973	916,815	.....	.....	.....	.....	1817
1818	3,618	1,130,235	1,035,832	.....	.....	.....	.....	1818
1819	4,000	1,204,737	1,117,861	.....	.....	.....	.....	1819
1820	4,500	1,111,927	1,100,920	.....	.....	.....	.....	1820
1821	4,650	1,059,087	1,105,481	.....	.....	.....	.....	1821
1822	4,709	1,117,400	1,107,572	.....	.....	.....	.....	1822
1823	4,043	1,130,115	1,156,965	.....	.....	.....	.....	1823
1824	5,182	1,197,758	1,188,619	.....	.....	.....	.....	1824
1825	5,677	1,306,525	1,229,043	.....	.....	.....	.....	1825
1826	6,150	1,447,703	1,366,712	.....	.....	.....	.....	1826
1827	7,300	1,524,633	1,409,959	.....	.....	.....	.....	1827
1828	7,530	1,659,915	1,689,945	.....	.....	.....	.....	1828
1829	8,004	1,707,418	1,782,132	.....	.....	.....	.....	1829
1830	8,450	1,850,583	1,932,708	.....	.....	.....	.....	1830
1831	8,686	1,997,811	1,936,122	.....	.....	.....	.....	1831
1832	9,205	2,258,570	2,266,171	.....	.....	.....	.....	1832
1833	10,127	2,617,011	2,630,414	.....	.....	.....	.....	1833
1834	10,693	2,823,740	2,910,605	.....	.....	.....	.....	1834
1835	10,770	2,993,556	2,757,350	.....	.....	.....	.....	1835
1836	11,091	3,408,323	2,841,766	.....	.....	.....	.....	1836
1837	11,767	4,945,668	3,288,319	.....	.....	.....	.....	1837
1838	12,519	4,238,733	4,430,662	.....	.....	.....	.....	1838
1839	12,780	4,484,057	4,636,536	.....	.....	.....	.....	1839
1840	13,468	4,543,822	4,718,236	.....	.....	.....	.....	1840
1841	13,778	4,407,726	4,499,528	.....	.....	.....	.....	1841
1842	13,733	4,546,849	5,074,752	.....	.....	.....	.....	1842
1843	13,814	4,296,225	4,374,754	.....	.....	.....	.....	1843
1844	14,103	4,237,288	4,296,513	.....	.....	.....	.....	1844
1845	14,183	4,289,841	4,320,732	.....	.....	.....	.....	1845
1846	14,601	3,487,199	4,076,030	.....	.....	.....	.....	1846
1847	15,146	3,880,309	3,979,542	.....	.....	.....	.....	1847
1848	15,159	4,555,211	4,326,850	.....	.....	.....	.....	1848
1849	16,749	4,705,176	4,479,049	.....	.....	.....	.....	1849
1850	18,417	5,499,984	5,212,953	.....	.....	.....	.....	1850
1851	19,706	6,410,604	6,278,402	.....	.....	.....	.....	1851
1852	20,901	5,184,526	7,108,450	.....	.....	.....	.....	1852
1853	22,320	5,240,725	7,982,757	.....	.....	.....	.....	1853
1854	23,548	6,255,586	8,577,424	.....	.....	.....	.....	1854
1855	24,410	6,642,136	9,968,342	.....	.....	.....	.....	1855
1856	25,565	6,920,822	10,405,286	.....	.....	.....	.....	1856
1857	26,586	7,353,951	11,508,038	.....	.....	.....	.....	1857
1858	27,977	7,486,793	12,722,470	.....	.....	.....	.....	1858
1859	28,539	7,908,484	11,438,083	.....	.....	.....	.....	1859
1860	28,498	8,518,067	19,170,610	.....	.....	.....	.....	1860
1861	28,586	8,349,296	13,006,759	.....	.....	.....	.....	1861

<sup>1</sup> For 3 months only.

<sup>2</sup> Postage stamps first issued under act of Mar. 3, 1847, and placed on sale at New York, N. Y., July 1, 1847.

<sup>3</sup> Stamped envelopes first issued June, 1853, under act of Aug. 30, 1852.

<sup>4</sup> Letters first registered July 1, 1855, under act of Mar. 3, 1853.

