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SCHEDULES

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3-25-19*

OF THE

# RAILWAY POST OFFICES

ON THE PRINCIPAL

## THROUGH MAIL ROUTES

OF THE

UNITED STATES



PUBLISHED BY AUTHORITY OF THE POSTMASTER GENERAL :

UNDER THE SUPERVISION OF

**JAMES E. WHITE,**  
*Gen'l Sup't R. M. S.*

CORRECTED TO AUGUST 31, 1895.

WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
1895.

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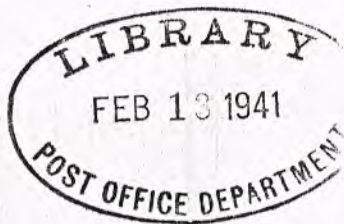
JAMES E. WHITE,

*Gen'l Sup't R. M. S.*

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WASHINGTON:

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PREFACE.

POST OFFICE DEPARTMENT,  
OFFICE GENERAL SUPERINTENDENT RAILWAY MAIL SERVICE,  
WASHINGTON, D. C., August 31, 1895.

This compilation is intended to be published from time to time for the purpose of preserving in convenient form the schedule of the most important railway post office lines throughout the country, the general orders of the Department affecting the service, and much other information valuable to Division Superintendents and others connected with the service.

The schedules, of course, can not be relied on long after date of issue, but are useful in that they give an idea of the course taken by mail matter in transit and the time consumed.

If preserved, these tables will furnish valuable statistics of the change and improvement in the service.

With the cordial assistance and cooperation of those most interested in the statistics herein contained it is believed that any errors in the present edition will be pointed out and corrected.

Division Superintendents, Chief Clerks, and clerks of this service, as well as officers of railway companies into whose hands this compilation may come, are requested to forward to this office such corrections as they may be able to make in any of these schedules to bring them up to date of publication.

It should be borne in mind that the information desired is solely that which pertains to the great through schedules. It is not intended to show local service in this compilation. Where practicable the corrections and suggestions for the improvement of this work should be sent through the offices of Division Superintendent; but in case this is not convenient they may be sent direct to this office.

JAMES E. WHITE,  
General Superintendent.

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## ORGANIZATION OF THE RAILWAY MAIL SERVICE.

JAMES E. WHITE, *General Superintendent*, Washington, D. C.

\_\_\_\_\_, *Assistant General Superintendent*.

ALEX GRANT, *Chief Clerk*, Washington, D. C.

**First Division.**—Comprising the New England States.

E. J. RYAN, *Superintendent*, Boston, Mass.

**Second Division.**—Comprising New York, New Jersey, Pennsylvania, Delaware, and the Peninsula of Maryland, and Virginia.

R. O. JACKSON, *Superintendent*, New York, N. Y.

**Third Division.**—Comprising Maryland (excluding the eastern shore), Virginia (excluding Accomack and Northampton counties), West Virginia, North Carolina, and the District of Columbia.

C. W. VICKERY, *Superintendent*, Washington, D. C.

**Fourth Division.**—Comprising South Carolina, Georgia, Florida, Alabama, Louisiana (east of Mississippi river), and Mississippi.

L. M. TERRELL, *Superintendent*, Atlanta, Ga.

**Fifth Division.**—Comprising Ohio, Indiana, Kentucky, and Tennessee.

WILLIAM HOLZAPFEL, *Superintendent*, Cincinnati, Ohio.

**Sixth Division.**—Comprising Illinois, Iowa, Nebraska, and Wyoming.

L. L. TROY, *Superintendent*, Chicago, Ill.

**Seventh Division.**—Comprising Missouri, Kansas, Colorado, and the Territory of New Mexico.

F. D. NORTON, *Superintendent*, St. Louis, Mo.

**Eighth Division.**—Comprising California, Nevada, Oregon, Idaho, Utah, Washington, and the Territories of Arizona and Alaska.

SAMUEL FLINT, *Superintendent*, San Francisco, Cal.

**Ninth Division.**—Comprising the through mails, New York to Chicago, via Buffalo, Suspension Bridge, Toledo, and Detroit; the lines of the Lake Shore and Michigan Southern Railroad and the Lower Peninsula of Michigan.

GEO. W. PEPPER, JR., *Superintendent*, Cleveland, Ohio.

**Tenth Division.**—Comprising the Northern Peninsula of Michigan, Wisconsin, Minnesota, Dakota, and Montana.

R. H. BARCLAY, *Superintendent*, Saint Paul, Minn.

**Eleventh Division.**—Comprising Arkansas, Louisiana (except east of Mississippi river), Texas, Indian Territory, and Oklahoma Territory.

O. L. TRACHOUT, *Superintendent*, Fort Worth, Tex.

## NOTES.

Local standard time for entire schedule. For standard time see pages 12 and 13.  
 Numbers used have no reference to numbers on R. R. companies' schedules. Odd numbers indicate South and West bound trains. Even numbers indicate North and East bound trains.  
**Black-face** type indicates junctions on the main trunk lines.  
 Roman type indicates lateral connections with main trunk lines.  
*Italics* denote connections beyond the main trunk lines.  
**Heavy-face** figures denote "p. m." time; light-face figures denote "a. m." time.  
 The \* signifies trains run daily.  
 The † signifies trains run daily, except Sunday.  
 The ‡ signifies trains run daily, except Saturday.  
 The § signifies trains run daily, except Monday.  
 Small letters following the time of arrival and departure of trains indicate days of the week to facilitate the computation of time in transit, as follows:

B—Monday.  
 C—Tuesday.  
 D—Wednesday.  
 E—Thursday.  
 F—Friday.  
 G—Saturday.  
 A—Sunday.

The letters are to be used after the figures on the main lines and laterals, but not after stations in *italics*. In making corrections special care should be taken to have the day letter correctly given.

# REORGANIZATION OF THE RAILWAY MAIL SERVICE.

POST OFFICE DEPARTMENT,  
WASHINGTON, D. C., August 1, 1882.

Order No. 354.

In carrying into effect the act of Congress reorganizing the Railway Mail Service, approved July 31, 1882, viz:

An Act to designate, classify, and fix the salaries of persons in the Railway Mail Service.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That persons in the Railway Mail Service, known as railway post office clerks, route agents, local agents, and mail route messengers, shall, on and after the passage of this act, be designated as railway postal clerks, and divided into five classes, whose salaries shall not exceed the following rates per annum:

First class, not exceeding eight hundred dollars; second class, not exceeding nine hundred dollars; third class, not exceeding one thousand dollars; fourth class, not exceeding one thousand four hundred dollars; and fifth class, not exceeding one thousand four hundred dollars:

Provided, That the Postmaster General, in fixing the salaries of clerks in the different classes, may fix different salaries for clerks of the same class, according to the amount of work done and the responsibility incurred by each, but shall not, in any case, allow a higher salary to any clerk of any class than the maximum fixed by this act for the class to which such clerk belongs.

SEC. 2. That the sums appropriated in the act entitled "An act making appropriation for the service of the Post Office Department for the fiscal year ending June thirtieth, eighteen hundred and eighty-three, and for other purposes," approved May fourth, eighteen hundred and eighty-two, for the compensation of the railway post office clerks, route agents, mail route messengers, and local agents, be consolidated into one fund, and applied for the compensation of the clerks embraced in the five classes under the title of railway postal clerks, provided in this act.

[Signed]

J. WARREN KEIFER,  
Speaker of the House of Representatives.  
DAVID DAVIS,  
President of the Senate pro tempore.

[Signed]

Approved July 31, 1882.

The following regulations will be observed:

SEC. 1. *Designation of Clerks.*—In accordance with this act all former designations of employees of the Railway Mail Service are obsolete, and they will be hereafter known as Railway Postal Clerks.

SEC. 2. *Nomenclature of Railway Mail Service.*—For the sake of uniformity all lines will be called Railway Post Offices.

SEC. 3. *Organization of Working Crews.*—On lines where but one clerk to a car is appointed to perform the duties, and who runs an average of one hundred miles or more per day, he will be of class three, at \$1,000 per annum. If the average daily distance run is less than one hundred and not less than ninety miles, the clerk will be of class two, and \$900 per annum; if the average daily distance run is less than ninety and more than eighty miles, the clerk will be of class two, and the salary will be at the rate of \$10 per annum for each mile of the daily average of miles run. If the average distance run daily is eighty miles or less, the clerk will be of class one, and the salary will be \$10 per annum for each mile of the daily average of miles run.

On lines that have been known as full Railway Post Office lines or that may hereafter be established in like manner, where two clerks are needed, there may be one of class five, at \$1,300 per annum, and one of class four, at \$1,150 per annum.

On lines where three clerks are needed there shall be one of class five, at \$1,300 per annum; one of class four, at \$1,150 per annum; and one of class three, at \$1,000 per annum.

On lines where four clerks are needed there shall be one of class five, at \$1,300 per annum; one of class four, at \$1,150 per annum; one of class three, at \$1,000 per annum; and one of class two, at \$900 per annum.

On lines where more than four clerks are needed such additional clerks shall be of class two or one; except where two distributing cars are run on the same train (one car being for the distribution of letter mail and the other car for the distribution of newspaper mail), when there may be one clerk of class five, at \$1,300 per annum; three of class four, at \$1,150 per annum; one of class three, at \$1,000 per annum, and all additional clerks of class two or one.

The clerk of the highest class in any crew will be designated the "clerk in charge."

SEC. 4. *"Helpers."*—When it becomes necessary to furnish assistance on any line, the clerk assigned to such duty will be designated a "helper," whether he runs over the entire line or only a portion of it; but such helper shall not be of a higher class nor receive a higher salary than the clerk to whom he is assigned as a helper; and in no case shall the salary of such helper exceed that of a clerk of class two.

SEC. 5. *Clerks on Steamboat Lines.*—Clerks on steamboat lines will be of class one, at a salary not exceeding \$720 per annum; the salary to be determined by the amount of work to be performed and the importance of the line.

SEC. 6. *Transfer Service.*—Local agencies having been abolished by the act of Congress before quoted, Superintendents may, if approved by the General Superintendent, detail clerks not above class four, at \$1,150 per annum, at certain important junctions, to look after the handling of mails at railroad depots and to perform such other duties pertaining to the railway mail service as may be required. If more than one clerk is needed for such duty at the same depot, such additional clerks shall be of classes below class four, but in no case shall more than one clerk of the same class, above class one, be so detailed at the same depot. Clerks so detailed will be designated railway postal clerks, and all vacancies occurring in such details shall be filled from clerks serving on lines.

SEC. 7. *Providing for Emergencies.*—To meet emergencies, Superintendents may make any assignment of clerks in their respective divisions which may be necessary for the benefit of the service, but not for a longer period than ten consecutive days; and such assignments must be at once reported to the General Superintendent.

SEC. 8. *Chief Clerks and Assistants.*—Clerks who may be detailed to duty at certain important points in charge of one or more lines will be designated "chief clerks," and such details may be made from clerks of class five, at a salary of \$1,400 per annum. No clerk will be detailed to assist a chief clerk except in special necessary cases, and the clerk so detailed shall not be above class three.

SEC. 9. *Detail of Clerks.*—Superintendents may detail clerks from one route to another, but clerks so detailed must be assigned to duty in accordance with this order. Clerks must be detailed for clerical duty pertaining to the Railway Mail Service. All details (except in cases of emergency) must be reported to the General Superintendent for his approval before going into effect.

SEC. 10. *Reassignments.*—Superintendents are hereby instructed to reassign clerks in accordance with this order.

SEC. 11. *Salaries to be Regulated by Duties Assigned.*—In no event will a clerk be allowed the salary of a higher class than is by this order assigned to the duties actually performed by him, except when ordered to perform duties of a lower grade in case of emergency.

SEC. 12. *Inability of Clerks to Fill Positions to which Assigned.*—Whenever a clerk is unable to perform the duties of the position to which he is assigned, the Superintendent will at once report the facts to the General Superintendent, with a recommendation for reduction or retirement.

SEC. 13. *New Appointments.*—All original appointments to the position of Railway Postal Clerk shall be made as clerks of class one, and for a probationary period of six months from the date of the same. No reappointment at or before the expiration of the probationary period shall be made unless the appointee shall have shown himself proficient in his duties, fully competent to perform the same, and shall pass a satisfactory examination upon the duties of his position.

SEC. 14. *Superintendents to Report Necessary Changes.*—Superintendents will report at once to the General Superintendent any changes which may be necessary under this order to carry it into effect.

SEC. 15. *Date this Order takes Effect.*—This order will take effect on and after August 1, 1882. All regulations or parts of regulations of this Department inconsistent with this order are hereby rescinded.

T. O. HOWE,  
Postmaster General.



## TABLE OF DISTANCES.

	Trunk. Miles.	Lateral. Miles.
<b>SCHEDULE A.</b>		
Vanceboro to Bangor, Me., Maine Central R. R.	110	
Bangor to Boston, Mass., Maine Central and Eastern R. R.'s	244.90	
Boston to New York, N. Y., B. & A. and N. Y., N. H. & Hartford R. R.'s	234.36	
New York to Washington, D. C., Penn., P. W. & B. and B. & Potomac R. R.'s	232	
Washington to Richmond, Va., Alex. & Fred. and Fred. & Potomac R. R.'s	112	
Richmond to Wilson, N. C., R. & P. and W. & W. R. R.'s	137.30	
Wilson to Charleston, S. C., W. & W. and N. E. R. R.'s	258.00	
Charleston to Jacksonville, Fla., Char. & Sav. and Sav., Fla. & W. R. R.'s	288	
Jacksonville to Port Tampa, Fla., J. T. and K. W. and So. Fla. R. R.'s	249	
<b>TOTAL</b>	<b>1,866.46</b>	
<b>SCHEDULE B.</b>		
Washington to Lynchburg, Va., Richmond & Danville R. R.	174.51	
Lynchburg to Danville, Va., Richmond & Danville R. R.	65	
Danville to Charlotte, N. C., Richmond & Danville R. R.	142	
Charlotte to Atlanta, Ga., Char. & Atlanta Air Line R. R.	267	
Atlanta to Montgomery, Ala., Atlanta & W. Point and West Ala. R. R.'s	175	
Montgomery to New Orleans, La., Mob. & Mont. & N. O. & Mob. & Tex. R. R.'s	321	
New Orleans to Houston, Tex., Morg. La. & Tex. La., W. & Tex. & N. O. R. R.'s	366	
Houston to San Antonio, Tex., Galveston, Harrisburg & San Antonio R. R.	216	
San Antonio and El Paso, Tex., Galveston, Harrisburg & San Antonio R. R.	633	
<b>TOTAL</b>	<b>2,361.51</b>	
<b>SCHEDULE C.</b>		
Baltimore to Hagerstown, Md., Western Maryland R. R.		86.60
Hagerstown to Roanoke, Va., Shenandoah Valley R. R.		240
Roanoke to Bristol, Tenn., East Tennessee, Va. & Georgia R. R.	150.50	
Washington to Lynchburg, Va., Richmond & Danville R. R.	174.51	
Lynchburg to Bristol, Tenn., Norfolk & Western R. R.	204	
Bristol to Chattanooga, Tenn., E. Tenn., Va. & Ga. R. R.	343	
Chattanooga to Memphis, Tenn., Memphis & Charleston R. R.	310	
Memphis to Little Rock, Ark., Little Rock & Memphis R. R.	136	
<b>TOTAL</b>	<b>1,318.01</b>	
<b>SCHEDULE D.</b>		
Baltimore to Washington, D. C., B. & O. R. R.	40	
Washington to Cumberland, Md., B. & O. R. R.	152	
Cumberland to Grafton, W. Va., B. & O. R. R.	101.75	
Grafton to Pittsburgh, Pa., B. & O. R. R. (Pittsburg Division)		150
Pittsburg to Chicago, Ill., B. & O. R. R.		559
Grafton to Cincinnati, O., B. & O. and C., W. & B. R. R.'s	300	
Cincinnati to Louisville, Ky., Louisville & Nashville R. R.		110
Louisville to Bowling Green, Ky., Louisville & Nashville R. R.		114
Bowling Green to Memphis, Tenn., Louisville & Nashville R. R.		263
Cincinnati to New Orleans, La., Lou. & N. and Chi., St. L. & N. O. R. R.'s		921
Cincinnati to Indianapolis, Ind., C. I. & St. L. and C. & I. C. R. R.'s	341	115
Cincinnati to St. Louis, Mo., Ohio & Miss. R. R.		
<b>TOTAL</b>	<b>934.75</b>	
<b>SCHEDULE E.</b>		
Detroit to Cincinnati, Ohio, M. C., C., H. & D. and D. & M. R. R.'s	337	262.11
Cincinnati to Chattanooga, Tenn., C. N. O. & T. P. R'y	295	
Chattanooga, Tenn., to Meridian, Miss., C. N. O. & T. P. R'y	196	
Meridian, Miss., to New Orleans, La., C. N. O. & T. P. R'y		
<b>TOTAL</b>	<b>828</b>	
<b>SCHEDULE F.</b>		
New York to Philadelphia, Pa., Pennsylvania R. R.	90	
Philadelphia to Harrisburg, Pa., Pennsylvania R. R.	105	
Washington to Harrisburg, Pa., B. & Pot. and Northern Central R. R.'s		130
Harrisburg to Elmira, N. Y., P. & E. and Northern Central R. R.'s		256
Harrisburg to Altoona, Pa., Pennsylvania R. R.	132	
Altoona to Pittsburg, Pa., Pennsylvania R. R.	117	
Pittsburg to Cleveland, O., Cleveland & Pittsburg R. R.		150
Pittsburg to Erie, Pa., E. & P. and P., Ft. W. & Chi. R. R.'s		147
Pittsburg to Ft. Wayne, Ind., P., Ft. W. and Chi. R. R.		320
Ft. Wayne to Chicago, Ill., P., Ft. W. & Chi. R. R.		118
Pittsburg to Columbus, O., P., Cin. & St. L. R'y	193	
Pittsburg to Cincinnati, O., P., Cin. & St. L. R'y		314
Columbus to Indianapolis, Ind., P., Cin. & St. L. R'y	188	
Indianapolis to St. Louis, Mo., Van., Terre Haute & Indianapolis R. R.	240	
<b>TOTAL</b>	<b>1,065</b>	
<b>SCHEDULE G.</b>		
New York to Elmira, N. Y., N. Y., L. E. & Western R. R.	274	
Elmira to Williamsport, Pa., Northern Central R. R.		78
Elmira to Canandaigua, N. Y., Northern Central R. R.		69
Elmira to Hornellsville, N. Y., N. Y., L. E. & Western R. R.	58	
Hornellsville to Salamanca, N. Y., N. Y., L. E. & Western R. R.	82	
Salamanca to Mansfield, O., N. Y., Penn. & Ohio R. R.	269	
Mansfield to Chicago, Ill., P., Ft. W. & Chi. R. R.		213
Mansfield to Cincinnati, O., N. Y., P. & O. R. R.	179	
<b>TOTAL</b>	<b>862</b>	
<b>SCHEDULE H.</b>		
New York to Albany, N. Y., N. Y. Cent. & Hud. River R. R.	142.88	
Albany to Syracuse, N. Y., N. Y. Cent. & Hud. River R. R.	147.84	
Syracuse to Rochester, N. Y., N. Y. Cent. & Hud. River R. R.	80.88	
Rochester to Buffalo, N. Y., N. Y. Cent. & Hud. River R. R.	68.42	
Buffalo to Cleveland, O., L. S. & Mich. Southern R. R.	183	
Cleveland to Toledo, O., L. S. & Mich. Southern R. R.	108.80	
Toledo to Chicago, Ill., L. S. & Mich. Southern R. R.	234.79	
<b>TOTAL</b>	<b>966.11</b>	

SCHEDULE I.		Trunk Miles.	Lateral Miles.
Toledo to Fort Wayne, Ind., W., St. L. & Pacific R. R.	94		
Fort Wayne to Decatur, Ill., W., St. L. & Pacific R. R.	229		
Decatur to St. Louis, Mo., W., St. L. & Pacific R. R.	113		
St. Louis to Kansas City, Mo., Missouri Pacific R. R.	283		
Kansas City to Atchison, Kans., Missouri Pacific R. R.			47
Atchison to St. Joseph, Mo., H. & St. Joe R. R.			21
St. Louis to Omaha, Wabash Western R. R.			413
Kansas City to Topeka, Kans., A., T. & Santa Fé R. R.	66		
Topeka to La Junta, Colo., A., T. & Santa Fé R. R.	504		
La Junta to Deming, N. Mex., A., T. & Santa Fé R. R.	578		
Deming to Los Angeles, Cal., South Pacific R. R.	715		
Los Angeles to San Francisco, Cal., C., P. & S. P. R. R.	482		
<b>TOTAL</b>	<b>3,064</b>		
SCHEDULE J.			
Chicago to Centralia, Ill., Illinois Central R. R.	252		
Centralia to Cairo, Ill., Illinois Central R. R.	113		
Cairo to New Orleans, La., Chicago, St. Louis & New Orleans R. R.	550		
<b>TOTAL</b>	<b>915</b>		
SCHEDULE K.			
Chicago to St. Louis, Mo. (via Bloomington), Chicago & Alton R. R.	281		
Chicago to St. Louis, Mo. (via Decatur), W., St. L. & Pacific R. R.			286
Chicago to St. Louis, Mo. (via Effingham), Ill. C. and T. H. & Vand. R. R.'s			299
St. Louis to Little Rock, Ark., St. L., Iron Mountain & Southern R. R.	345		
Little Rock to Texarkana, Ark., St. L., Iron Mountain & Southern R. R.	145		
Texarkana to Long View, Tex., Texas & Pacific and I. G. N. R. R.'s	99		
Long View to Palestine, Tex., Texas & Pacific and I. G. N. R. R.'s	81		
Palestine to San Antonio, Tex., I. & G. N. R. R.	262		
San Antonio to Laredo, Tex., I. & G. N. R. R.	154		
Texarkana to El Paso, Tex., Texas & Pacific R. R.			868
St. Louis to Ft. Scott, Kans. (via Sedalia), Mo. Pacific and M. K. & T. R. R.'s			299
Fort Scott to Denison, Tex., M., K. & T. R. R.'s			323
Denison to Houston, Tex., Houston & Texas Central R. R.			338
Houston to Galveston, Tex., I. & G. N. R. R.			51
<b>TOTAL</b>	<b>1,367</b>		
SCHEDULE L.			
Chicago to Galesburg, Ill., C. B. & Q. R. R.	164		
Galesburg to Quincy, Ill., C. B. & Q. R. R.	99		
Quincy to Kansas City, Mo., H. & St. Joe R. R.	226		
Chicago to Kansas City, Mo., Chicago & Alton R. R.			489
Chicago to Kansas City, Mo., (via St. Louis), Chi. & Alt. and Mo. Pa. R. R.'s			564
<b>TOTAL</b>	<b>489</b>		
SCHEDULE M.			
Chicago to Cedar Rapids, Iowa, Chicago & Northwestern R. R.	219		
Cedar Rapids to Omaha, Nebr., Chicago & Northwestern R. R.	273		
Chicago to Omaha, Nebr., Chicago, Rock Island & Pacific R. R.			501
Chicago to Omaha, Nebr., C. B. & Q. R. R.			502
Omaha to Julesburg, Colo., Union Pacific R. R.	371		
Julesburg to Denver, Colo., Union Pacific R. R.			198
Julesburg to Cheyenne, Wyo., Union Pacific R. R.	145		
Cheyenne to Rawlins, Wyo., Union Pacific R. R.	194		
Rawlins to Ogden, Utah, Union Pacific R. R.	323		
Ogden to Salt Lake City, Utah, Utah Central R. R.			37
Ogden to Toana, Nev., Central Pacific R. R.	183		
Toana to Battle Mountain, Nev., Central Pacific R. R.	176		
Battle Mountain to Reno, Nev., Central Pacific R. R.	230		
Reno to Sacramento, Cal., Central Pacific R. R.	155		
Sacramento to San Francisco, Cal., Central Pacific R. R.	90		
<b>TOTAL</b>	<b>2,359</b>		
SCHEDULE N.			
Chicago to Milwaukee, Wis., C., M. & St. Paul R. R.	85		
Milwaukee to Portage, Wis., C., M. & St. Paul R. R.	91		
Portage to La Crosse, Wis., C., M. & St. Paul R. R.	104		
La Crosse to St. Paul, Minn., C., M. & St. Paul R. R.	129		
St. Paul to Fargo, Dak., Northern Pacific R. R.	252		
Fargo to Bismarck, Dak., Northern Pacific R. R.	194		
Bismarck to Miles City, Mont., Northern Pacific R. R.	298		
Miles City to Billings, Mont., Northern Pacific R. R.	147		
Billings to Bozeman, Mont., Northern Pacific R. R.	139		
Bozeman to Helena, Mont., Northern Pacific R. R.	98		
Helena to Spokane, Wash., Northern Pacific R. R.	381		
Spokane to Pasco, Wash., Northern Pacific R. R.	144		
Pasco to Meeker, Wash., Northern Pacific R. R.	243		
Meeker to Tacoma, Wash., Northern Pacific R. R.	10		
Tacoma, Wash., to Portland, Oregon, Northern Pacific R. R.	145		
Chicago to Menasha, Wis., Wis. Central and C. & N. W. R. R.			187
Menasha to Ashland, Wis., C. & N. W. R. R.			256
Chicago to Elroy, Wis., C. & N. W. R. R.			212
Elroy to Camp Douglas, Wis., C. & N. W. R. R.			14
Chicago to Fond du Lac, Wis. (via Milwaukee), C. & N. W. R. R.			148
Fond du Lac to Fort Howard, Wis., C. & N. W. R. R.			65
Fort Howard to Marquette, Mich., C. & N. W. R. R.			187
Bozeman to Butte City, Mont., Northern Pacific R. R.			96
Meeker to Seattle, Wash., Northern Pacific R. R.			30
<b>TOTAL</b>	<b>2,460</b>		

NOTE.—Light-face figures in this table represent lateral distances, and are not included in total miles.

## STANDARDS OF TIME IN USE BY VARIOUS RAILROADS.

RAILROADS.	STANDARD TIME.
Alabama & Great Southern Ry.....	Central.
Allegheny Valley R. R.....	Eastern.
Atchison, Topeka & Santa Fé Ry.....	(Central, East of Dodge City. Mountain, West of Dodge City.)
Atlantic & Pacific R. R.....	Mountain.
Baltimore & Ohio R. R., east of Ohio River.....	(Eastern.
Baltimore & Ohio R. R., west of Ohio River.....	Central.
Baltimore & Potomac R. R.....	Eastern.
Boston & Albany R. R.....	Eastern.
Boston, Hoosac Tunnel & Western R. R.....	Eastern.
Boston, Lowell & Concord R. R.....	Eastern.
Boston & Maine R. R.....	Eastern.
Boston & New York Air Line.....	Eastern.
Brunswick & Western R. R.....	Central.
Buffalo, Pittsburg & Western R. R.....	Eastern.
Burlington, Cedar Rapids & Northern R. R.....	Central.
Burlington & Missouri River R. R.....	Central.
Canadian Pacific Ry.....	(Eastern Division, Eastern. Western Division, Port Arthur to Brandon, Central. Brandon and Canmore, Mountain. West of Canmore, Pacific.)
Central R. R. of New Jersey.....	Eastern.
Central Iowa R. R.....	Central.
Central Pacific R. R.....	Pacific.
Central and Southwestern R. R. of Georgia.....	Central.
Central Vermont R. R.....	Eastern.
Charlotte, Columbia & Augusta R. R.....	Eastern.
Charleston & Savannah R. R.....	Central.
Chesapeake & Ohio R. R.....	Central.
Chesapeake, Ohio & Southwestern R. R.....	Central.
Cheshire R. R.....	Eastern.
Chicago & Alton R. R.....	Central.
Chicago, Burlington & Quincy R. R.....	Central.
Chicago & Eastern R. R.....	Central.
Chicago, Milwaukee & St. Paul R. R.....	Central.
Chicago & Northwestern R. R.....	Central.
Chicago, Rock Island & Pacific R. R.....	Central.
Chicago, St. Louis & New Orleans R. R.....	Central.
Chicago, St. Paul, Minneapolis & Omaha R. R.....	Central.
Chicago & West Michigan R. R.....	Central.
Cincinnati, Indianapolis, St. Louis & Chicago R. R.....	Central.
Cincinnati, New Orleans & Texas Pacific R. R.....	Central.
Cincinnati, Washington & Baltimore R. R.....	Central.
Cleveland, Columbus, Cincinnati & Indianapolis R. R.....	Central.
Cleveland, Mt. Vernon & Delaware R. R.....	Central.
Cleveland & Pittsburg R. R.....	Central.
Columbia & Greenville R. R.....	Eastern.
Columbus & Hocking Valley R. R.....	Central.
Cumberland Valley R. R.....	Eastern.
Delaware & Hudson Canal Co. R. R.....	Eastern.
Denver & Rio Grande R. R.....	Mountain.
Detroit, Grand Haven & Milwaukee R. R.....	Central.
Detroit, Lansing & Northern R. R.....	Central.
Eastern R. R.....	Eastern.
East Tennessee, Virginia & Georgia R. R.....	Central.
Fitchburg, R. R.....	Eastern.
Flint & Pere Marquette R. R.....	Central.
Florida Central & Western R. R.....	Central.
Florida Transit R. R.....	Central.
Fort Wayne, Cincinnati & Louisville R. R.....	Central.
Galveston, Harrisburg & San Antonio R. R.....	Central.
Georgia R. R.....	Central.
Grand Rapids & Indiana R. R.....	Central.
Grand Trunk R. R. (West Division).....	(East of Sarnia, Eastern. West of Sarnia, Central.)
Green Bay, Winona & St. Paul R. R.....	Central.
Gulf, Colorado & Santa Fé R'y.....	Central.
Hannibal & St. Joe R. R.....	Central.
Housatonic R. R.....	Eastern.
Houston & Texas Central R. R.....	Central.
Illinois Central R. R.....	Central.
Illinois Midland R. R.....	Central.
Indianapolis, Bloomington & Western R. R. (Peoria & St. Louis Divisions).....	Central.
Indianapolis, Bloomington & Western R. R. (Middle & Ohio Divisions).....	Central.
Indianapolis & St. Louis R. R.....	Central.
International & Great Northern R'y.....	Central.
Jeffersonville, Madison & Indianapolis R. R.....	Central.
Kansas City, Fort Scott & Gulf R. R.....	Central.
Kansas City, St. Joe & Council Bluffs R. R.....	Central.
Kentucky Central R. R.....	Central.
Keokuk & St. Louis R. R.....	Central.
Lake Erie & Western R. R.....	Central.
Lake Shore & Michigan Southern R. R.....	Central.
Lehigh Valley R. R.....	Eastern.
Little Rock & Fort Smith R. R.....	Central.
Little Rock & Memphis R. R.....	Central.

## STANDARDS OF TIME IN USE BY VARIOUS RAILROADS.

RAILROADS.	STANDARD TIME.
Louisville, Evansville & St. Louis R. R.	Central.
Louisville & Nashville R. R.	Central.
Louisville, New Albany & Chicago R. R.	Central.
Maine Central R. R.	Eastern.
Mexican Central Ry.	City of Mexico.
Michigan Central R. R.	Central.
Midland Ry. of Canada	Eastern.
Milwaukee, Lake Shore & Western R. R.	Central.
Minneapolis & St. Louis R. R.	Central.
Mississippi & Tennessee R. R.	Central.
Missouri Pacific R. R.	Central.
Mobile & Ohio R. R.	Central.
Montgomery & Eufaula R. R.	Central.
Morgan's Louisiana & Texas R. R.	Central.
Nashville, Chattanooga & St. Louis R. R.	Central.
New Jersey Southern R. R.	Eastern.
New York Central & Hudson River R. R.	Eastern.
New York, Lackawanna & Western R. R.	Eastern.
New York, Lake Erie & Western R. R.	Eastern.
New York & New England R. R.	Eastern.
New York, New Haven & Hartford R. R.	Eastern.
New York, New Haven & Northampton R. R.	Eastern.
New York, Ontario & Western R. R.	Eastern.
New York, Susquehanna & Western R. R.	Eastern.
New York, Pennsylvania & Ohio R. R.	Central.
New York, Providence & Boston R. R.	Eastern.
New York & Washington Through Line (Pa. R. R.)	Eastern.
New York, Chicago & St. Louis R. R. (Nickel Plate)	Central.
Norfolk & Western R. R.	Eastern.
Northeastern Ry.	Eastern.
Northern Central R. R.	Eastern.
Northern Pacific R. R., east of Bismarck	Central.
Northern Pacific R. R., Bismarck to Heron	Mountain.
Northern Pacific R. R., Heron to Wallula	Pacific.
North Shore Ry.	Eastern.
Northwestern Ohio R. R.	Central.
Ohio Central R. R.	Central.
Ohio & Mississippi R. R.	Central.
Old Colony R. R.	Eastern.
Pennsylvania R. R.	Eastern.
Philadelphia & Reading R. R.	Eastern.
Philadelphia, Wilmington & Baltimore R. R.	Eastern.
Pittsburg, Cincinnati & St. Louis R. R.	Central.
Pittsburg, Fort Wayne & Chicago R. R.	Central.
Prince Edward's Island Ry.	Eastern.
Providence & Worcester R. R.	Eastern.
Richmond & Allegheny R. R.	Eastern.
Richmond & Danville R. R.	Eastern.
Richmond, Fredericksburg & Potomac R. R.	Eastern.
Richmond & Petersburg R. R.	Eastern.
Rock Island & Peoria R. R.	Central.
Rome, Watertown & Ogdensburgh R. R.	Eastern.
St. Louis, Alton & Torre Haute R. R.	Central.
St. Louis, Iron Mountain & Southern R. R.	Central.
St. Louis & San Francisco R. R.	Central.
Savannah, Florida & Western R. R.	Central.
St. Paul, Minneapolis & Manitoba	Central.
Scioto Valley R. R.	Central.
Shenandoah Valley R. R.	Eastern.
Shore Line R. R.	Eastern.
Sioux City & Pacific R. R.	Central.
South Carolina Ry.	Eastern.
Southeastern Ry (Montreal & Boston Air Line)	Eastern.
Southern Kansas R. R.	Central.
Texas & St. Louis Ry.	Central.
Texas & New Orleans and Louisiana Western R. R.'s	Central.
Texas & Pacific Ry.	Central.
Toledo, Cincinnati & St. Louis R. R.	Eastern.
Troy & Boston R. R.	Central.
Union Pacific R. R., Omaha to North Platte	Central.
Union Pacific R. R., west of North Platte	Mountain.
Union Pacific R. R., Kansas Division, east of Wallace	Mountain.
Union Pacific R. R., Kansas Division, west of Wallace	Mountain.
Utah Central R. R.	Eastern.
Utica & Black River R. R.	Central.
Vandalia Line	Central.
Vicksburg & Meridian R. R.	Eastern.
Virginia Midland R. R.	Central.
Wabash, St. Louis & Pacific R. R.	Central.
Western R. R. of Alabama and Atlanta & West Pt. R. R.'s	Eastern.
West Jersey R. R.	Eastern.
Western Maryland R. R.	Eastern.
Western North Carolina R. R.	Eastern.
Wheeling & Lake Erie R. R.	Central.
Wilmington & Weldon R. R.	Eastern.
Wilmington, Columbia & Augusta R. R.	Eastern.
Wisconsin Central R. R.	Central.

## LAWS AFFECTING

AND

## SCHEDULE OF RATES

FOR

## RAILROAD MAIL SERVICE,

Under Act of March 3, 1873.

[Each additional 2,000 pounds, \$21.37½ additional.]

Average Weight of Mail Whole Distance per Day.	Pay per Annum per Mile of Route's Length.	Pay, less reduc- tion of 14.50 per cent.
1— 200 pounds daily	\$50 00	\$42 75
200— 500 " "	75 00	64 13
500—1,000 " "	100 00	85 50
1,000—1,500 " "	125 00	106 88
1,500—2,000 " "	150 00	128 25
2,000—3,500 " "	175 00	149 63
3,500—5,000 " "	200 00	171 00

For all weights up to 200 pounds, when the mail is carried six times a week, \$50 per mile per annum is paid. Payment in all cases is dependent upon the provision by railroad companies of sufficient and suitable room, fixtures, furniture, etc. (Sec. 629, P. L. & R., 1879.)

## COMPENSATION FOR RAILWAY POSTAL CARS.

R. P. O. Cars,	40 feet	\$25 per daily line.
" " 40 feet	30 " "	" "
" " 45 " "	40 " "	" "
" " 50 " "	50 " "	" "
" " 55-60 " "	50 " "	" "

By the act of June 11, 1880, any railroad company refusing to furnish postal cars when required by the Post Office Department, shall have its pay reduced 10 per cent below the reduction made by the act of June 17, 1878, or 23.05 per cent of the rates fixed by act of March 3, 1873.

By the act of March 1, 1881, a similar reduction of 23.05 per cent is made for failure to provide suitable safety heaters and safety lumps for post-office cars, and such number of saws and axes for each car as may be required by the Post Office Department for use in case of accident. (Sec. 631, P. L. & R., 1879.)

## PAYMENTS TO PACIFIC RAILROADS.

The Secretary of the Treasury is directed to withhold all payments to any railroad company and its assigns, on account of freights or transportation over their respective roads of any kind, to the amount of payments made by the United States for interest upon bonds of the United States issued to any such company, and which shall not have been reimbursed, together with the five per centum of net earnings due and unapplied, as provided by law. (Sec. 5260, Revised Statutes.)

Sec. 2. That the whole amount of compensation which may, from time to time, be due to said several railroad companies respectively for services rendered for the Government shall be retained by the United States, one-half thereof to be presently applied to the liquidation of the interest paid and to be paid by the United States upon the bonds so issued by it as aforesaid, to each of said corporations severally, and the other half thereof to be turned into the sinking fund hereinafter provided, for the uses therein mentioned. (Sec. 2, page 58, of the Act of May 7, 1878, 20th Stats., page 58.)

"That for the proper adjustment of the accounts of the Union Pacific, Central Pacific, Kansas Pacific, Western Pacific, and Sioux City and Pacific Railroad Companies, respectively, for services which have been or may be hereafter performed for the Government for transportation of the Army, and transportation of the mails, the Secretary of the Treasury is hereby authorized to make such entries upon the books of the Department as will carry to the credit of said companies the amounts so earned or to be earned by them during each fiscal year and withheld under the provisions of section fifty-two hundred and sixty of the Revised Statutes and of the act of Congress approved May seventh, eighteen hundred and seventy-eight: *Provided*, That this shall not authorize the expenditure of any money from the Treasury, nor change the method now provided by law for the auditing of such claims against the Government: *Provided further*, That this paragraph shall not be so construed as to be a disposition of any moneys due or to become due to or from said companies respectively, or to in any way affect their rights or duties or the rights of the United States under existing laws, it being only intended hereby to enable the proper accounting officers to state on the books of the Treasury the accounts between the Government and said companies respectively." (Act of March 3, 1879, 20th Stats., page 420.)