<sup>5</sup> Newspaper wrappers first issued under act of Feb. 27, 1861.



Statistics of the postal service from 1789 to 1912—Continued.

Fiscal year.	Number of post offices.	Gross revenue of department.	Gross expenditure of department.	Ordinary postage stamps issued.	Stamped envelopes and wrappers issued.	Postal cards issued.	Letters, etc., registered.	Fiscal year.
1862....	28,875	\$8,299,821	\$11,125,364	251,307,105	27,234,150	.....	302,987	1862
1863....	29,047	11,103,790	11,314,207	338,340,385	25,548,790	.....	372,893	1863
1864....	28,878	12,438,254	12,644,786	334,054,610	28,218,800	.....	259,708	1864
1865....	20,560	14,556,160	13,604,728	387,419,455	26,206,175	.....	282,533	1865
1866....	23,828	14,436,986	15,352,079	347,734,325	39,094,725	.....	275,103	1866
1867....	25,103	15,297,027	19,235,483	371,599,905	63,086,650	.....	249,075	1867
1868....	26,481	16,292,001	22,730,593	383,470,500	73,364,650	.....	.....	1868
1869....	27,106	18,344,511	23,698,131	421,047,460	81,075,100	.....	.....	1869
1870....	28,492	19,772,221	23,998,837	468,118,445	86,289,500	.....	.....	1870
1871....	30,045	20,037,045	24,390,104	498,126,175	104,675,275	.....	.....	1871
1872....	31,863	21,915,426	26,638,192	541,445,070	113,925,750	.....	.....	1872
1873....	33,244	22,906,742	29,084,946	601,931,520	131,172,600	.....	.....	1873
1874....	34,294	26,471,072	32,126,415	632,733,420	136,418,500	.....	.....	1874
1875....	35,547	26,791,360	33,611,309	682,342,470	149,766,400	.....	.....	1875
1876....	36,383	28,644,198	33,293,488	698,799,090	165,520,250	.....	4,007,817	1876
1877....	37,345	27,531,685	33,480,322	680,580,670	170,651,450	.....	4,348,127	1877
1878....	38,253	29,277,517	34,165,084	742,401,940	183,560,350	.....	4,898,804	1878
1879....	40,588	30,041,983	33,449,899	774,358,780	177,561,950	.....	5,429,022	1879
1880....	42,989	33,315,479	36,542,804	875,681,970	207,137,000	.....	6,996,513	1880
1881....	44,512	36,785,398	39,592,566	954,128,450	227,067,050	.....	8,338,818	1881
1882....	46,231	41,876,410	40,482,021	1,114,590,330	256,565,450	.....	9,027,922	1882
1883....	46,820	45,508,023	43,282,944	1,202,743,800	259,266,450	.....	10,594,716	1883
1884....	48,434	43,325,959	47,224,560	1,459,708,460	322,232,050	.....	11,246,545	1884
1885....	51,252	42,560,844	50,046,235	1,465,122,935	322,751,400	.....	11,043,256	1885
1886....	53,614	43,948,423	51,004,744	1,620,784,100	354,008,100	.....	11,648,227	1886
1887....	55,157	48,837,609	53,006,194	1,746,985,520	381,611,300	.....	12,524,421	1887
1888....	57,376	52,695,176	56,468,315	1,867,173,140	433,635,750	.....	13,677,169	1888
1889....	58,999	56,175,611	62,317,119	1,961,980,840	451,864,300	.....	14,061,866	1889
1890....	62,401	60,882,098	66,259,548	2,219,737,060	513,832,950	.....	14,947,081	1890
1891....	64,329	65,931,796	73,039,519	2,397,603,340	550,226,250	.....	15,047,602	1891
1892....	67,110	70,030,475	76,980,846	2,543,270,210	593,084,700	.....	15,260,094	1892
1893....	69,403	75,896,990	81,581,681	2,750,203,090	636,279,430	.....	15,501,410	1893
1894....	69,805	75,089,479	84,994,112	2,602,278,355	571,475,218	.....	15,050,554	1894
1895....	70,064	76,983,128	87,179,551	2,795,424,808	598,848,900	.....	14,428,081	1895
1896....	70,360	82,499,208	90,932,669	3,025,481,467	616,040,250	.....	15,106,336	1896
1897....	71,022	82,665,462	94,077,242	3,063,633,885	585,032,000	.....	14,559,083	1897
1898....	73,570	89,012,618	98,033,523	3,418,458,390	696,447,000	.....	15,600,220	1898
1899....	75,000	95,021,384	101,632,160	3,692,775,815	628,456,000	.....	16,086,022	1899
1900....	76,688	102,334,670	107,740,267	3,998,544,504	707,535,000	.....	18,422,649	1900
1901....	76,945	111,831,193	115,554,921	4,239,273,096	772,839,000	.....	20,814,501	1901
1902....	75,924	121,848,047	124,785,697	4,621,285,723	853,128,000	.....	22,831,400	1902
1903....	74,109	134,224,443	138,784,487	5,270,549,115	948,654,000	.....	25,951,178	1903
1904....	71,131	143,582,624	152,362,116	5,330,886,845	1,020,255,250	.....	28,213,870	1904
1905....	68,131	152,826,585	167,399,109	5,751,017,915	1,074,918,000	.....	30,200,177	1905
1906....	65,600	167,932,782	178,449,778	6,284,450,495	1,230,287,750	.....	34,165,484	1906
1907....	62,659	183,585,065	190,238,288	7,061,036,615	1,418,840,250	.....	38,255,649	1907
1908....	61,158	191,478,663	208,351,886	7,651,400,405	1,266,002,539	.....	40,151,797	1908
1909....	60,144	203,562,383	221,238,624	8,731,875,303	1,509,626,246	.....	40,539,545	1909
1910....	59,530	224,128,657	230,237,048	9,067,164,886	1,606,861,593	.....	42,053,574	1910
1911....	59,237	237,879,823	238,623,350	10,040,008,728	1,690,775,385	.....	42,766,459	1911
1912....	58,729	246,744,015	248,624,940	9,960,968,785	1,684,624,161	.....	43,620,498	1912