## ADJUSTMENT OF COMPENSATION TO RAILROADS FOR CARRYING THE MAILS.

SEC. 629. *Conditions of Railway Service and Rates of Pay for same.*—The Postmaster General is authorized and directed to readjust the compensation hereafter to be paid for the transportation of mails on railroad routes upon the conditions and at the rates hereinafter mentioned:

First. That the mails shall be conveyed with due frequency and speed; and that sufficient and suitable room, fixtures, and furniture, in a car or apartment properly lighted and warmed, shall be provided for route agents to accompany and distribute the mails.

Second. That the pay per mile per annum shall not exceed the following rates, namely: On routes carrying their whole length an average weight of mails per day of two hundred pounds, fifty dollars; five hundred pounds, seventy-five dollars; one thousand pounds, one hundred dollars; one thousand five hundred pounds, one hundred and twenty-five dollars; two thousand pounds, one hundred and fifty dollars; three thousand five hundred pounds, one hundred and seventy-five dollars; five thousand pounds, two hundred dollars, and twenty-five dollars additional for every additional two thousand pounds, the average weight to be ascertained, in every case, by the actual weighing of the mails for such a number of successive working days, not less than thirty, at such times, after June thirtieth, eighteen hundred and seventy-three, and not less frequently than once in every four years, and the result to be stated and verified in such form and manner as the Postmaster General may direct. (R.S., § 4002.)

SEC. 630. *Refusals to Provide Post-office Cars.*—In case any railroad company now furnishing railway post-office cars shall refuse to provide such cars, such company shall not be entitled to any increase of compensation under the provisions of the next section. (R.S., § 4003.)

SEC. 631. *Dimensions of and Additional Pay for Post-office Cars.*—Additional pay may be allowed for every line comprising a daily trip each way of railway post-office cars, at a rate not exceeding twenty-five dollars per mile per annum for cars forty feet in length; and thirty dollars per mile per annum for forty-five-foot cars; and forty dollars per mile per annum for fifty-foot cars; and fifty dollars per mile per annum for fifty-five to sixty-foot cars. (R.S., § 4004.) *Provided,* That the Postmaster General may use such portion of the postal-car service appropriation as may be spared from it to supply any deficiency that may arise from insufficient appropriations in the item for railway transportation. (Act of March 3, 1879, § 1, 20 Stat., p. 357.)

SEC. 632. *Cars to be furnished as Required by the Postmaster General.*—All cars or parts of cars used for the railway mail service shall be of such style, length, and character, and furnished in such manner, as shall be required by the Postmaster General, and shall be constructed, fitted up, maintained, heated, and lighted by and at the expense of the railroad companies. (Act of March 3, 1879, § 4, 20 Stat., p. 358. See R.S., § 4005.)

SEC. 633. *Mails, How and When to be Weighed.*—For inland-mail transportation, seventeen million five hundred and forty-eight thousand dollars; and out of the appropriation for inland-mail transportation the Postmaster General is authorized hereafter to pay the expenses of taking the weights of mails on railroad routes, as provided by the act entitled "An act making appropriation for the service of the Post Office Department for the year ending June thirtieth, eighteen hundred and seventy-four," approved March third, eighteen hundred and seventy-three; and he is hereby directed to have the mails weighed as often as now provided by law by the employes of the Post Office Department, and have the weights stated and verified to him by said employes, under such instructions as he may consider just to the Post Office Department and the railroad companies.

SEC. 634. *Railroad Companies to give Notice of their Readiness for Weighing.*—The transportation of mails is authorized on railroad routes with the understanding that the rate of compensation shall be determined upon returns showing the amount and character of the service, to be made within twelve months from the date of its commencement, or earlier if the Department so elect, and no payment will be made except upon the basis of such returns. The mails should not be weighed until the service is fairly established on the route, and when the company is satisfied that this is accomplished, the fact should be reported to the Second Assistant Postmaster General, who directs the weighing of the mails.

SEC. 635. *Compensation of Railroads Reduced Ten Per Centum.*—The Postmaster General is hereby authorized and directed to readjust the compensation to be paid from and after the first day of July, eighteen hundred and seventy-six, for transportation of mails on railroad routes by reducing the compensation to all railroad companies for the transportation of mails ten per centum per annum from the rates fixed and allowed by [section 629] [the first section of an act entitled "An act making appropriations for the service of the Post Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-four, and for other purposes," approved March third, eighteen hundred and seventy-three, for the transportation of mails on the basis of the average weight. (Act of July 12, 1876, § 1, 19 Stat., p. 79.)

This act does not affect the compensation for railway postal cars, provided for in the act of March 3, 1873 (section 631, supra). Opin. Att'y Gen'l Taft, Oct. 7, 1876.

SEC. 636. *Compensation of Railroads Reduced Five Per Centum more.*—The Postmaster General is hereby authorized and directed to readjust the compensation to be paid from and after the first day of July, eighteen hundred and seventy-eight, for transportation of mails on railroad routes by reducing the compensation to all railroad companies for the transportation of mails five per centum per annum from the rates for the transportation of mails, on the basis of the average weight fixed and allowed by the [preceding section] [first section of an act entitled "An act making appropriations for the service of the Post Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-seven, and for other purposes," approved July twelfth, eighteen hundred and seventy-six]. (Act of June 17, 1878, § 1, 20 Stat., p. 142.)

SEC. 636a. *Compensation to be Reduced for Failure to Provide Postal Cars.*—In case any railroad company fail or refuse to provide railway post-office cars when required by the Post Office Department, said company shall have its pay reduced ten per centum on the rates fixed in section 636. (Act of June 11, 1880, 21 Stat., p. 178.)

10 + 5 + 10 off = 23.05 per cent.  
SEC. 636b. *Compensation to be Reduced for Failure to Provide Safely Heaters, etc.*—And hereafter, when any railroad company fail or refuse to provide railway post-office cars when required by the Post Office Department, or shall fail or refuse to provide suitable safety heaters and safety lamps therefor, with such number of saws and axes to each car, for use in case of accident, as may be required by the Post Office Department, said company shall have its pay reduced ten per centum on the rates fixed in section 636. (Act of March 1, 1881, 21 Stat., pp. 375 and 376.)

SEC. 636c. *Compensation to be Reduced for Failure to Carry Mail on Fastest Trains.*—And if any railroad company shall fail or refuse to transport the mails for which this appropriation is made when required by the Post Office Department, upon the fastest train or trains run upon said road, said company shall have its pay reduced fifty per cent of the amount now provided by law. (Acts of May 4, 1882, 22 Stat., p. 63, and of March 3, 1883.)

SEC. 637. *Congress may Fix Compensation to be Paid Land-Grant Railroads.*—All railway companies to which the United States have furnished aid by grant of lands, right of way, or otherwise, shall carry the mail at such prices as Congress may by law provide; and, until such price is fixed by law, the Postmaster General may fix the rate of compensation. (R.S., § 4001.)

For rights and obligations of land-grant roads under this section, vide 13 Opins., 445, 536; 14 Opins., 428, 663, etc.

Sec. 638. *Congress does Fix Compensation to be Paid said Railroads.*—Railroad companies whose railroad was constructed in whole or in part by a land grant made by Congress on the condition that the mails should be transported over their road at such price as Congress should by law direct, shall receive only eighty per centum of the compensation authorized by [this act] [section 635.] (Act of July 12, 1876, § 13, 19 Stat., p. 82.) This act does not apply to railway postal cars. (Att'y Gen'l Opin., Oct. 7, 1876.)

Sec. 639. *When Railroad Companies must Deliver Mails to Post Offices.*—Railroad companies are required to take the mails from and deliver them into the terminal post offices, and to all intermediate post offices located not over eighty rods from the line of road; and the distances from the terminal depots to the post offices, where railroad companies deliver the mails, are paid for by the Department as a part of the length of the route.

Sec. 639a. *Arrival of Mail at Late Hour of Night.*—Whenever the mail on any railroad route arrives at a late hour of the night, the railroad company shall retain custody thereof, by placing the same in a secure and safe room or apartment of the depot or station until the following morning, when it shall be delivered at the post office, or to the mail messenger employed by the Department, at as early an hour as the necessities of the office may require.

Sec. 639b. *Departure of Mail at Late Hour of Night.*—When a mail departs from a post office in the nighttime, the Department messenger may be allowed to take it to the depot and place it under the personal charge of the railroad agent, not later than nine p. m., the agent being required to guard it and to see that the proper exchange is made when the train arrives; Provided, however, that application must be made to division superintendents of railway mail service in all cases when such an arrangement is contemplated, and before permission is given by them to postmasters to make an exchange of mails in this manner they will first obtain the consent of the railroad company to assume the responsibility for the safe keeping of the mails when so placed in charge of their agents. Division superintendents will report at once to the General Superintendent all exchanges of mails authorized by them to be made in this manner.

Sec. 639c. *Delivery of Mails to Offices on or near Railroad Routes.*—The Department requires railroad companies to deliver the mails into and take them from post offices located not over eighty rods from points at which passenger trains or trains on which mails are carried make regular stops. The companies will also be required to deliver the mails to terminal offices; and the length of the route will be computed and paid for from terminal office to terminal office, as at present. Distance from point of delivery from train to post office to be within eighty rods or over. The Department will provide for the delivery of mails to offices located within eighty rods or over that distance from points at which passenger trains or trains on which mails are carried do not make stops, or where there is a flag station, and at such points the companies will be required to slacken the speed of trains sufficiently to admit of the exchange of mails with safety. Division superintendents will report to the General Superintendent, for the information of the Department, any changes in existing mail arrangements which will be necessitated by this order.

Sec. 640. *Mails not to be Carried beyond Termini without Authority.*—In case railroads are extended or trains run beyond the termini of the route on which the transportation of mails is duly authorized, the mails must not be carried beyond the terminus of the route until the additional service is ordered by Second Assistant Postmaster General.

Sec. 641. *Knowledge of Specific Requirements of the Service, How Obtained.*—The rates of compensation are computed upon the average weight of mails per day carried the whole length of the route; but the rates fixed by law require not only a certain weight of mails, but also that the mails shall be carried with due frequency and speed, and that suitable room, fixtures, and furniture shall be provided in a car or apartment of car, properly lighted and warmed, for route agents to accompany and distribute the mails as accessories to the weight of mails, in order to entitle a company to the maximum rates of pay. The specific requirements of the service, with regard to these items, will be made known through the General Superintendent of the Railway Mail Service. The requirements as to due frequency, and the size of the mail car or apartment, are at all times to be determined by the Department.

Sec. 642. *Postmaster General to Decide what Trains shall Carry the Mail.*—The Postmaster General shall, in all cases, decide upon what trains and in what manner the mails shall be conveyed. (Act of March 3, 1879, § 3, 20 Stat., p. 358.)

Sec. 643. *Railway Company must Carry Mails and Persons in Charge on any Train.*—Every railway company carrying the mail shall carry on any trains which may run over its road, and without extra charge therefor, all mailable matter directed to be carried thereon, with the person in charge of the same. (R. S., § 4000.)

Sec. 644. *To Carry Supplies and Post-office Inspectors.*—Railroad companies are required to convey, without specific charge therefor, all mail bags, post-office blanks, and stationery supplies. Also, to convey free of charge, all duly accredited Post-office Inspectors of the Department, on the exhibition of their credentials.

Sec. 645. *When Mail may be Carried on Railway Routes by Horse Express.*—If the Postmaster General is unable to contract for carrying the mail on any railway route at a compensation not exceeding the maximum rates herein provided, or for what he may deem a reasonable and fair compensation, he may separate the letter mail from the other mail, and contract, either with or without advertising, for carrying such letter mail by horse express or otherwise, at the greatest speed that can reasonably be obtained, and for carrying the other mail in wagons, or otherwise, at a slower rate of speed. (R. S., § 3999.)

Sec. 646. *Railroad Companies Requested to Report Receipts and Expenses.*—The Postmaster General shall request all railroad companies transporting the mails to furnish, under seal, such data relating to the operating, receipts and expenditures of such roads as may, in his judgment, be deemed necessary to enable him to ascertain the cost of mail transportation and the proper compensation to be paid for the same; and he shall in his annual report to Congress, make such recommendations, founded on the information obtained under this section, as shall, in his opinion, be just and equitable. (Act of March 3, 1879, § 6, 20 Stat., p. 358.)

Sec. 647. *Communications Affecting Pay of Railroads, How Addressed.*—All communications affecting the pay for carrying the mails, or so intended, must be made in writing at the time the service is rendered for which payment is desired, and must be addressed to the Second Assistant Postmaster General.

Sec. 648. *Auditor to Furnish Instructions Respecting Financial Agent.*—As soon as service is commenced on a route, application should be made to the Auditor of the Treasury for the Post Office Department for instructions respecting the designation of a financial agent to receive and receipt for amounts due for carrying the mail.

(The section numbers above refer to P. L. & R., 1879.)

1,866.46 miles.] SCHEDULE A,—Boston, New York, Wash., Richmond,

Table with columns: JUNCTIONS, 1., 3., 5., 7., 9., 11., 13., 15. Rows include Vancoboro, Me; Bangor, Me; Augusta, Me; Portland, Me; Boston, Mass; Willimantic, Conn; Hartford, Conn; New Haven, Conn; Providence, R. I.; Springfield, Mass; New York City; Jersey City, N. J.; Philadelphia, Pa.; Wilmington, Del.; Baltimore, Md.; Washington, D. C.; Richmond, Va; Petersburg, Va; Norfolk, Va; Weldon, N. C.; Wilson, N. C.; Wilmington, N. C.; Florence, S. C.; Columbia, S. C.; Augusta, Ga; Ashley R. J'n, S. C.; Charleston, S. C.; Savannah, Ga; Way Cross, Ga; Callahan, Fla; Fernandina, Fla; Jacksonville, Fla; St. Augustine, Fla; Palatka, Fla; Sanford, Fla; Tampa, Fla; Port Tampa, Fla.

The \* signifies trains run daily.
The † signifies daily, except Sunday.
Change to Central time.

NORF.—Connection from Train 1 is via Richmond, Va.
NORF.—Steamers leave Port Tampa at 10.30 p. m. Mondays, Thursdays, and Saturdays; arrive

Savannah, Jacksonville, and Port Tampa.—SCHEDULE A. [1,866.46 miles.

Table with columns: JUNCTIONS, 2., 4., 6., 8., 10., 12., 14., 16. Rows include Port Tampa, Fla; Tampa, Fla; Sanford, Fla; Palatka, Fla; St. Augustine, Fla; Jacksonville, Fla; Fernandina, Fla; Callahan, Fla; Way Cross, Ga; Savannah, Ga; Charleston, S. C.; Ashley R. J'n, S. C.; Augusta, Ga; Columbia, S. C.; Florence, S. C.; Wilmington, N. C.; Weldon, N. C.; Wilson, N. C.; Norfolk, Va; Petersburg, Va; Richmond, Va; Washington, D. C.; Baltimore, Md.; Wilmington, Del.; Philadelphia, Pa; Jersey City, N. J.; New York City; Springfield, Mass; Providence, R. I.; New Haven, Conn; Hartford, Conn; Willimantic, Conn; Boston, Mass; Portland, Me; Augusta, Me; Bangor, Me; Vancoboro, Me.

The † signifies trains run daily, except Saturday.
The ‡ signifies trains run daily, except Monday.
Change to Eastern time.

NOTE.—Steamers leave Havana 1 p. m. Mondays, Wednesdays, and Saturdays; Key West 8 p. m. Mondays, Wednesdays, and Saturdays, and arrive Port Tampa at 4 p. m. Tuesdays, Thursdays, and Sundays.

2,361.51 miles.] SCHED. B.—Bost., N.Y., Wash., Danv'e, Va., Atlanta, Ga., N.

JUNCTIONS.	DESIGNATION OF TRAINS.							
	17.	19.	21.	23.	25.	27.	29.	31.
	†	*	†					
Boston, Mass.....L.	7 30	10 17	---					
Providence, R. I.....L.	6 48	1 13	---					
Worcester, Mass.....L.	6 15	11 33	---					
Springfield, Mass.....L.	---	1 13	---					
Hartford, Conn.....L.	10 05	2 00	---					
New Haven, Conn.....L.	12 10	3 18	---					
Bridgeport, Conn.....L.	2 45	3 50	---					
New York, N. Y.....L.	4 30	8 30	---					
Philadelphia, Pa.....L.	7 20	11 18	---					
Baltimore, Md.....L.	9 42	2 05	---					
Washington, D. C.....A.	10 42	3 10	---					
Washington, D. C.....L.	*11 15 <sup>b</sup>	10 48 <sup>b</sup>	---					
Charlottesville, Va.....A.	2 24 <sup>a</sup>	1 50 <sup>c</sup>	---					
Charlottesville, Va.....L.	2 27 <sup>b</sup>	1 55 <sup>c</sup>	---					
Richmond, Va.....A.	---	---	---					
Richmond, Va.....L.	12 55 <sup>a</sup>	2 00 <sup>c</sup>	---					
Lynchburg, Va.....A.	4 00 <sup>b</sup>	3 37 <sup>c</sup>	---					
Lynchburg, Va.....L.	4 05 <sup>b</sup>	3 37 <sup>c</sup>	---					
Danville, N. C.....A.	5 50 <sup>b</sup>	5 30 <sup>c</sup>	---					
Danville, N. C.....L.	6 10 <sup>b</sup>	5 40 <sup>c</sup>	6 45 <sup>b</sup>					
Greensboro, N. C.....A.	7 45 <sup>b</sup>	6 59 <sup>c</sup>	8 32 <sup>a</sup>					
Greensboro, N. C.....L.	7 45 <sup>b</sup>	6 59 <sup>c</sup>	8 32 <sup>a</sup>					
Salisbury, N. C.....A.	---	8 11 <sup>c</sup>	10 10 <sup>b</sup>					
Salisbury, N. C.....L.	9 18 <sup>b</sup>	8 11 <sup>c</sup>	10 10 <sup>b</sup>					
Asheville, N. C.....A.	---	2 52 <sup>c</sup>	---					
Asheville, N. C.....L.	---	---	---					
Charlotte, N. C.....A.	10 55 <sup>b</sup>	9 25 <sup>c</sup>	11 40 <sup>b</sup>					
Charlotte, N. C.....L.	11 05 <sup>b</sup>	9 35 <sup>c</sup>	---					
Columbia, S. C.....A.	2 35 <sup>c</sup>	1 25 <sup>c</sup>	---					
Columbia, S. C.....L.	2 40 <sup>c</sup>	1 35 <sup>c</sup>	---					
Savannah, Ga.....A.	5 46 <sup>c</sup>	4 34 <sup>c</sup>	---					
Savannah, Ga.....L.	5 55 <sup>c</sup>	4 45 <sup>c</sup>	---					
Jacksonville, Fla.....A.	10 30 <sup>c</sup>	9 20 <sup>c</sup>	---					
Jacksonville, Fla.....L.	---	---	---					
Tampa, Fla.....A.	7 10 <sup>c</sup>	6 00 <sup>b</sup>	---					
Tampa, Fla.....L.	---	---	---					
Augusta, Ga.....A.	8 00 <sup>c</sup>	4 35 <sup>c</sup>	---					
Augusta, Ga.....L.	2 00 <sup>b</sup>	---	---					
Atlanta, Ga.....A.	6 25 <sup>c</sup>	4 55 <sup>c</sup>	10 00 <sup>c</sup>					
Atlanta, Ga.....L.	5 35 <sup>c</sup>	4 20 <sup>c</sup>	---					
Anniston, Ala.....A.	9 52 <sup>c</sup>	8 00 <sup>c</sup>	---					
Anniston, Ala.....L.	9 53 <sup>c</sup>	8 00 <sup>c</sup>	---					
Birmingham, Ala.....A.	12 01 <sup>c</sup>	10 20 <sup>c</sup>	---					
Birmingham, Ala.....L.	---	10 45 <sup>c</sup>	---					
Greenville, Miss.....A.	---	11 10 <sup>b</sup>	---					
Greenville, Miss.....L.	---	---	---					
Memphis, Tenn.....A.	10 00 <sup>c</sup>	7 40 <sup>d</sup>	---					
Memphis, Tenn.....L.	---	---	---					
Macon, Ga.....A.	11 00 <sup>c</sup>	7 15 <sup>c</sup>	---					
Macon, Ga.....L.	---	---	---					
Montgomery, Ala.....A.	11 05 <sup>c</sup>	9 20 <sup>c</sup>	---					
Montgomery, Ala.....L.	11 30 <sup>c</sup>	9 30 <sup>c</sup>	---					
Pensacola, Fla.....A.	6 25 <sup>c</sup>	5 30 <sup>b</sup>	---					
Pensacola, Fla.....L.	---	---	---					
Mobile, Ala.....A.	5 20 <sup>c</sup>	8 05 <sup>b</sup>	---					
Mobile, Ala.....L.	5 38 <sup>c</sup>	3 15 <sup>b</sup>	---					
New Orleans, La.....A.	10 25 <sup>c</sup>	7 35 <sup>b</sup>	---					
New Orleans, La.....L.	---	9 10 <sup>b</sup>	---					
Houston, Tex.....A.	---	10 50 <sup>b</sup>	---					
Houston, Tex.....L.	---	11 15 <sup>b</sup>	---					
Austin, Tex.....A.	---	7 30 <sup>e</sup>	---					
Austin, Tex.....L.	---	---	---					
Galveston, Tex.....A.	---	7 50 <sup>e</sup>	---					
Galveston, Tex.....L.	---	---	---					
San Antonio, Tex.....A.	---	9 00 <sup>e</sup>	---					
San Antonio, Tex.....L.	---	9 45 <sup>e</sup>	---					
Laredo, Tex.....A.	---	4 05 <sup>e</sup>	---					
Laredo, Tex.....L.	---	4 45 <sup>e</sup>	---					
Monterey, Mex.....A.	---	11 50 <sup>e</sup>	---					
Monterey, Mex.....L.	---	---	---					
City of Mexico, Mex.....A.	---	8 55 <sup>g</sup>	---					
City of Mexico, Mex.....L.	---	---	---					
Spafford, Tex.....A.	---	3 05 <sup>e</sup>	---					
Spafford, Tex.....L.	---	3 10 <sup>e</sup>	---					
Eagle Pass, Tex.....A.	---	5 00 <sup>e</sup>	---					
Eagle Pass, Tex.....L.	---	---	---					
El Paso, Tex.....A.	---	11 15 <sup>f</sup>	---					
El Paso, Tex.....L.	---	---	---					
Los Angeles, Cal.....A.	---	7 00	---					
San Francisco, Cal.....A.	---	5 45	---					