<sup>1</sup> Special-request envelopes first issued in 1865.

<sup>2</sup> Postal cards first issued May 1, 1873, under act of June 8, 1872.

Statistics of City and Rural Delivery Services.

Fiscal year.	City Delivery Service. <sup>1</sup>			Rural Delivery Service. <sup>2</sup>			Fiscal year.
	Number of city delivery offices.	Number of carriers.	Annual cost of service.	Carriers.	Mileage.	Annual cost.	
1884....	66	685	\$317,063.20	.....	.....	.....	1884
1885....	45	757	448,664.51	.....	.....	.....	1885
1886....	46	863	589,236.41	.....	.....	.....	1886
1887....	47	943	699,934.34	.....	.....	.....	1887
1888....	48	1,198	965,064.59	.....	.....	.....	1888
1889....	48	1,246	1,183,915.31	.....	.....	.....	1889
1890....	51	1,362	1,230,079.85	.....	.....	.....	1890
1891....	52	1,419	1,353,923.23	.....	.....	.....	1891
1892....	52	1,443	1,385,905.76	.....	.....	.....	1892
1893....	52	1,498	1,422,405.48	.....	.....	.....	1893
1894....	87	2,049	1,802,606.41	.....	.....	.....	1894
1895....	87	2,195	1,880,041.99	.....	.....	.....	1895
1896....	87	2,269	1,981,186.51	.....	.....	.....	1896
1897....	87	2,265	1,893,619.85	.....	.....	.....	1897
1898....	87	2,275	1,824,166.96	.....	.....	.....	1898
1899....	88	2,359	1,947,706.61	.....	.....	.....	1899
1900....	104	2,628	2,363,603.14	.....	.....	.....	1900
1901....	109	2,861	2,499,911.54	.....	.....	.....	1901
1902....	112	3,115	2,623,262.74	.....	.....	.....	1902
1903....	154	3,680	3,173,336.51	.....	.....	.....	1903
1904....	159	3,890	3,504,206.52	.....	.....	.....	1904
1905....	178	4,358	3,985,932.55	.....	.....	.....	1905
1906....	181	4,841	4,312,306.70	.....	.....	.....	1906
1907....	189	5,310	4,618,602.07	.....	.....	.....	1907
1908....	358	6,346	5,422,356.36	.....	.....	.....	1908
1909....	401	8,257	6,957,941.90	.....	.....	.....	1909
1910....	454	9,066	7,976,202.72	.....	.....	.....	1910
1911....	619	10,130	9,072,160.31	.....	.....	.....	1911
1912....	568	10,737	9,966,892.67	.....	.....	.....	1912
1913....	610	11,625	10,683,575.26	.....	.....	.....	1913
1914....	610	11,736	11,229,456.78	.....	.....	.....	1914
1915....	604	12,714	12,135,544.93	.....	.....	.....	1915
1916....	627	12,834	12,713,861.41	.....	.....	.....	1916
1917....	629	12,931	12,827,396.69	.....	.....	.....	1917
1918....	688	13,696	13,387,506.10	.....	.....	.....	1918
1919....	735	14,256	13,905,800.00	.....	.....	.....	1919
1920....	706	15,322	14,512,190.04	.....	.....	.....	1920
1921....	866	16,389	15,762,600.00	.....	.....	.....	1921
1922....	1,032	17,787	17,123,310.90	.....	.....	.....	1922
1923....	1,032	19,542	19,337,986.00	.....	.....	.....	1923
1924....	1,100	20,758	20,501,208.10	.....	.....	.....	1924
1925....	1,144	21,778	20,919,078.13	.....	.....	.....	1925
1926....	1,184	22,965	21,980,632.92	.....	.....	.....	1926