The \* signifies trains run daily. The † signifies trains run daily, except Sunday.  
 ‡Change to Central time. §City of Mexico time.  
 Train 17, Express to New York, and R. P. O. from New York to New Orleans.  
 Train 19, B. P. O. through. Train 21, B. P. O. from Danville to Atlanta.  
**FOR TABLE OF DISTANCES IN DETAIL SEE PAGES 13 AND 14.**



Orleans, La., El Paso, Tex., & San Fran., Cal.—SCH. B. [2,361.51 miles.

JUNCTIONS.	DESIGNATION OF TRAINS.						
	18.	20.	22.	24.	26.	28.	30. 32.
San Francisco, Cal.-----L.	*	*	9 00				
Los Angeles, Cal.-----L.			8 45				
El Paso, Tex.-----L.			4 55 <sup>a</sup>				
Eagle Pass, Tex.-----L.			8 30 <sup>c</sup>				
Spofford, Tex.-----A.			9 45 <sup>c</sup>				
Spofford, Tex.-----L.			9 50 <sup>c</sup>				
City of Mexico, Mex.-----A.							
City of Mexico, Mex.-----L.		5 00 <sup>a</sup>					
Monterey, Mex.-----A.							
Monterey, Mex.-----L.		3 10 <sup>c</sup>					
Laredo, Tex.-----A.		10 45 <sup>c</sup>					
Laredo, Tex.-----L.		1 00 <sup>c</sup>					
San Antonio, Tex.-----A.			1 55 <sup>c</sup>				
San Antonio, Tex.-----L.		9 00 <sup>c</sup>	2 20 <sup>c</sup>				
Galveston, Tex.-----A.							
Galveston, Tex.-----L.		3 45 <sup>b</sup>	7 30 <sup>c</sup>				
Asutin, Tex.-----A.							
Asutin, Tex.-----L.		8 00 <sup>c</sup>	1 15 <sup>c</sup>				
Houston, Tex.-----A.		5 30 <sup>b</sup>	9 50 <sup>c</sup>				
Houston, Tex.-----L.		5 50 <sup>b</sup>	10 10 <sup>c</sup>				
New Orleans, La.-----A.		7 05 <sup>b</sup>	10 55 <sup>b</sup>				
New Orleans, La.-----L.		7 50 <sup>b</sup>	11 00 <sup>b</sup>				
Mobile, Ala.-----A.		12 10 <sup>b</sup>	3 15 <sup>b</sup>				
Mobile, Ala.-----L.		12 20 <sup>b</sup>	3 35 <sup>b</sup>				
Pensacola, Fla.-----A.							
Pensacola, Fla.-----L.		11 25 <sup>b</sup>	1 35 <sup>b</sup>				
Montgomery, Ala.-----A.			6 10 <sup>b</sup>			8 45 <sup>b</sup>	
Montgomery, Ala.-----L.		11 30 <sup>b</sup>	6 20 <sup>b</sup>				
Macon, Ga.-----A.	4 10 <sup>a</sup>		7 55 <sup>b</sup>				
Macon, Ga.-----L.	4 25 <sup>b</sup>		7 40 <sup>b</sup>				
Memphis, Tenn.-----A.			9 15 <sup>c</sup>				
Memphis, Tenn.-----L.		5 20 <sup>b</sup>					
Greenville, Miss.-----A.							
Greenville, Miss.-----L.			4 00 <sup>b</sup>				
Birmingham, Ala.-----A.			5 15 <sup>b</sup>				
Birmingham, Ala.-----L.		2 55 <sup>b</sup>	5 55 <sup>b</sup>				
Anniston, Ala.-----A.		5 10 <sup>b</sup>	8 00 <sup>b</sup>				
Anniston, Ala.-----L.		5 17 <sup>b</sup>	8 05 <sup>b</sup>				
Atlanta, Ga.-----A.			11 40 <sup>b</sup>				
Atlanta, Ga.-----L.		10 00 <sup>b</sup>	1 00 <sup>b</sup>				
Augusta, Ga.-----A.							
Augusta, Ga.-----L.		10 30 <sup>b</sup>	2 00 <sup>b</sup>				
Tampa, Fla.-----A.							
Tampa, Fla.-----L.		7 00 <sup>b</sup>	7 00 <sup>c</sup>				
Jacksonville, Fla.-----A.							
Jacksonville, Fla.-----L.		5 40 <sup>c</sup>	7 00 <sup>b</sup>				
Savannah, Ga.-----A.		10 06 <sup>c</sup>	11 12 <sup>b</sup>				
Savannah, Ga.-----L.		10 14 <sup>c</sup>	11 30 <sup>b</sup>				
Columbia, S. C.-----A.		2 20 <sup>b</sup>	4 22 <sup>b</sup>				
Columbia, S. C.-----L.		2 30 <sup>b</sup>	4 26 <sup>b</sup>				
Charlotte, N. C.-----A.		6 50 <sup>b</sup>	8 20 <sup>b</sup>				
Charlotte, N. C.-----L.		7 15 <sup>b</sup>	8 30 <sup>b</sup>				
Asheville, N. C.-----A.							
Asheville, N. C.-----L.			4 30 <sup>b</sup>				
Salisbury, N. C.-----A.		8 47 <sup>b</sup>					
Salisbury, N. C.-----L.		8 47 <sup>b</sup>	9 38 <sup>b</sup>				
Greensboro, N. C.-----A.		10 15 <sup>b</sup>	10 47 <sup>b</sup>				
Greensboro, N. C.-----L.		10 15 <sup>b</sup>	10 48 <sup>b</sup>				
Danville, Va.-----A.		11 40 <sup>b</sup>	12 00 <sup>b</sup>				
Danville, Va.-----L.		11 50 <sup>b</sup>	12 10 <sup>b</sup>				
Lynchburg, Va.-----A.		1 45 <sup>b</sup>	1 53 <sup>b</sup>				
Lynchburg, Va.-----L.		2 05 <sup>b</sup>	1 53 <sup>b</sup>				
Richmond, Va.-----A.			6 00 <sup>b</sup>				
Richmond, Va.-----L.		4 30 <sup>b</sup>					
Charlottesville, Va.-----A.		4 04 <sup>b</sup>	3 35 <sup>b</sup>				
Charlottesville, Va.-----L.		4 10 <sup>b</sup>	3 38 <sup>b</sup>				
Washington, D. C.-----A.		8 37 <sup>b</sup>	6 42 <sup>b</sup>				
Washington, D. C.-----L.		10 00	7 20				
Baltimore, Md.-----A.		11 35	8 23				
Philadelphia, Pa.-----A.		3 32	10 46				
New York, N. Y.-----A.		6 23	1 23				
Bridgeport, Conn.-----A.		†10 32					
New Haven, Conn.-----A.		11 04	*5 45				
Hartford, Conn.-----A.		12 05	*6 50				
Springfield, Mass.-----A.		†12 45	*7 27				
Worcester, Mass.-----A.		†2 17	*8 57				
Providence, R. I.-----A.		3 15					
Boston, Mass.-----A.		†3 30	*10 00				

The † signifies trains run daily, except Saturday. The ‡ signifies trains run daily, except Monday. § Change to Eastern time. | City of Mexico time.  
 Train 18, R. P. O. from Montgomery through. Train 20, R. P. O. through.  
 Train 22, R. P. O. to New Orleans and from Danville through.

FOR TABLE OF DISTANCES IN DETAIL SEE PAGES 13 AND 14.

1,265.10 miles.] SOCHED. O. Boston, N. York, Balt., Hagers., Roanoke,

JUNCTIONS.	DESIGNATION OF TRAINS.							
	33.	35.	37.	39.	41.	43.	45.	47.
Boston, Mass.-----L.	1 00	8 30						
Providence, R. I.-----L.	2 15	9 45						
Worcester, Mass.-----L.	12 12	9 45						
Springfield, Mass.-----L.	1 45							
Hartford, Conn.-----L.	2 24	12 25						
New Haven, Conn.-----L.	5 30							
Bridgeport, Conn.-----L.	5 56							
New York, N. Y.-----L.	9 00	4 30						
Philadelphia, Pa.-----L.	12 30	6 57						
Baltimore, Md.-----A.	4 50a	9 20a						
Hagerstown, Md.-----A.	7 30a							
Washington, D. C.-----A.	7 45a	*4 15n						
Charlottesville, Va.-----A.	7 40a	10 25a						
Lynchburg, Va.-----L.	8 00a	10 40a						
Roanoke, Va.-----A.	12 09a	1 50c						
Bristol, Tenn.-----L.	12 15a	1 55c						
Knoxville, Tenn.-----A.	2 15a	3 37c						
Cleveland, Tenn.-----L.	2 25a	5 05c						
Dalton, Ga.-----A.	4 15a	6 55c						
Rome, Ga.-----L.	4 25a	8 20c						
Anniston, Ala.-----A.	9 50a	1 50c						
Calera, Ala.-----L.	10 00a	1 00c						
Selma, Ala.-----A.	5 30c	4 45c						
Selma, Ala.-----L.	6 00c	4 50c						
Chattanooga, Tenn.-----A.	8 54c	7 11c						
Nashville, Tenn.-----L.	8 55c	7 12c						
Birmingham, Ala.-----A.	10 02c	1 01c						
Meridian, Miss.-----L.	10 03c							
New Orleans, La.-----A.	11 14c	2 50c						
Jackson, Miss.-----L.	11 15c							
Stevenson, Ala.-----A.	1 24c							
Decatur, Ala.-----L.	1 25c							
Corinth, Miss.-----A.	3 58c							
Grand Junc., Tenn.-----L.	3 59c							
Memphis, Tenn.-----A.	6 05c							
Little Rock, Ark.-----L.	10 00c	8 10c						
Texarkana, Ark.-----A.		8 20c						
Dallas, Tex.-----L.	7 20c	6 20a						
Fort Worth, Tex.-----A.								
El Paso, Tex.-----L.								
Los Angeles, Cal.-----A.								
San Francisco, Cal.-----L.								

The \* signifies trains run daily, including Sunday.  
 The † signifies trains run daily, except Sunday.  
 ‡ Change to Central time.  
 †† New York to Nashville.  
 ††† Express from New York to Washington, and R. P. O. to Little Rock.

FOR TABLE OF DISTANCES IN DETAIL SEE PAGES 13 AND 14.

Bristol, Chatt'a, Memp., and Little Rock.—SOCHED. O. [1,265.10 miles.]

JUNCTIONS.	DESIGNATION OF TRAINS.							
	34.	36.	38.	40.	42.	44.	46.	48.
San Francisco, Cal.-----L.	9 00							
Los Angeles, Cal.-----L.	8 45							
El Paso, Tex.-----L.	5 05							
Fort Worth, Tex.-----L.	9 00							
Dallas, Tex.-----L.	7 30							
Texarkana, Ark.-----L.	6 50							
Little Rock, Ark.-----A.								
Memphis, Tenn.-----L.	1 30a							
Grand Junc., Tenn.-----A.	7 30a							
Corinth, Miss.-----L.	9 15a							
Decatur, Ala.-----A.	10 47a							
Stevenson, Ala.-----L.	10 47a							
Shreveport, La.-----A.	12 01c							
Vicksburg, Miss.-----L.	12 01c							
Jackson, Miss.-----A.	3 00c							
New Orleans, La.-----L.	3 00c							
Meridian, Miss.-----A.	5 30c							
Birmingham, Ala.-----L.	5 35c							
Nashville, Tenn.-----A.								
Chattanooga, Tenn.-----L.	8 25c							
Selma, Ala.-----A.	3 50c							
Calera, Ala.-----L.	4 00c							
Anniston, Ala.-----A.	5 50c							
Rome, Ga.-----L.	6 10c							
Dalton, Ga.-----A.								
Cleveland, Tenn.-----L.								
Knoxville, Tenn.-----A.								
Bristol, Tenn.-----L.								
Roanoke, Va.-----A.								
Lynchburg, Va.-----L.								
Charlottesville, Va.-----A.								
Washington, D. C.-----L.								
Hagerstown, Md.-----A.								
Baltimore, Md.-----L.								
Philadelphia, Pa.-----A.								
New York, N. Y.-----L.								
Bridgeport, Conn.-----A.								
New Haven, Conn.-----L.								
Hartford, Conn.-----A.								
Springfield, Mass.-----L.								
Worcester, Mass.-----A.								
Providence, R. I.-----L.								
Boston, Mass.-----A.	10 00	3 30						

The † signifies trains run daily, except Saturday.  
 The ‡ signifies trains run daily, except Monday.  
 †† Change to Eastern time.

Train 34, R. P. O., Little Rock to Boston.  
 Train 36, R. P. O., Little Rock to Lynchburg. This connection for Washington and Baltimore is from Roanoke via Shenandoah Junction and the B. & O. R. R., with R. P. O. to Baltimore; Express to New York, and R. P. O. to Boston.

FOR TABLE OF DISTANCES IN DETAIL SEE PAGES 13 AND 14.

934.75 miles | SCHEDULE D.—Boston, N. Y., Balt., Wash'ton, Pittsbg.,

JUNCTIONS.	DESIGNATION OF TRAINS.							
	49.	51.	53.	55.	57.	59.	61.	63.
Boston, Mass.-----L.	† 1 00	† 4 00	* 7 30	* ---	* ---	---	---	---
Providence, R. I.-----L.	2 15	5 06	8 48	---	---	---	---	---
Worcester, Mass.-----L.	12 12	5 06	6 15	---	---	---	---	---
Springfield, Mass.-----L.	1 45	6 33	---	---	---	---	---	---
Hartford, Conn.-----L.	2 24	7 10	10 05	---	---	---	---	---
New Haven, Conn.-----L.	5 30	8 10	12 10	---	---	---	---	---
Bridgeport, Conn.-----L.	5 56	---	12 45	---	---	---	---	---
New York, N. Y.-----L.	9 00	12 15	4 30	5 00a	---	---	---	---
Philadelphia, Pa.-----L.	12 05	3 20	7 20	7 43a	---	---	---	---
Baltimore, Md.-----L.	A. 2 50	6 15	9 37a	10 05a	---	---	---	---
Washington, D. C.-----L.	A. 8 20a	---	12 00a	10 50a	8 00a	---	---	---
Shend'h Ju'n, W. V.-----L.	A. 8 55a	---	12 45a	11 05a	9 00a	---	---	---
Martinsburg, W. Va.-----L.	A. 11 30a	---	8 45a	12 01a	9 10a	---	---	---
Cumberland, Md.-----L.	A. 1 25a	---	5 31a	2 00a	11 04a	---	---	---
Pittsburg, Pa.-----L.	A. 1 25a	---	5 31a	2 00a	11 04a	---	---	---
Cleveland, Ohio.-----L.	A. 1 44a	---	5 51a	2 22a	11 25a	---	---	---
Grafton, W. Va.-----L.	A. 1 47a	---	5 54a	2 27a	11 28a	---	---	---
Youngstown, Ohio.-----L.	A. 3 50a	---	8 02a	4 47a	1 35c	---	---	---
Akron, Ohio.-----L.	A. 4 00a	---	8 07a	4 57a	1 45c	---	---	---
Greenwich, Ohio.-----L.	A. 8 45a	---	---	† 2 10c	* 6 55c	---	---	---
Chicago, Ohio.-----L.	A. 8 02a	---	---	---	---	---	---	---
Chicago, Ill.-----L.	A. 5 25c	---	12 30a	---	6 35	---	---	---
Sandusky, Ohio.-----L.	A. 8 25a	---	11 47a	8 50a	---	---	---	---
Indianapolis, Ind.-----L.	A. 10 57a	---	11 48a	9 00a	---	---	---	---
Cincinnati, O.-----L.	A. 10 57a	---	---	---	---	---	---	---
Chillicothe, O.-----L.	A. 12 52c	---	---	---	---	---	---	---
Athens, O.-----L.	A. 12 57c	---	---	---	---	---	---	---
W. Parkersburg, W. Va.-----L.	A. 2 43c	---	---	---	---	---	---	---
Athens, Ohio.-----L.	A. 2 43c	---	---	---	---	---	---	---
Chillicothe, Ohio.-----L.	A. 3 00c	---	---	---	---	---	---	---
Cincinnati, Ohio.-----L.	A. 3 05c	---	---	---	---	---	---	---
Indianapolis, Ind.-----L.	A. 11 00c	---	---	---	---	---	---	---
Cincinnati, O.-----L.	A. 8 30c	---	---	---	---	---	---	---
Chillicothe, O.-----L.	A. ---	---	3 10c	12 30c	---	---	---	---
Athens, O.-----L.	A. ---	---	2 15c	11 35c	---	---	---	---
W. Parkersburg, W. Va.-----L.	A. ---	---	3 12c	12 35c	---	---	---	---
Athens, Ohio.-----L.	A. ---	---	3 12c	12 35c	---	---	---	---
Chillicothe, Ohio.-----L.	A. ---	---	4 54c	2 25c	---	---	---	---
Cincinnati, Ohio.-----L.	A. ---	---	5 00c	2 32c	---	---	---	---
Indianapolis, Ind.-----L.	A. ---	---	7 45c	5 30c	---	---	---	---
Cincinnati, O.-----L.	A. ---	---	8 25c	8 15c	---	---	---	---
North Vernon, Ind.-----L.	A. ---	---	11 30c	11 05c	---	---	---	---
Louisville, Ky.-----L.	A. ---	---	10 34c	10 35c	---	---	---	---
Bowling Green, Ky.-----L.	A. ---	---	10 34c	10 45c	---	---	---	---
Nashville, Tenn.-----L.	A. ---	---	11 59a	11 14c	---	---	---	---
Milan, Tenn.-----L.	A. ---	---	3 22c	12 20b	---	---	---	---
New Orleans, La.-----L.	A. ---	---	6 27c	4 05b	---	---	---	---
Memphis, Tenn.-----L.	A. ---	---	6 55c	4 25b	---	---	---	---
Seymour, Ind.-----L.	A. ---	---	8 58c	7 00b	---	---	---	---
Vincennes, Ind.-----L.	A. ---	---	1 50a	11 38a	---	---	---	---
Odin, Ill.-----L.	A. ---	---	1 55a	11 38a	---	---	---	---
St. Louis, Mo.-----L.	A. ---	---	5 00a	7 35a	---	---	---	---
St. Louis, Mo.-----L.	A. ---	---	5 30a	2 55a	---	---	---	---
Seymour, Ind.-----L.	A. ---	---	11 03c	11 14c	---	---	---	---
Vincennes, Ind.-----L.	A. ---	---	11 03c	11 14c	---	---	---	---
Odin, Ill.-----L.	A. ---	---	1 44c	2 16c	---	---	---	---
St. Louis, Mo.-----L.	A. ---	---	1 20c	2 23c	---	---	---	---
Baltimore, Md.-----L.	A. ---	---	4 04c	4 48c	---	---	---	---
Philadelphia, Pa.-----L.	A. ---	---	4 04c	4 48c	---	---	---	---
New York, N. Y.-----L.	A. ---	---	6 00c	7 12b	---	---	---	---
See Schedule K. Kansas City, Mo.-----L.	A. ---	---	---	---	---	---	---	---
Denver, Colo.-----L.	A. ---	---	---	---	---	---	---	---
Leadville, Colo.-----L.	A. ---	---	---	---	---	---	---	---
La Junta, Colo.-----L.	A. ---	---	---	---	---	---	---	---
El Paso, Tex.-----L.	A. ---	---	---	---	---	---	---	---
Pueblo, Colo.-----L.	A. ---	---	---	---	---	---	---	---
Deming, N. Mex.-----L.	A. ---	---	---	---	---	---	---	---
San Francisco, Cal.-----L.	A. ---	---	---	---	---	---	---	---

Train 53, Express from Boston to New York, and R. P. O. from Grafton to Cincinnati, St. Louis, Indianapolis, Louisville, Nashville, Memphis, and New Orleans.

Train 55, R. P. O. to Grafton, Cincinnati, and St. Louis.  
Train 57, R. P. O. Baltimore to Pittsburg.  
Train 51, Express.

This train becomes No. 55 from Cumberland west.

The \* signifies daily, including Sunday. The † signifies daily except Sunday.  
Change to Central time.  
Train 49, Express to Baltimore; R. P. O. Baltimore to Chicago, Ill.

Chicago, Cincinnati, Nashville, and St. Louis.—SCHED. D. 1934.75 miles.

JUNCTIONS.	DESIGNATION OF TRAINS.							
	50.	52.	54.	56.	58.	60.	62.	64.
San Francisco, Cal.-----L.	*	*	†	---	---	---	---	---
Deming, N. Mex.-----L.	---	---	---	---	---	---	---	---
Pueblo, Colo.-----L.	---	---	---	---	---	---	---	---
El Paso, Tex.-----L.	---	---	---	---	---	---	---	---
La Junta, Colo.-----L.	---	---	---	---	---	---	---	---
Leadville, Colo.-----L.	---	---	---	---	---	---	---	---
Denver, Colo.-----L.	---	---	---	---	---	---	---	---
Kansas City, Mo.-----L.	---	---	---	---	---	---	---	---
St. Louis, Mo.-----L.	A. 8 56a	3 00a	---	---	---	---	---	---
Odin, Ill.-----L.	A. 10 51a	4 48a	---	---	---	---	---	---
Vincennes, Ind.-----L.	A. 10 51a	4 48a	---	---	---	---	---	---
Seymour, Ind.-----L.	A. 12 51a	6 46a	---	---	---	---	---	---
Memphis, Tenn.-----L.	A. 1 11a	6 46a	---	---	---	---	---	---
New Orleans, La.-----L.	A. 3 53a	9 13a	---	---	---	---	---	---
Milan, Tenn.-----L.	A. 3 53a	9 13a	---	---	---	---	---	---
Nashville, Tenn.-----L.	A. 11 10a	11 30a	---	---	---	---	---	---
Bowling Green, Ky.-----L.	A. 11 00a	7 50a	---	---	---	---	---	---
Louisville, Ky.-----L.	A. 2 25a	2 50a	---	---	---	---	---	---
North Vernon, Ind.-----L.	A. 3 05a	3 10a	---	---	---	---	---	---
Indianapolis, Ind.-----L.	A. 8 56a	8 06a	---	---	---	---	---	---
Cincinnati, O.-----L.	A. 9 03a	10 30a	---	---	---	---	---	---
Chillicothe, O.-----L.	A. 9 13a	10 40a	---	---	---	---	---	---
Athens, O.-----L.	A. 12 27a	2 21a	---	---	---	---	---	---
W. Parkersburg, W. Va.-----L.	A. 12 47a	2 43a	---	---	---	---	---	---
Athens, O.-----L.	A. 4 19a	9 34a	---	---	---	---	---	---
Chillicothe, O.-----L.	A. 4 19a	9 34a	---	---	---	---	---	---
Athens, O.-----L.	A. 3 15a	4 00a	---	---	---	---	---	---
Chillicothe, O.-----L.	A. 6 20a	11 30a	---	---	---	---	---	---
Athens, O.-----L.	A. 7 00a	12 05a	---	---	---	---	---	---
Chillicothe, O.-----L.	A. 9 45a	2 25a	---	---	---	---	---	---
Athens, O.-----L.	A. 9 50a	3 00a	---	---	---	---	---	---
W. Parkersburg, W. Va.-----L.	A. 11 27a	4 40a	---	---	---	---	---	---
Athens, O.-----L.	A. 11 27a	4 40a	---	---	---	---	---	---
W. Parkersburg, W. Va.-----L.	A. 12 30a	5 45a	---	---	---	---	---	---
Athens, O.-----L.	A. * 1 35c	6 50a	---	---	---	---	---	---
Chicago, Ill.-----L.	A. ---	---	---	---	---	---	---	---
Chicago, O.-----L.	A. ---	---	---	---	---	---	---	---
Greenwich, O.-----L.	A. ---	---	---	---	---	---	---	---
Akron, O.-----L.	A. ---	---	---	---	---	---	---	---
Youngstown, O.-----L.	A. ---	---	---	---	---	---	---	---
Grafton, W. Va.-----L.	A. 4 45c	10 20c	---	---	---	---	---	---
Cleveland, O.-----L.	A. 4 50c	10 30c	---	---	---	---	---	---
Pittsburg, Pa.-----L.	A. ---	---	---	---	---	---	---	---
Cumberland, Md.-----L.	A. 8 18c	2 20b	2 05c	12 15c	7 49a	---	---	---
Martinsburg, W. Va.-----L.	A. 8 23c	2 30b	2 15c	12 25c	7 55a	---	---	---
Shend'h Ju'n, W. V.-----L.	A. 10 17c	4 31b	4 16c	2 35c	9 55a	---	---	---
Washington, D. C.-----L.	A. 10 20c	4 35b	4 21c	2 38c	9 58a	---	---	---
Baltimore, Md.-----L.	A. 10 38c	4 52b	4 39c	2 52c	10 16a	---	---	---
Philadelphia, Pa.-----L.	A. 10 38c	4 52b	4 39c	2 56c	10 16a	---	---	---
New York, N. Y.-----L.	A. 12 20c	6 50b	6 38c	4 50c	12 00a	---	---	---
Bridgeport, Conn.-----L.	A. 12 30c	7 00b	7 10c	5 10c	12 10a	---	---	---
New Haven, Conn.-----L.	A. * 1 20c	7 50b	8 20c	6 05c	1 05a	---	---	---
Hartford, Conn.-----L.	A. † 1 30	8 00	8 30c	11 35c	---	---	---	---
Springfield, Mass.-----L.	A. 3 40	10 15	10 15	3 30	---	---	---	---
Worcester, Mass.-----L.	A. 5 55	12 53	12 35	6 40	---	---	---	---
Providence, R. I.-----L.	A. ---	---	---	10 32	---	---	---	---
Boston, Mass.-----L.	A. 1 45	5 45	---	11 00	---	---	---	---
Chicago, Ill.-----L.	A. 2 12	6 50	---	12 05	---	---	---	---
Chicago, O.-----L.	A. 3 00	7 27	---	12 45	---	---	---	---
Greenwich, O.-----L.	A. 4 41	8 55	---	2 17	---	---	---	---
Akron, O.-----L.	A. ---	---	---	2 15	---	---	---	---
Youngstown, O.-----L.	A. † 6 00	* 10 00	---	† 3 30	---	---	---	---

The † signifies daily, except Saturday. The ‡ signifies daily, except Monday.

Train 50, R. P. O. from Saint Louis to Baltimore; Express to New York, and R. P. O. from New York to Boston. Train 52 is a R. P. O. Train 54, R. P. O. Pittsburg to Cumberland. Train 56, R. P. O. Express Chicago to Baltimore, and R. P. O. Pittsburg to Balti-

826 miles.] SCHED. E.—Cincinnati, Chatt'a, Meridian, and New Orleans,

JUNCTIONS.	DESIGNATION OF TRAINS.		
	65.	67.	69.
<i>Detroit Mich</i> .....	<b>10 00</b>	8 35	----
<i>Cincinnati, Ohio</i> { A. 7 05 <sup>m</sup>	5 30 <sup>m</sup>	----	----
{ L. 8 30 <sup>m</sup>	<b>8 00<sup>m</sup></b>	----	----
<i>Louisville, Ky</i> ..... { A. 7 45 <sup>m</sup>	----	----	----
{ L. <b>7 40<sup>m</sup></b>	<b>3 50<sup>m</sup></b>	----	----
<i>Knoxville, Tenn</i> .... { A. 7 30 <sup>c</sup>	----	----	----
{ L. 8 00 <sup>m</sup>	<b>8 00<sup>c</sup></b>	----	----
<i>Lexington, Ky</i> ..... { A. 10 55 <sup>m</sup>	<b>10 45<sup>m</sup></b>	----	----
{ L. 11 00 <sup>m</sup>	<b>10 45<sup>m</sup></b>	----	----
<i>Chattanooga, Tenn</i> { A. 8 10 <sup>m</sup>	8 00 <sup>c</sup>	----	----
{ L. 8 30 <sup>m</sup>	8 25 <sup>c</sup>	----	----
<i>Decatur, Ala</i> ..... { A. 12 50 <sup>c</sup>	----	----	----
{ L. 12 50 <sup>c</sup>	----	----	----
<i>Memphis, Tenn</i> .... { A. 7 00 <sup>c</sup>	----	----	----
{ L. 7 00 <sup>c</sup>	----	----	----
<i>Rome, Ga</i> ..... { A. 4 20 <sup>c</sup>	11 14 <sup>c</sup>	----	----
{ L. 4 40 <sup>c</sup>	11 15 <sup>c</sup>	----	----
<i>Atlanta, Ga</i> ..... { A. 7 30 <sup>c</sup>	<b>2 00<sup>c</sup></b>	----	----
{ L. 8 00 <sup>c</sup>	4 10 <sup>c</sup>	----	----
<i>Macon, Ga</i> ..... { A. 11 20 <sup>c</sup>	7 10 <sup>c</sup>	----	----
{ L. 11 30 <sup>c</sup>	<b>11 00<sup>c</sup></b>	----	----
<i>Savannah, Ga</i> .... { A. 5 40 <sup>c</sup>	5 45 <sup>m</sup>	----	----
{ L. 5 40 <sup>c</sup>	5 45 <sup>m</sup>	----	----
<i>Birmingham, Ala</i> { A. 12 35 <sup>c</sup>	1 10 <sup>c</sup>	----	----
{ L. 12 45 <sup>c</sup>	<b>3 30<sup>c</sup></b>	----	----
<i>Greenville, Miss</i> ... { A. 6 48 <sup>c</sup>	7 10 <sup>c</sup>	----	----
{ L. 6 48 <sup>c</sup>	7 10 <sup>c</sup>	----	----
<i>Montgomery, Ala</i> ... { A. 3 12 <sup>c</sup>	6 40 <sup>c</sup>	----	----
{ L. 3 12 <sup>c</sup>	6 41 <sup>c</sup>	----	----
<i>Akron Junc., Ala</i> .... { A. 5 20 <sup>c</sup>	9 30 <sup>c</sup>	----	----
{ L. 5 30 <sup>c</sup>	<b>10 50<sup>c</sup></b>	----	----
<i>Meridian, Miss</i> .... { A. 9 45 <sup>c</sup>	----	----	----
{ L. 9 55 <sup>c</sup>	----	----	----
<i>Jackson, Miss</i> .... { A. 11 35 <sup>c</sup>	----	----	----
{ L. 11 45 <sup>c</sup>	----	----	----
<i>Vicksburg, Miss</i> ... { A. 7 40 <sup>c</sup>	----	----	----
{ L. <b>10 17<sup>c</sup></b>	----	----	----
<i>Shreveport, La</i> .... { A. 12 05 <sup>m</sup>	----	----	----
{ L. 12 05 <sup>m</sup>	----	----	----
<i>Marshall, Texas</i> ... { A. 5 44 <sup>m</sup>	----	----	----
{ L. 6 25 <sup>m</sup>	----	----	----
<i>Dallas, Texas</i> .... { A. 8 00 <sup>m</sup>	----	----	----
{ L. 9 06 <sup>m</sup>	----	----	----
<i>Fort Worth, Texas</i> { A. 11 30 <sup>m</sup>	----	----	----
{ L. 11 30 <sup>m</sup>	----	----	----
<i>El Paso, Texas</i> .... { A. 11 55 <sup>m</sup>	6 50 <sup>m</sup>	----	----
{ L. <b>6 15</b>	9 10	----	----
<i>New Orleans, La</i> ... { A. 7 20	10 50	----	----
{ L. <b>3 50</b>	9 00	----	----
<i>Houston, Texas</i> .... { A. 3 50	9 00	----	----
{ L. 3 50	9 00	----	----
<i>San Antonio, Texas</i> { A. 11 15	11 15	----	----
{ L. 11 15	11 15	----	----
<i>El Paso, Texas</i> .... { A. 11 15	11 15	----	----
{ L. 11 15	11 15	----	----

Train 65, R. P. O. Cincinnati to New Orleans.  
Train 67, R. P. O. Cincinnati to Meridian; Express Meridian to New Orleans.

Cincinnati, Chatt'a, Meridian, and New Orleans.—SCHED. E. [826 miles.

JUNCTIONS.	DESIGNATION OF TRAINS.		
	66.	68.	70.
<i>El Paso, Tex</i> ..... { L. 4 55	4 55	----	----
<i>San Antonio, Tex</i> ... { L. 2 20	2 20	----	----
<i>Houston, Tex</i> ..... { L. <b>10 10</b>	<b>10 10</b>	----	----
{ A. 10 55 <sup>c</sup>	10 55 <sup>c</sup>	----	----
<i>New Orleans, La</i> ... { L. 3 20 <sup>c</sup>	3 20 <sup>c</sup>	----	----
{ A. 3 20 <sup>c</sup>	3 20 <sup>c</sup>	----	----
<i>El Paso, Tex</i> ..... { L. 5 05 <sup>a</sup>	5 05 <sup>a</sup>	----	----
{ A. 5 20 <sup>a</sup>	5 20 <sup>a</sup>	----	----
<i>Fort Worth, Tex</i> ... { L. 6 10 <sup>m</sup>	6 10 <sup>m</sup>	----	----
{ A. 7 10 <sup>m</sup>	7 10 <sup>m</sup>	----	----
<i>Dallas, Tex</i> ..... { L. 7 30 <sup>m</sup>	7 30 <sup>m</sup>	----	----
{ A. 12 48 <sup>c</sup>	12 48 <sup>c</sup>	----	----
<i>Marshall, Tex</i> .... { L. 1 10 <sup>c</sup>	1 10 <sup>c</sup>	----	----
{ A. 3 05 <sup>c</sup>	3 05 <sup>c</sup>	----	----
<i>Shreveport, La</i> .... { L. 8 25 <sup>c</sup>	8 25 <sup>c</sup>	----	----
{ A. 3 50 <sup>c</sup>	3 50 <sup>c</sup>	----	----
<i>Vicksburg, Miss</i> ... { L. 4 00 <sup>c</sup>	4 00 <sup>c</sup>	----	----
{ A. 5 50 <sup>c</sup>	5 50 <sup>c</sup>	----	----
<i>Jackson, Miss</i> .... { L. 6 10 <sup>c</sup>	6 10 <sup>c</sup>	----	----
{ A. 9 50 <sup>c</sup>	9 50 <sup>c</sup>	----	----
<i>Meridian, Miss</i> .... { L. 6 45 <sup>m</sup>	<b>10 00<sup>c</sup></b>	----	----
{ A. 9 14 <sup>m</sup>	<b>11 58<sup>c</sup></b>	----	----
<i>Akron Junc., Ala</i> ... { L. 9 15 <sup>m</sup>	<b>11 59<sup>c</sup></b>	----	----
{ A. 9 15 <sup>m</sup>	<b>11 59<sup>c</sup></b>	----	----
<i>Montgomery, Ala</i> ... { L. 7 55 <sup>m</sup>	9 05 <sup>c</sup>	----	----
{ A. 7 55 <sup>m</sup>	9 05 <sup>c</sup>	----	----
<i>Greenville, Miss</i> ... { L. 12 15 <sup>m</sup>	2 35 <sup>m</sup>	----	----
{ A. 2 30 <sup>m</sup>	2 37 <sup>m</sup>	----	----
<i>Birmingham, Ala</i> { L. 12 15 <sup>m</sup>	2 35 <sup>m</sup>	----	----
{ A. 2 30 <sup>m</sup>	2 37 <sup>m</sup>	----	----
<i>Savannah, Ga</i> .... { L. 9 30 <sup>c</sup>	9 30 <sup>c</sup>	----	----
{ A. 7 55 <sup>c</sup>	4 50 <sup>c</sup>	----	----
<i>Macon, Ga</i> ..... { L. 11 55 <sup>c</sup>	5 10 <sup>c</sup>	----	----
{ A. 8 30 <sup>c</sup>	8 30 <sup>c</sup>	----	----
<i>Atlanta, Ga</i> ..... { L. 2 00 <sup>c</sup>	<b>11 45<sup>c</sup></b>	----	----
{ A. 4 33 <sup>c</sup>	3 00 <sup>m</sup>	----	----
<i>Rome, Ga</i> ..... { L. 4 35 <sup>c</sup>	3 15 <sup>m</sup>	----	----
{ A. 4 35 <sup>c</sup>	3 15 <sup>m</sup>	----	----
<i>Memphis, Tenn</i> .... { L. 9 15 <sup>c</sup>	9 15 <sup>c</sup>	----	----
{ A. 3 05 <sup>m</sup>	3 05 <sup>m</sup>	----	----
<i>Decatur, Ala</i> ..... { L. 7 00 <sup>c</sup>	6 50 <sup>m</sup>	----	----
{ A. 7 20 <sup>c</sup>	7 10 <sup>m</sup>	----	----
<i>Chattanooga, Tenn</i> { L. 4 25 <sup>m</sup>	4 35 <sup>m</sup>	----	----
{ A. 4 35 <sup>m</sup>	4 40 <sup>m</sup>	----	----
<i>Lexington, Ky</i> .... { L. 4 35 <sup>m</sup>	4 40 <sup>m</sup>	----	----
{ A. 8 00 <sup>c</sup>	7 45 <sup>m</sup>	----	----
<i>Knoxville, Tenn</i> ... { L. 11 00 <sup>m</sup>	7 15 <sup>m</sup>	----	----
{ A. 11 00 <sup>m</sup>	7 15 <sup>m</sup>	----	----
<i>Louisville, Ky</i> .... { L. 7 20 <sup>m</sup>	7 10 <sup>m</sup>	----	----
{ A. 6 10 <sup>m</sup>	7 25 <sup>m</sup>	----	----
<i>Cincinnati, Ohio</i> { L. 7 20 <sup>m</sup>	7 10 <sup>m</sup>	----	----
{ A. 6 10 <sup>m</sup>	7 25 <sup>m</sup>	----	----
<i>Detroit, Mich</i> .... { L. 7 20 <sup>m</sup>	7 10 <sup>m</sup>	----	----
{ A. 6 10 <sup>m</sup>	7 25 <sup>m</sup>	----	----

Train 66, R. P. O. Meridian to Cincinnati.  
Train 68, R. P. O. New Orleans to Cincinnati.