1927....	1,240	24,577	23,170,203.63	.....	.....	.....	1927
1928....	1,330	26,352	26,258,039.16	.....	.....	.....	1928
1929....	1,440	27,620	29,738,123.05	.....	.....	.....	1929
1930....	1,492	28,715	31,683,591.17	.....	.....	.....	1930
1931....	1,541	29,168	32,070,451.23	.....	.....	.....	1931
1932....	1,621	29,962	34,152,517.77	.....	.....	.....	1932

<sup>1</sup> Free (city) delivery service authorized by act of Mar. 3, 1863. Established July 1, 1863.

<sup>2</sup> The first experimental rural delivery service was established on Oct. 1, 1896, simultaneously on three routes, from Charlestown, Uvulla, and Halltown, W. Va.

<sup>3</sup> For 9 months only.

## POSTAL SAVINGS SYSTEM.

This system was established on January 3, 1911, and is now in operation at 12,155 post offices and at 664 branches and stations. On June 30, 1913, there were 350,000 depositors, with deposits of approximately \$35,000,000, exclusive of \$2,389,120 which has been converted by depositors into postal-savings bonds.

## PARCEL POST.

A general parcel post in the United States was provided for in section 8 of the act of August 24, 1912, making appropriations for the service of the Post Office Department for the fiscal year ended June 30, 1913.



Service established January 1, 1913. Estimated number of parcels handled during six months ended June 30, 1913, 300,000,000. Distinctive parcel-post stamps required by organic act discontinued July 1, 1913. Rates of postage reduced and weight limit increased, effective August 15, 1913, as follows: Local rate of postage reduced from 5 cents for first pound and 1 cent for each additional pound or fraction thereof to 5 cents for first pound and 1 cent for each additional 2 pounds or fraction thereof. The first and second zones consolidated and the rates reduced from 5 cents for the first pound and 3 cents for each additional pound (the first-zone rate) and 6 cents for the first pound and 4 cents for each additional pound (second-zone rate) to 5 cents for the first pound and 1 cent for each additional pound. The weight limit in the foregoing zones was raised from 11 pounds to 20 pounds. No change was made in the restrictions as to size and shape of package.

#### RAILWAY MAIL SERVICE.

This service is one of the most important branches of the Post Office Department. It operates railway post-office service over 315,000,000 miles per annum, covering 220,000 miles of railroad track. In addition to this, the closed-pouch service amounts to 158,000,000 miles per annum, over 48,000 miles of track. During the last fiscal year 12,300,000,000 pieces of mail were handled in the Railway Mail Service and the errors in distribution were but 1 in over 4,000 pieces. This service has on its rolls over 16,500 employees.

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