1,065 miles.]

SCHEDULE F.—Boston, New York, Phila., Pittsburg,

Table with columns for JUNCTIONS, 71., 73., 75., 77., 79., 81., 83., 85. and rows for various cities like Boston, Providence, Worcester, etc.

The \* signifies trains run daily, including Sunday. The † signifies trains run daily, except Sunday.

Chi., Cin., Indianapolis, and St. Louis.—SCHEDULE F. [1,065 miles.

Table with columns for JUNCTIONS, 72., 74., 76., 78., 80., 82., 84., 86. and rows for various cities like Saint Louis, Ealingham, Terre Haute, etc.

The † signifies trains run daily, except Saturday. The ‡ signifies trains run daily, except Monday. § Change to Eastern Standard time.

Train 73, R. P. O. from New York to Cincinnati and St. Louis, and Express to Chicago. Train 71, R. P. O. from Boston to New York to Chicago, Cincinnati, and St. Louis. Train 70, Express from Boston and R. P. O. from New York to Philadelphia to Chicago.

Train 64, R. P. O. from Saint Louis to Pittsburg and New York, and Express to Boston. Train 66, R. P. O. from Saint Louis, Cincinnati, and Chicago to Boston. Train 68, R. P. O. from Saint Louis, Cincinnati, and Chicago to Boston. Train 76, R. P. O. from Chicago to New York, Express to Boston.

862 miles.]

JUNCTIONS.	DESIGNATION OF TRAINS.							
	87.	89.	91.	93.	95.	97.	99.	101.
Boston, Mass.-----L.	* 10 55	† 11 00	† 9 00	---	---	---	---	---
Providence, R. I.-----L.	---	---	---	---	---	---	---	---
Worcester, Mass.-----L.	11 33	12 12	10 12	---	---	---	---	---
Springfield, Mass.-----L.	1 13	1 45	11 41	---	---	---	---	---
Hartford, Conn.-----L.	2 00	2 24	12 25	---	---	---	---	---
New Haven, Conn.-----L.	3 18	3 50	1 30	---	---	---	---	---
Bridgeport, Conn.-----L.	3 50	3 57	1 35	---	---	---	---	---
New York, N. Y.-----A.	5 30	5 30	3 30	---	---	---	---	---
Jersey City, N. J.-----L.	7 45n	8 45n	7 00n	† 9 00n	3 00n	---	---	---
Paterson, N. J.-----A.	8 00n	9 05n	7 15n	9 15n	3 15n	---	---	---
Middletown, N. Y.-----L.	8 35n	9 35n	7 40n	9 45n	3 40n	---	---	---
Port Jervis, N. Y.-----A.	10 30n	11 12n	9 00n	11 00n	5 02n	---	---	---
Binghamton, N. Y.-----L.	11 20n	11 55n	9 35n	11 35n	5 40n	---	---	---
Owego, N. Y.-----A.	11 40n	12 01c	9 40n	---	5 45n	---	---	---
Elmira, N. Y.-----L.	3 10n	4 00c	1 11c	---	9 22n	---	---	---
Williamsport, Pa.-----A.	3 40n	4 45c	---	---	9 55n	---	---	---
Penn Yan, N. Y.-----L.	3 40n	4 49c	1 15c	---	10 05n	---	---	---
Canandaigua, N. Y.-----A.	4 30n	5 50c	2 32c	---	10 50n	---	---	---
Corning, N. Y.-----L.	4 30n	6 01c	2 32c	---	10 55n	---	---	---
Rochester, N. Y.-----A.	† 1 05c	11 59c	---	---	---	---	---	---
Hornellsville, N. Y.-----L.	7 30n	12 01c	---	---	---	---	---	---
Buffalo, N. Y.-----A.	8 25n	12 55c	---	---	---	---	---	---
Susp. Bridge, N. Y.-----L.	---	---	---	---	---	---	---	---
Salamanca, N. Y.-----A.	---	---	---	---	---	---	---	---
Dunkirk, N. Y.-----L.	4 55n	6 37c	2 58c	---	11 28n	---	---	---
Jamestown, N. Y.-----A.	10 55n	11 00c	---	---	---	---	---	---
Corry, Pa.-----L.	5 57n	7 55c	4 00c	---	12 35c	---	---	---
Meadville, Pa.-----A.	5 57n	8 05c	---	---	12 40c	---	---	---
Warren, Ohio.-----L.	9 00n	11 05c	6 35c	---	---	---	---	---
Kent, Ohio.-----A.	11 35n	2 35c	7 45c	---	---	---	---	---
Warren, Ohio.-----L.	---	---	---	---	---	---	---	---
Meadville, Pa.-----A.	9 16n	11 13c	---	---	3 15c	---	---	---
Warren, Ohio.-----L.	9 16n	11 30c	---	---	2 20c	---	---	---
Kent, Ohio.-----A.	---	1 10c	---	---	---	---	---	---
Warren, Ohio.-----L.	9 45n	11 20c	---	---	3 12c	---	---	---
Meadville, Pa.-----A.	9 45n	11 30c	---	---	3 12c	---	---	---
Warren, Ohio.-----L.	11 30n	12 15c	---	---	3 55c	---	---	---
Kent, Ohio.-----A.	11 35n	12 25c	---	---	3 55c	---	---	---
Warren, Ohio.-----L.	11 50n	1 47c	---	---	5 05c	---	---	---
Meadville, Pa.-----A.	11 55n	1 47c	---	---	---	---	---	---
Warren, Ohio.-----L.	7 09c	4 08c	---	---	---	---	---	---
Kent, Ohio.-----A.	7 09c	4 08c	---	---	---	---	---	---
Warren, Ohio.-----L.	8 10c	5 30c	---	---	---	---	---	---
Meadville, Pa.-----A.	8 15c	5 40c	---	---	---	---	---	---
Warren, Ohio.-----L.	8 35c	6 05c	---	---	---	---	---	---
Kent, Ohio.-----A.	8 35c	6 05c	---	---	---	---	---	---
Warren, Ohio.-----L.	10 37c	8 35c	---	---	---	---	---	---
Meadville, Pa.-----A.	10 37c	8 35c	---	---	---	---	---	---
Warren, Ohio.-----L.	11 13c	9 18c	---	---	---	---	---	---
Kent, Ohio.-----A.	11 13c	9 18c	---	---	---	---	---	---
Warren, Ohio.-----L.	11 45c	10 00c	---	---	---	---	---	---
Meadville, Pa.-----A.	11 45c	10 00c	---	---	---	---	---	---
Warren, Ohio.-----L.	7 10c	7 25n	---	---	---	---	---	---
Kent, Ohio.-----A.	---	---	---	---	---	---	---	---
Warren, Ohio.-----L.	1 37c	1 07n	---	---	---	---	---	---
Meadville, Pa.-----A.	1 37c	1 07n	---	---	---	---	---	---
Warren, Ohio.-----L.	2 02c	1 45n	---	---	---	---	---	---
Kent, Ohio.-----A.	2 02c	1 45n	---	---	---	---	---	---
Warren, Ohio.-----L.	2 50c	2 55n	---	---	---	---	---	---
Meadville, Pa.-----A.	3 00c	3 00n	---	---	---	---	---	---
Warren, Ohio.-----L.	4 55c	7 05n	---	---	---	---	---	---

The \* signifies trains run daily, including Sunday.  
 The † signifies trains run daily, except Sunday.  
 ‡ Change to Central Standard time.  
 § Change to Eastern Standard time.  
 Train 87, R. P. O. from Boston to Hornellsville, and Express to Kent, R. P. O. Kent to Dayton, and Express to Cincinnati.  
 Train 89, Express to New York; R. P. O. New York to Dunkirk, and Salamanca to Dayton.  
 Train 91, R. P. O. from Springfield to New York; Express through.  
 Train 95, Express.

FOR TABLE OF DISTANCES IN DETAIL SEE PAGES 13 AND 14.

SCHEDULE G.  
Hornellsville, and Cincinnati.—SCHEDULE G.

JUNCTIONS.	DESIGNATION OF TRAINS.							
	88.	90.	92.	94.	96.	98.	100.	102.
Cincinnati, Ohio.-----A.	*	*	*	---	---	---	---	---
Dayton, Ohio.-----L.	6 25n	---	7 45n	6 25n	---	---	---	---
Springfield, Ohio.-----A.	8 05n	---	9 55n	8 10n	---	---	---	---
Urbana, Ohio.-----L.	8 10n	---	10 37n	8 50n	---	---	---	---
Chicago, Ill.-----A.	8 50n	---	10 37n	8 50n	---	---	---	---
Marion, Ohio.-----L.	9 12n	---	11 03n	9 12n	---	---	---	---
Gallon, Ohio.-----A.	9 12n	---	---	---	---	---	---	---
Mansfield, Ohio.-----L.	8 00n	---	---	---	---	---	---	---
Akron, Ohio.-----A.	10 35n	---	12 45n	10 35n	---	---	---	---
Kent, Ohio.-----L.	4 25c	---	12 45n	10 50n	---	---	---	---
Warren, Ohio.-----A.	5 05c	---	1 22n	11 27n	---	---	---	---
Meadville, Pa.-----L.	5 05c	---	1 22n	11 27n	---	---	---	---
Corry, Pa.-----A.	5 46c	---	2 02n	12 02c	---	---	---	---
Jamestown, N. Y.-----L.	5 46c	---	2 02n	12 02c	---	---	---	---
Dunkirk, N. Y.-----A.	8 10c	---	4 30n	1 55c	---	---	---	---
Salamanca, N. Y.-----L.	8 10c	---	4 30n	1 55c	---	---	---	---
Corning, N. Y.-----A.	8 40c	---	4 55n	2 20c	---	---	---	---
Williamsport, Pa.-----L.	8 45c	---	5 00n	2 25c	---	---	---	---
Penn Yan, N. Y.-----A.	10 03c	---	6 12n	3 20c	---	---	---	---
Canandaigua, N. Y.-----L.	10 03c	---	6 12n	3 20c	---	---	---	---
Buffalo, N. Y.-----A.	12 50c	---	---	---	---	---	---	---
Susp. Bridge, N. Y.-----L.	1 00c	5 35n	---	6 25c	---	---	---	---
Warren, Ohio.-----A.	2 15c	---	---	---	---	---	---	---
Kent, Ohio.-----L.	2 15c	6 43n	---	8 00c	---	---	---	---
Meadville, Pa.-----A.	3 10c	7 30n	---	---	---	---	---	---
Warren, Ohio.-----L.	3 13c	---	---	8 55c	---	---	---	---
Buffalo, N. Y.-----A.	3 35c	---	---	9 10c	---	---	---	---
Salamanca, N. Y.-----L.	4 15c	8 25n	---	11 20c	---	---	---	---
Dunkirk, N. Y.-----A.	5 20c	8 35n	---	11 20c	---	---	---	---
Buffalo, N. Y.-----L.	4 00c	---	---	---	---	---	---	---
Hornellsville, N. Y.-----A.	4 00c	8 20n	7 10n	---	---	---	---	---
Warren, Ohio.-----L.	7 45c	---	---	2 05c	---	---	---	---
Hornellsville, N. Y.-----A.	8 05c	12 01n	10 45n	2 20c	---	---	---	---
Warren, Ohio.-----L.	5 30c	9 45n	---	---	---	---	---	---
Corning, N. Y.-----A.	9 18c	1 03n	11 26n	3 30c	---	---	---	---
Williamsport, Pa.-----L.	† 5 20c	9 10n	8 05n	---	---	---	---	---
Penn Yan, N. Y.-----A.	† 6 20c	9 40n	8 47n	---	---	---	---	---
Williamsport, Pa.-----L.	† 7 20c	7 35n	---	---	---	---	---	---
Elmira, N. Y.-----A.	9 50c	---	---	---	---	---	---	---
Owego, N. Y.-----L.	9 57c	1 20n	12 13c	4 05c	---	---	---	---
Binghamton, N. Y.-----A.	11 07c	---	---	5 10c	---	---	---	---
Port Jervis, N. Y.-----L.	11 07c	2 24n	1 05c	5 15c	---	---	---	---
Middletown, N. Y.-----A.	11 49c	---	---	6 00c	---	---	---	---
Paterson, N. J.-----L.	11 49c	2 58n	1 43c	6 00c	---	---	---	---
Jersey City, N. J.-----A.	3 45n	6 35n	5 10c	10 00c	---	---	---	---
New York, N. Y.-----L.	4 30n	7 12n	6 01c	10 40c	---	---	---	---
Bridgeport, Conn.-----A.	6 15n	8 29n	7 20c	12 15n	---	---	---	---
New Haven, Conn.-----L.	6 40n	8 55n	7 45c	12 43n	---	---	---	---
Hartford, Conn.-----A.	6 57n	9 07n	* 8 00c	12 52n	---	---	---	---
Springfield, Mass.-----L.	† 9 00n	† 10 50n	† 1 00c	---	---	---	---	---
Worcester, Mass.-----A.	10 32n	---	2 20c	7 05	---	---	---	---
Providence, R. I.-----L.	11 00	12 45	2 50c	7 40	---	---	---	---
Boston, Mass.-----A.	12 05n	2 12	4 40	9 26	---	---	---	---
Springfield, Mass.-----L.	12 45n	3 00	5 40	10 25	---	---	---	---
Worcester, Mass.-----A.	2 17n	4 41	8 57	2 20	---	---	---	---
Providence, R. I.-----L.	2 15n	5 12	6 13	12 00	---	---	---	---
Boston, Mass.-----A.	† 3 30c	6 00	† 7 30	1 15	---	---	---	---

The † signifies trains run daily, except Monday.  
 The \* signifies trains run daily, except Saturday.  
 ‡ Change to Eastern Standard time.  
 Train 88, R. P. O. from Dayton to Boston.  
 Train 90, Express from Cincinnati to Hornellsville; R. P. O. to New York, and Express to Boston.  
 Train 92, R. P. O. Dayton to Kent and Express through.  
 Train 94, Express Cincinnati to New York.

FOR TABLE OF DISTANCES IN DETAIL SEE PAGES 13 AND 14.

966.11 miles.]

SCHEDULE H.—Boston, New York, Albany,

JUNCTIONS.		DESIGNATION OF TRAINS.							
		103.	105.	107.	109.	111.	113.	115.	117.
New York, N. Y.	L.	4 35 <sup>a</sup>	9 30 <sup>a</sup>	10 30 <sup>a</sup>	9 00 <sup>a</sup>	6 00 <sup>a</sup>	1 00 <sup>a</sup>		
Poughkeepsie, N. Y.	A.			12 28 <sup>a</sup>	11 05 <sup>a</sup>	7 55 <sup>a</sup>	2 43 <sup>a</sup>		
	L.	6 28 <sup>b</sup>	11 16 <sup>b</sup>	12 38 <sup>b</sup>	11 10 <sup>b</sup>	8 05 <sup>b</sup>	4 15 <sup>b</sup>		
Albany, N. Y.	A.	8 05 <sup>b</sup>	12 50 <sup>b</sup>	2 25 <sup>b</sup>	1 05 <sup>c</sup>	9 50 <sup>a</sup>	4 15 <sup>b</sup>		
	L.	8 15 <sup>b</sup>	1 00 <sup>b</sup>	3 00 <sup>b</sup>	1 30 <sup>c</sup>	10 00 <sup>b</sup>	4 20 <sup>b</sup>		
Boston, Mass.	A.			8 30 <sup>b</sup>	7 00 <sup>b</sup>	†3 00 <sup>a</sup>	10 30 <sup>a</sup>		
	L.		5 00 <sup>b</sup>	9 43 <sup>b</sup>					
Worcester, Mass.	A.			9 45 <sup>b</sup>	8 15 <sup>b</sup>	4 12 <sup>a</sup>	11 42 <sup>b</sup>		
	L.		6 33 <sup>a</sup>	11 18 <sup>b</sup>					
Springfield, Mass.	A.			8 33 <sup>b</sup>	9 55 <sup>b</sup>	6 05 <sup>b</sup>	1 14 <sup>b</sup>		
	L.	4 20 <sup>b</sup>	8 38 <sup>b</sup>	11 28 <sup>b</sup>					
Pittsfield, Mass.	A.			6 18 <sup>a</sup>					
	L.		10 38 <sup>b</sup>	1 15 <sup>b</sup>	11 36 <sup>b</sup>	8 02 <sup>b</sup>	2 52 <sup>b</sup>		
Albany, N. Y.	A.	8 05 <sup>b</sup>	12 24 <sup>b</sup>	2 43 <sup>b</sup>	1 00 <sup>c</sup>	9 40 <sup>b</sup>	4 15 <sup>b</sup>		
	L.	8 15 <sup>b</sup>	1 00 <sup>b</sup>	3 00 <sup>b</sup>	1 30 <sup>c</sup>	10 00 <sup>b</sup>	4 20 <sup>b</sup>		
Troy, N. Y.	A.		1 55 <sup>b</sup>	2 55 <sup>b</sup>	6 50 <sup>c</sup>	10 55 <sup>b</sup>			
	L.	7 40 <sup>b</sup>	12 30 <sup>b</sup>				3 30 <sup>b</sup>		
Schenectady, N. Y.	A.		8 46 <sup>b</sup>	1 30 <sup>b</sup>	3 30 <sup>b</sup>	2 00 <sup>c</sup>	10 32 <sup>b</sup>	4 50 <sup>b</sup>	
	L.								
Utica, N. Y.	A.		10 52 <sup>b</sup>	3 17 <sup>b</sup>	5 35 <sup>b</sup>	4 02 <sup>c</sup>	12 30 <sup>c</sup>	6 37 <sup>b</sup>	
	L.								
Rome, N. Y.	A.		11 11 <sup>b</sup>	3 36 <sup>b</sup>	5 58 <sup>b</sup>	4 24 <sup>c</sup>	12 53 <sup>c</sup>	6 58 <sup>b</sup>	
	L.								
Watertown, N. Y.	A.	4 00 <sup>b</sup>	9 05 <sup>b</sup>	9 10 <sup>b</sup>	8 35 <sup>c</sup>	9 30 <sup>c</sup>			
	L.								
Ogdensburg, N. Y.	A.	7 00 <sup>b</sup>			11 20 <sup>c</sup>	9 20 <sup>c</sup>			
	L.								
Syracuse, N. Y.	A.	12 10 <sup>b</sup>	4 35 <sup>b</sup>	7 05 <sup>b</sup>	5 30 <sup>c</sup>	2 05 <sup>c</sup>	7 55 <sup>b</sup>		
	L.	12 20 <sup>b</sup>	4 45 <sup>b</sup>	7 25 <sup>b</sup>	5 35 <sup>c</sup>	2 10 <sup>c</sup>	8 00 <sup>b</sup>		
Oswego, N. Y.	A.	3 10 <sup>b</sup>	6 40 <sup>b</sup>	10 05 <sup>b</sup>	8 30 <sup>c</sup>				
	L.								
Auburn, N. Y.	A.		*6 15 <sup>b</sup>	8 25 <sup>b</sup>	6 55 <sup>c</sup>				
	L.	*11 00 <sup>b</sup>							
Ithaca, N. Y.	A.	3 58 <sup>b</sup>	†8 10 <sup>b</sup>		8 25 <sup>c</sup>				
	L.								
Rochester, N. Y.	A.	2 15 <sup>b</sup>	6 25 <sup>b</sup>	9 23 <sup>b</sup>	7 35 <sup>c</sup>	4 00 <sup>c</sup>	9 45 <sup>b</sup>		
	L.	2 25 <sup>b</sup>	6 30 <sup>b</sup>	9 30 <sup>b</sup>	7 45 <sup>c</sup>	4 10 <sup>c</sup>	9 50 <sup>b</sup>		
Susp. Bridge, N. Y.	A.	5 05 <sup>b</sup>	10 15 <sup>b</sup>	12 35 <sup>c</sup>	10 45 <sup>c</sup>	7 10 <sup>c</sup>			
	L.								
Buffalo, N. Y.	A.	4 15 <sup>b</sup>	8 15 <sup>b</sup>	11 15 <sup>b</sup>	9 35 <sup>c</sup>	6 15 <sup>c</sup>	11 40 <sup>b</sup>		
	L.		7 20 <sup>b</sup>	11 45 <sup>b</sup>	8 45 <sup>c</sup>	5 40 <sup>c</sup>	10 50 <sup>b</sup>		
Detroit, Mich. (Via Canada South.)	A.	10 50 <sup>b</sup>	6 20 <sup>c</sup>	*6 20 <sup>c</sup>	10 50 <sup>c</sup>	12 45 <sup>c</sup>	6 20 <sup>c</sup>		
	L.								
Dunkirk, N. Y.	A.			12 50 <sup>c</sup>		6 42 <sup>c</sup>			
	L.			8 25 <sup>b</sup>	12 50 <sup>c</sup>	9 43 <sup>c</sup>	6 42 <sup>c</sup>	11 40 <sup>b</sup>	
Erie, Pa.	A.			9 33 <sup>b</sup>	2 05 <sup>c</sup>	10 54 <sup>c</sup>	7 55 <sup>c</sup>		
	L.			9 38 <sup>b</sup>	2 10 <sup>c</sup>	10 59 <sup>c</sup>	8 00 <sup>c</sup>	1 03 <sup>c</sup>	
Cleveland, Ohio	A.			11 55 <sup>b</sup>	4 45 <sup>c</sup>	1 20 <sup>c</sup>	10 25 <sup>c</sup>	3 20 <sup>c</sup>	
	L.			11 59 <sup>b</sup>	4 50 <sup>c</sup>	1 25 <sup>c</sup>	10 40 <sup>c</sup>	3 30 <sup>c</sup>	
Cincinnati, Ohio	A.			10 45 <sup>c</sup>	†4 45 <sup>c</sup>	*6 45 <sup>b</sup>	6 00 <sup>c</sup>	10 45 <sup>c</sup>	
	L.			11 28 <sup>c</sup>	†6 00 <sup>c</sup>		10 55 <sup>c</sup>	11 28 <sup>c</sup>	
Indianapolis, Ind.	A.			11 40 <sup>c</sup>		7 30 <sup>b</sup>	7 30 <sup>b</sup>	6 45 <sup>c</sup>	
	L.			6 45 <sup>c</sup>		7 30 <sup>b</sup>	7 30 <sup>b</sup>	6 45 <sup>c</sup>	
St. Louis, Mo.	A.			6 15 <sup>c</sup>	6 15 <sup>c</sup>	5 45 <sup>c</sup>			
	L.								
Pittsburg, Pa.	A.								
	L.								
Berea, Ohio	A.			12 24 <sup>c</sup>	5 12 <sup>c</sup>	1 48 <sup>c</sup>	11 08 <sup>c</sup>		
	L.								
Elyria, Ohio	A.			12 44 <sup>c</sup>	5 32 <sup>c</sup>	2 07 <sup>c</sup>	11 27 <sup>c</sup>		
	L.								
Norwalk, Ohio	A.				8 55 <sup>c</sup>	5 25 <sup>c</sup>	12 20 <sup>c</sup>		
	L.								
Sandusky, Ohio	A.			1 37 <sup>c</sup>	6 22 <sup>c</sup>	2 58 <sup>c</sup>			
	L.			2 55 <sup>c</sup>	7 35 <sup>c</sup>	4 15 <sup>c</sup>	2 05 <sup>c</sup>		
Toledo, Ohio	A.			3 00 <sup>c</sup>	7 40 <sup>c</sup>	4 25 <sup>c</sup>	2 10 <sup>c</sup>		
	L.								
Detroit, Mich.	A.			7 25 <sup>c</sup>	10 45 <sup>c</sup>	6 40 <sup>c</sup>			
	L.								
Adrian, Mich.	A.			8 37 <sup>c</sup>	8 37 <sup>c</sup>	*5 21 <sup>c</sup>			
	L.								
Butler, Ind.	A.				12 05 <sup>c</sup>		4 00 <sup>c</sup>		
	L.			4 45 <sup>c</sup>					
Kendallville, Ind.	A.				2 42 <sup>c</sup>		4 35 <sup>c</sup>		
	L.			5 14 <sup>c</sup>					
Goshen, Ind.	A.				2 57 <sup>c</sup>				
	L.			6 10 <sup>c</sup>			5 32 <sup>c</sup>		
Elkhart, Ind.	A.			6 15 <sup>c</sup>	11 35 <sup>c</sup>	8 40 <sup>c</sup>	5 50 <sup>c</sup>		
	L.			6 20 <sup>c</sup>	11 40 <sup>c</sup>	8 45 <sup>c</sup>	5 55 <sup>c</sup>		
South Bend, Ind.	A.								
	L.			6 44 <sup>c</sup>	12 04 <sup>c</sup>	9 13 <sup>c</sup>	6 21 <sup>c</sup>		
Laporte, Ind.	A.								
	L.			7 28 <sup>c</sup>	12 48 <sup>c</sup>	9 59 <sup>c</sup>	7 05 <sup>c</sup>		
Chicago, Ill.	A.			9 20 <sup>c</sup>	*2 40 <sup>c</sup>	*11 59 <sup>c</sup>	9 00 <sup>c</sup>		
	L.								

† Change to Central Standard time.  
 ‡ Signifies trains run daily, except Sunday.  
 \* Signifies trains run daily.  
 Train 103, R. P. O. from New York to Buffalo. Train 105, R. P. O. from New York and Boston to Chicago. Train 107, R. P. O. from New York to Chicago. Train 109, R. P. O.  
 from Boston to Albany and New York to Chicago. Trains 111 Express through. Train 113, Express to Cleveland and R. P. O. to St. Louis.

Buffalo, Detroit, and Chicago.—SCHEDULE H.

[966.11 miles.

JUNCTIONS.	DESIGNATION OF TRAINS.							
	104.	106.	108.	110.	112.	114.	116.	118.
Chicago, Ill.....	L. 7 00 <sup>n</sup>	* 5 30 <sup>a</sup>	* 8 45 <sup>a</sup>	* 2 45 <sup>b</sup>	* 8 00 <sup>b</sup>	---	---	---
Laporte, Ind.....	A. 9 15 <sup>b</sup>	7 10 <sup>a</sup>	10 52 <sup>b</sup>	4 17 <sup>b</sup>	0 46 <sup>a</sup>	---	---	---
South Bend, Ind.....	L. 10 08 <sup>b</sup>	7 50 <sup>a</sup>	11 42 <sup>b</sup>	4 50 <sup>b</sup>	10 24 <sup>a</sup>	---	---	---
Elkhart, Ind.....	A. 10 38 <sup>b</sup>	8 15 <sup>a</sup>	12 15 <sup>c</sup>	5 15 <sup>b</sup>	10 50 <sup>a</sup>	---	---	---
L. 11 10 <sup>a</sup>	8 20 <sup>a</sup>	12 20 <sup>c</sup>	5 20 <sup>b</sup>	10 55 <sup>a</sup>	---	---	---	---
Goshen, Ind.....	A. 11 35 <sup>b</sup>	8 33 <sup>a</sup>	12 38 <sup>c</sup>	6 00 <sup>b</sup>	---	---	---	---
Kendallville, Ind.....	L. 12 45 <sup>b</sup>	9 15 <sup>a</sup>	1 35 <sup>c</sup>	9 20 <sup>b</sup>	12 45 <sup>a</sup>	---	---	---
Butler, Ind.....	A. 1 31 <sup>b</sup>	9 43 <sup>a</sup>	2 12 <sup>c</sup>	11 10 <sup>b</sup>	1 31 <sup>b</sup>	---	---	---
Adrian, Mich.....	L. 10 15 <sup>b</sup>	---	7 20 <sup>c</sup>	8 02 <sup>b</sup>	1 45 <sup>b</sup>	---	---	---
Detroit, Mich.....	A. 2 20 <sup>b</sup>	6 15 <sup>b</sup>	*10 00 <sup>b</sup>	10 45 <sup>b</sup>	8 55 <sup>b</sup>	---	---	---
L. 4 15 <sup>b</sup>	11 20 <sup>a</sup>	4 15 <sup>c</sup>	9 00 <sup>b</sup>	2 40 <sup>a</sup>	---	---	---	---
Toledo, Ohio.....	L. 4 45 <sup>b</sup>	11 25 <sup>a</sup>	4 25 <sup>c</sup>	9 10 <sup>b</sup>	2 45 <sup>a</sup>	---	---	---
Sandusky, Ohio.....	L. 12 31 <sup>c</sup>	5 50 <sup>c</sup>	10 40 <sup>b</sup>	6 40 <sup>a</sup>	---	---	---	---
Norwalk, Ohio.....	L. 6 50 <sup>b</sup>	---	---	4 19 <sup>b</sup>	---	---	---	---
Elyria, Ohio.....	L. 8 03 <sup>b</sup>	1 28 <sup>c</sup>	7 05 <sup>c</sup>	11 55 <sup>b</sup>	5 07 <sup>b</sup>	---	---	---
Berea, Ohio.....	L. 8 33 <sup>b</sup>	1 50 <sup>c</sup>	7 28 <sup>c</sup>	12 22 <sup>b</sup>	5 29 <sup>b</sup>	---	---	---
Pittsburg, Pa.....	A. 5 40 <sup>c</sup>	12 30 <sup>c</sup>	5 05 <sup>b</sup>	5 40 <sup>c</sup>	---	---	---	---
L. 8 00 <sup>b</sup>	---	---	---	---	---	---	---	---
St. Louis, Mo.....	L. 9 00 <sup>b</sup>	6 25 <sup>a</sup>	*6 25 <sup>a</sup>	*4 00 <sup>b</sup>	6 25 <sup>a</sup>	---	---	---
Indianapolis, Ind.....	L. 12 10 <sup>a</sup>	6 30 <sup>a</sup>	8 25 <sup>a</sup>	---	8 30 <sup>b</sup>	6 30 <sup>a</sup>	---	---
Cincinnati, Ohio.....	A. 9 15 <sup>b</sup>	2 15 <sup>c</sup>	8 05 <sup>c</sup>	12 50 <sup>b</sup>	5 55 <sup>a</sup>	1 50 <sup>c</sup>	---	---
L. 9 35 <sup>b</sup>	2 20 <sup>c</sup>	8 30 <sup>c</sup>	1 00 <sup>b</sup>	6 00 <sup>b</sup>	1 55 <sup>c</sup>	---	---	---
Cleveland, Ohio.....	A. 12 35 <sup>b</sup>	4 34 <sup>c</sup>	11 28 <sup>c</sup>	---	---	---	---	---
L. 12 40 <sup>c</sup>	4 39 <sup>c</sup>	11 33 <sup>c</sup>	3 27 <sup>b</sup>	8 19 <sup>b</sup>	4 12 <sup>c</sup>	---	---	---
Erie, Pa.....	A. 2 03 <sup>c</sup>	5 41 <sup>c</sup>	1 00 <sup>c</sup>	4 30 <sup>b</sup>	9 22 <sup>b</sup>	5 12 <sup>c</sup>	---	---
L. 6 10 <sup>b</sup>	---	6 20 <sup>b</sup>	9 40 <sup>a</sup>	9 40 <sup>b</sup>	---	---	---	---
Dunkirk, N. Y.....	A. 3 20 <sup>c</sup>	6 50 <sup>c</sup>	2 30 <sup>c</sup>	5 40 <sup>b</sup>	10 30 <sup>b</sup>	6 18 <sup>c</sup>	---	---
L. 4 55 <sup>c</sup>	8 00 <sup>c</sup>	3 40 <sup>c</sup>	6 50 <sup>b</sup>	11 40 <sup>b</sup>	7 24 <sup>c</sup>	---	---	---
Detroit, Mich.....	A. 6 40 <sup>c</sup>	9 35 <sup>c</sup>	5 28 <sup>c</sup>	8 40 <sup>b</sup>	1 16 <sup>c</sup>	9 00 <sup>c</sup>	---	---
L. 6 45 <sup>c</sup>	9 38 <sup>c</sup>	5 35 <sup>c</sup>	8 43 <sup>b</sup>	1 20 <sup>c</sup>	9 05 <sup>c</sup>	---	---	---
Buffalo, N. Y.....	A. 6 45 <sup>c</sup>	9 35 <sup>c</sup>	5 28 <sup>c</sup>	8 40 <sup>b</sup>	1 16 <sup>c</sup>	9 00 <sup>c</sup>	---	---
L. 6 45 <sup>c</sup>	9 38 <sup>c</sup>	5 35 <sup>c</sup>	8 43 <sup>b</sup>	1 20 <sup>c</sup>	9 05 <sup>c</sup>	---	---	---
Susp. Bridge, N. Y.....	A. 8 25 <sup>c</sup>	1 05 <sup>c</sup>	---	---	6 55 <sup>c</sup>	---	---	---
L. 8 25 <sup>c</sup>	+10 28 <sup>c</sup>	5 40 <sup>c</sup>	---	9 10 <sup>b</sup>	---	---	---	---
Rochester, N. Y.....	A. 7 45 <sup>c</sup>	6 40 <sup>c</sup>	+5 10 <sup>c</sup>	---	+8 30 <sup>c</sup>	---	---	---
L. 9 20 <sup>c</sup>	11 30 <sup>c</sup>	7 50 <sup>c</sup>	10 45 <sup>b</sup>	3 15 <sup>c</sup>	10 55 <sup>c</sup>	---	---	---
Auburn, N. Y.....	L. 9 40 <sup>c</sup>	11 35 <sup>c</sup>	8 05 <sup>c</sup>	10 60 <sup>b</sup>	3 25 <sup>c</sup>	11 09 <sup>c</sup>	---	---
Oswego, N. Y.....	A. 6 45 <sup>c</sup>	9 35 <sup>c</sup>	+6 30 <sup>c</sup>	6 30 <sup>b</sup>	+8 35 <sup>c</sup>	---	---	---
L. 6 15 <sup>c</sup>	9 35 <sup>c</sup>	+6 30 <sup>c</sup>	6 30 <sup>b</sup>	+8 35 <sup>c</sup>	---	---	---	---
Syracuse, N. Y.....	A. 10 48 <sup>c</sup>	12 32 <sup>c</sup>	9 35 <sup>c</sup>	11 55 <sup>b</sup>	4 22 <sup>c</sup>	11 57 <sup>c</sup>	---	---
L. 11 20 <sup>c</sup>	12 52 <sup>c</sup>	10 10 <sup>c</sup>	12 18 <sup>c</sup>	4 42 <sup>c</sup>	12 16 <sup>c</sup>	---	---	---
Watertown, N. Y.....	A. 1 33 <sup>c</sup>	2 35 <sup>c</sup>	12 10 <sup>b</sup>	2 18 <sup>c</sup>	6 25 <sup>c</sup>	2 09 <sup>c</sup>	---	---
L. 2 25 <sup>c</sup>	3 55 <sup>c</sup>	7 45 <sup>b</sup>	---	7 55 <sup>c</sup>	2 55 <sup>c</sup>	---	---	---
Rome, N. Y.....	A. 2 10 <sup>c</sup>	3 05 <sup>c</sup>	12 45 <sup>b</sup>	2 50 <sup>c</sup>	6 55 <sup>c</sup>	2 39 <sup>c</sup>	---	---
L. 5 00 <sup>c</sup>	3 15 <sup>c</sup>	*1 35 <sup>b</sup>	4 00 <sup>c</sup>	7 10 <sup>c</sup>	6 30 <sup>c</sup>	3 15 <sup>c</sup>	---	---
Albany, N. Y.....	A. 6 52 <sup>c</sup>	4 45 <sup>c</sup>	3 09 <sup>b</sup>	5 49 <sup>c</sup>	9 09 <sup>c</sup>	4 45 <sup>c</sup>	---	---
L. 6 55 <sup>c</sup>	4 47 <sup>c</sup>	4 55 <sup>b</sup>	8 00 <sup>c</sup>	11 10 <sup>c</sup>	6 21 <sup>c</sup>	---	---	---
Pittsfield, Mass.....	A. 8 34 <sup>c</sup>	6 21 <sup>c</sup>	6 31 <sup>b</sup>	9 34 <sup>c</sup>	1 13 <sup>c</sup>	7 53 <sup>c</sup>	---	---
L. 8 38 <sup>c</sup>	7 53 <sup>c</sup>	7 45 <sup>b</sup>	10 45 <sup>c</sup>	2 43 <sup>c</sup>	9 05 <sup>c</sup>	---	---	---
Springfield, Mass.....	A. 10 18 <sup>c</sup>	---	---	---	---	---	---	---
L. 10 20 <sup>c</sup>	---	---	---	---	---	---	---	---
Worcester, Mass.....	A. 11 35 <sup>c</sup>	9 05 <sup>c</sup>	---	---	---	---	---	---
L. 2 40 <sup>c</sup>	3 10 <sup>c</sup>	1 10 <sup>b</sup>	3 50 <sup>c</sup>	7 05 <sup>c</sup>	2 35 <sup>c</sup>	---	---	---
Albany, N. Y.....	A. 4 40 <sup>c</sup>	4 45 <sup>c</sup>	3 16 <sup>b</sup>	5 40 <sup>c</sup>	8 46 <sup>c</sup>	4 15 <sup>c</sup>	---	---
L. 4 50 <sup>c</sup>	*6 30 <sup>c</sup>	5 30 <sup>b</sup>	7 45 <sup>c</sup>	---	10 35 <sup>c</sup>	6 00 <sup>c</sup>	---	---
Foughkeepsie, N. Y.....	A. 7 00 <sup>c</sup>	---	---	---	---	---	---	---
L. 7 00 <sup>c</sup>	---	---	---	---	---	---	---	---
New York, N. Y.....	A. 7 00 <sup>c</sup>	---	---	---	---	---	---	---
L. 7 00 <sup>c</sup>	---	---	---	---	---	---	---	---

The 1 signifies trains run daily, except Saturday.  
 The 2 signifies trains run daily, except Monday.  
 Train 104, 108, and Express to New York.  
 Train 110, R. P. O. from Chicago to Cleveland and Albany to Boston, and Express to New York.  
 Train 114, Express Saint Louis to New York and Boston.  
 Train 106, Express Chicago to New York, R. P. O. St. Louis to Cleveland.



3,065 miles.]

SCHEDULE I.—Toledo, Decatur, St. Louis, Kansas

TOLEDO TO SAN FRANCISCO.

Table with columns: JUNCTIONS, DESIGNATION OF TRAINS (119, 121), JUNCTIONS, DESIGNATION OF TRAINS (119, 121). Lists routes from Toledo, Ohio to San Francisco, Cal.

The \* signifies trains run daily, including Sunday. The † signifies trains run daily, except Sunday. ‡ Change to Pacific time. § Change to Mountain time.

Train No. 119, R. P. O. through. Train No. 121, R. P. O. from Toledo to Kansas City and Pueblo.

City, Denver, and San Francisco.—SCHEDULE I. SAN FRANCISCO TO TOLEDO.

[3,065 miles.

Table with columns: JUNCTIONS, DESIGNATION OF TRAINS (120, 122), JUNCTIONS, DESIGNATION OF TRAINS (120, 122). Lists routes from San Francisco, Cal. to Toledo, O.

The † signifies trains run daily, except Sunday. The ‡ signifies trains run daily, except Monday. § Change to Central Standard time. ¶ Change to Mountain time.

Train 120, R. P. O. from San Francisco to Los Angeles, and Los Angeles to Kansas City St. Louis, and Toledo, and Omaha to St. Louis. Train 122, R. P. O. through.

FOR TABLE OF DISTANCES IN DETAIL SEE PAGES 13 AND 14.

JUNCTIONS.	DESIGNATION OF TRAINS.							
	123.	125.	127.	129.	131.	133.	135.	137.
Chicago, Ill. -----	A. †	*	*					
	L. 8 30a	8 00a	3 00a					
Matteson, Ill. -----	A. -----	9 11a	3 53a					
	L. 9 38a							
Kankakee, Ill. -----	A. -----	10 15a	4 37a					
	L. 10 30a							
Gilman, Ill. -----	A. -----	11 05a	5 14a					
	L. 11 27a							
Springfield, Ill. -----	A. 6 10a	5 30c	10 20a					
	L. 8 30a	11 05a	11 05a					
Paxton, Ill. -----	A. -----	11 52a	5 46a					
	L. 12 11a							
Champaign, Ill. -----	A. 1 00a	12 40c	6 25a					
	L. 1 15a	12 50c	6 30a					
Tolono, Ill. -----	A. -----	1 05c	6 43a					
	L. 1 33a							
Mattoon, Ill. -----	A. -----	2 20c	7 41a					
	L. 2 48a							
Effingham, Ill. -----	A. 3 45a	3 17c	8 25a					
	L. 4 55a							
St. Louis, Mo. -----	A. 6 40a	7 00c						
	L. 1 00a	10 30a						
Edgewood, Ill. -----	A. -----	3 47c	8 49a					
	L. 4 35a							
Olin, Ill. -----	A. -----	4 48c	9 35a					
	L. 5 56a							
Centralia, Ill. -----	A. 6 15a	5 10c	9 50a					
	L. *6 35a	5 15c	9 53a					
Ashley, Ill. -----	A. -----	5 53c	10 17a					
	L. 7 08a							
Tamaroa, Ill. -----	A. -----	6 23c	10 40a					
	L. 7 40a							
St. Louis, Mo. -----	A. -----		*7 40a					
	L. †4 25a							
Duquoin, Ill. -----	A. -----	6 42c	10 55a					
	L. 8 00a	7 25c	11 00a					
Carbondale, Ill. -----	A. -----	7 46c	11 32a					
	L. 8 45a							
Anna, Ill. -----	A. -----	8 32c	12 05a					
	L. 9 23a	10 00c	1 20a					
Cairo, Ill. -----	A. 10 40a	10 00c	1 20a					
	L. 12 52a		12 40a					
Little Rock, Ark. -----	A. -----		2 05c					
	L. -----							
Pine Bluff, Ark. -----	A. -----		2 12c					
	L. -----							
Texarkana, Ark. -----	A. -----		8 15c					
	L. -----							
Dallas, Tex. -----	A. -----		6 15c					
	L. -----							
Ft. Worth, Tex. -----	A. -----		6 30c					
	L. -----							
Waco, Tex. -----	A. -----		8 40c					
	L. -----							
Fulton, Ky. -----	A. 2 40a		2 40a					
	L. 2 45c		4 01a					
Milan, Tenn. -----	A. 4 02c		4 02a					
	L. 4 03c							
Memphis, Tenn. -----	A. 2 55c		8 30c					
	L. 7 00a		11 30c					
Jackson, Tenn. -----	A. 4 41a		4 44a					
	L. 4 42c		4 45a					
Corinth, Miss. -----	A. 7 39c		9 04a					
	L. 7 54c		9 05a					
Meridian, Miss. -----	A. 4 20c		3 50c					
	L. 4 50c		4 05c					
Mobile, Ala. -----	A. 10 00c		9 15c					
	L. -----							
Grand Junc., Tenn. -----	A. 6 67c		6 28a					
	L. 6 18c		6 29a					
Grenada, Miss. -----	A. 9 50c		10 14a					
	L. 9 51c		10 15a					
Jackson, Miss. -----	A. 1 05c		2 05c					
	L. 1 25c		2 10c					
New Orleans, La. -----	A. 7 00c		8 30c					
	L. -----							
Houston, Tex. -----	A. -----		10 50					
San Antonio, Tex. -----	A. -----		9 00					

JUNCTIONS.	DESIGNATION OF TRAINS.							
	124.	126.	128.	130.	132.	134.	136.	138.
San Antonio, Tex. -----	L. 2 20	*	*					
Houston, Tex. -----	L. 10 10							
New Orleans, La. -----	A. -----		9 00a					
	L. 5 55a							
Jackson, Miss. -----	A. 12 23c		2 40a					
	L. 12 38c							
Grenada, Miss. -----	A. 4 14c		5 54a					
	L. 4 15c							
Grand Junc., Tenn. -----	A. 8 06c		9 15a					
	L. 8 07c							
Mobile, Ala. -----	A. -----		6 30a					
	L. 5 00a							
Meridian, Miss. -----	A. 10 20a		11 53a					
	L. 10 30a							
Corinth, Miss. -----	A. 5 57a		7 48a					
	L. 5 58a							
Jackson, Tenn. -----	A. 9 55c		10 50a					
	L. 9 56c							
Memphis, Tenn. -----	A. -----		11 10a					
	L. 7 15c							
Milan, Tenn. -----	A. 10 41c		9 58c					
	L. 10 42c		11 27a					
Fulton, Ky. -----	A. 12 10c		11 12c					
	L. 12 11c		2 15c					
Waco, Tex. -----	A. -----							
	L. 7 45a							
Fort Worth, Tex. -----	A. -----							
	L. 9 20a							
Dallas, Tex. -----	A. -----							
	L. 9 40a							
Texarkana, Ark. -----	A. -----							
	L. 7 45a							
Pine Bluff, Ark. -----	A. -----							
	L. 1 37c							
Little Rock, Ark. -----	A. -----							
	L. 1 30c							
Cairo, Ill. -----	A. 2 05c		2 15c					
	L. 4 05c	5 35a	2 25c					
Anna, Ill. -----	A. -----	6 53a	3 39c					
	L. 5 32c							
Carbondale, Ill. -----	A. 6 20c		4 20c					
	L. 6 40c	7 35a	3 05c					
Duquoin, Ill. -----	A. -----	8 13a	4 55c					
	L. 7 22c		5 00c					
St. Louis, Mo. -----	A. -----							
	L. -----							
Tamaroa, Ill. -----	A. -----	8 30a	5 16c					
	L. 7 40c							
Ashley, Ill. -----	A. -----	8 57a	5 40c					
	L. 8 12c	9 25a	6 05c					
Centralia, Ill. -----	A. 8 14c	9 33a	6 10c					
	L. 9 00c							
Olin, Ill. -----	A. -----	9 57a	6 25c					
	L. 9 18c							
Edgewood, Ill. -----	A. -----	11 01a	7 14c					
	L. 10 20c	11 38a						
Effingham, Ill. -----	A. -----	10 48a	8 00c					
	L. 10 52c							
St. Louis, Mo. -----	A. 1 44a	3 44a						
	L. 8 00c	8 12a						
Mattoon, Ill. -----	A. -----	12 55a	8 48c					
	L. 11 55c							
Tolono, Ill. -----	A. -----	2 07a	9 52c					
	L. 1 27a	2 25a	10 10c					
Champaign, Ill. -----	A. 1 50a	2 30a	10 15c					
	L. 1 55a							
Paxton, Ill. -----	A. -----	3 15a	10 52c					
	L. 2 53a							
Springfield, Ill. -----	A. 10 20a	8 40a						
	L. -----							
Gilman, Ill. -----	A. -----	3 58a	11 27c					
	L. 3 47a							
Kankakee, Ill. -----	A. -----	4 50a	12 12c					
	L. 4 44a							
Matteson, Ill. -----	A. -----	5 50a	12 57c					
	L. 5 53a							
Chicago, Ill. -----	A. 7 00a	7 00a	1 55c					
	L. -----							

The \* signifies trains run daily, including Sunday.  
 The † signifies trains run daily, except Sunday.  
 Train 123, R. P. O. from Chicago to Centralia and Cairo to New Orleans.  
 Train 125, R. P. O. from Chicago to Cairo.  
 Train 127, R. P. O. from Chicago to New Orleans.

The † signifies trains run daily, except Saturday.  
 The ‡ signifies trains run daily, except Monday.  
 Train 124, R. P. O. from New Orleans to Chicago, Ill.  
 Train 126, R. P. O. from Centralia to Chicago.  
 Train 128, R. P. O. from Chicago to New Orleans.

JUNCTIONS.	DESIGNATION OF TRAINS.		JUNCTIONS.	DESIGNATION OF TRAINS.	
	139.	141.		139.	141.
Chicago, Ill.	A. 11 30a	*3 00a	St. Lou's, Mo.	A. 8 15a	*3 05a
Aurora, Ill.	L. 12 50a	3 47a	Little Rock, Ark.	A. 7 35c	2 35a
Galva, Ill.	L. 4 13a	5 46a	Texarkana, Ark.	A. 12 40c	8 00a
Galesburg, Ill.	A. 5 00a	6 16a		L. 1 05c	9 20a
Quincy, Ill.	A. 5 35a	7 00a	Dallas, Tex.	A. 8 15a	5 40a
Hannibal, Mo.	A. 9 25a	10 00a	Ft. Worth, Tex.	L. 8 15a	6 25a
Sedalia, Mo.	L. 1 05c	10 25a		A. 9 25c	5 40c
	A. 3 40c	11 30a	El Paso, Tex.	L. 9 05c	11 30a
	L. 8 55c	12 05a		A. 9 00c	6 00c
		6 45a	Palestine, Tex.	L. 9 15c	7 25c
Chicago, Ill.	A. 9 00a	*9 10a	Houston, Tex.	A. 5 10a	12 35c
Joliet, Ill.	L. 10 30a	10 30a	Galveston, Tex.	L. 6 10a	12 40c
Dwight, Ill.	L. 11 42a	11 50a		A. 7 50a	2 20c
Bloomington, Ill.	A. 1 30a	1 40a	Austin, Tex.	L. 5 20a	3 20c
Springfield, Ill.	L. 3 30a	3 40a	San Antonio, Tex.	A. 5 30a	3 30c
Alton, Ill.	L. 6 35a	6 15c		L. 8 50a	6 35c
St. Louis, Mo.	A. 7 52a	*7 28a	Laredo, Tex.	L. 9 45a	---
	L. 8 10a	*9 00a	Monterey, Mex.	A. 11 50	---
Forest, Ill.	L. 12 05a	12 35c	City of Mexico, Mex.	L. 8 55	---
Gibson, Ill.	L. 12 46a	1 17c			
Mansfield, Ill.	L. 1 42a	1 55c	St. Louis, Mo.	L. 3 00c	*9 00c
Decatur, Ill.	A. 3 55a	3 30c	Sedalia, Mo.	L. 7 50c	3 00c
Taylorville, Ill.	L. 4 15a	3 45c		L. 9 15c	7 20c
Edwardsville Jc., Ill.	A. 5 05a	4 35c	Ft. Scott, Kans.	A. 1 40c	11 58c
St. Louis, Mo.	L. 7 00a	6 25c	Parsons, Kans.	L. 3 20c	1 50c
	A. 8 08a	*7 32c	Vinita, Ind. Ter.	L. 3 35c	2 10c
	L. 8 30a	*8 00a	Denison, Tex.	A. 5 22c	4 07a
Kankakee, Ill.	A. 10 30a	10 15a	Dallas, Tex.	L. 5 22c	4 07a
Gilman, Ill.	L. 11 27a	11 05a		L. 1 20a	12 05a
Paxton, Ill.	A. 12 11a	11 52a	Ft. Worth, Tex.	L. 1 35a	*3 00a
Champaign, Ill.	L. 1 00a	12 40a	Houston, Tex.	A. 5 44a	6 15a
Tolono, Ill.	L. 1 15a	12 45a	Galveston, Tex.	L. 5 59a	6 40a
Mattoon, Ill.	A. 2 48a	2 20a		A. 5 45a	3 10a
Effingham, Ill.	L. 3 45a	3 17a		L. 7 30a	5 35a
Vandalia, Ill.	A. 3 45a	3 49c		L. 7 35a	6 10a
	L. 4 31a	4 39c		A. 9 30a	7 50a
St. Louis, Mo.	A. 6 40a	7 00c			

The \* signifies trains run daily, including Sunday  
 The † signifies trains run daily, except Sunday.  
 † Mexico City time.

Trains 139 and 141, R. P. O. from Chicago to St. Louis via Bloomington.  
 Train 139, R. P. O. from Chicago to St. Louis via Decatur.  
 Trains 139 and 141, R. P. O. from Chicago to St. Louis via Effingham.  
 Train 139, R. P. O. St. Louis to Laredo; Texarkana to Ft. Worth and St. Louis to Houston.  
 Train 141, R. P. O. St. Louis to San Antonio and St. Louis to Galveston.

FOR TABLE OF DISTANCES IN DETAIL SEE PAGES 13 AND 14.

JUNCTIONS.	DESIGNATION OF TRAINS.		JUNCTIONS.	DESIGNATION OF TRAINS.	
	140.	142.		140.	142.
Galveston, Tex.	A. 7 00a	*8 45a	Champaign, Ill.	A. 2 25a	1 50a
Houston, Tex.	L. 8 55a	10 25a	Paxton, Ill.	L. 2 30a	1 55a
	L. 9 00a	11 10a		A. 3 15a	2 53a
Ft. Worth, Tex.	A. 10 05a	11 30a	Gilman, Ill.	L. 3 58a	3 47a
Dallas, Tex.	L. 6 40a	9 35c	Kankakee, Ill.	A. 4 50a	4 44c
Denison, Tex.	L. 10 20a	2 20c	Chicago, Ill.	L. 4 50a	4 44c
Vinita, Ind. Ter.	A. 9 50a	12 30a		A. 7 00a	7 00c
Parsons, Kans.	L. 2 30c	2 20c	St. Louis, Mo.	A. 7 36a	*9 05a
Ft. Scott, Kans.	L. 10 15c	12 17a	Edwardsville Jc., Ill.	L. 8 40a	10 00a
Sedalia, Mo.	A. 12 05c	2 10a	Taylorville, Ill.	A. 10 37a	11 05a
St. Louis, Mo.	L. 12 15c	2 30a	Decatur, Ill.	L. 11 30a	12 40a
	A. 1 45c	4 00a	Mansfield, Ill.	L. 1 38a	2 25a
	L. 1 50c	4 05a	Gibson, Ill.	A. 2 20a	3 06a
	A. 6 40c	8 35a	Forest, Ill.	L. 3 00a	3 50a
	L. 12 26a	12 50a	Chicago, Ill.	L. 3 10a	3 55a
	A. 7 15a	*6 25a		A. 6 35a	*7 30a
City of Mexico, Mex.	A. 5 00	---	St. Louis, Mo.	L. 7 24a	*8 55a
Monterey, Mex.	L. 3 10	---	Alton, Ill.	L. 8 40a	10 15a
Laredo, Tex.	A. 10 45a	---	Springfield, Ill.	A. 11 55a	12 35a
San Antonio, Tex.	L. 1 00a	---	Bloomington, Ill.	L. 1 55a	2 35a
	A. 7 30a	9 45c	Dwight, Ill.	L. 2 15a	2 40a
	L. 8 00a	---	Joliet, Ill.	A. 4 00a	4 30a
Austin, Tex.	A. 11 05a	1 05c	Chicago, Ill.	L. 5 15a	5 55a
	L. 11 15a	1 15c		A. 7 00a	*7 30a
Galveston, Tex.	A. 9 05a	1 05c	Sedalia, Mo.	L. 6 10a	10 40a
Houston, Tex.	L. 10 45a	2 45c	Hannibal, Mo.	A. 11 50a	5 00a
Palestine, Tex.	A. 6 40c	8 25c	Quincy, Ill.	L. 12 20a	3 55a
	L. 7 30c	8 35c	Galesburg, Ill.	A. 1 50a	*6 45a
El Paso, Tex.	A. 5 05a	---		L. 4 55a	12 05a
	L. 5 05a	---	Galva, Ill.	A. 5 27a	1 01a
Ft. Worth, Tex.	A. 5 20a	---	Aurora, Ill.	L. 8 12a	5 15a
	L. 7 05a	5 55a	Chicago, Ill.	A. 9 20a	*6 25a
Dallas, Tex.	L. 8 15a	7 10a		L. 2 07a	1 27a
	L. 8 15a	7 30a			
Texarkana, Ark.	A. 3 10c	3 50c			
	L. 3 30c	4 10c			
Little Rock, Ark.	A. 8 15c	9 25c			
	L. 8 25c	9 45c			
St. Louis, Mo.	A. 7 25a	10 05a			
	L. 8 40a	---			
St. Louis, Mo.	L. 10 59a	---			
Vandalia, Ill.	A. 11 50a	---			
Effingham, Ill.	L. 11 58a	10 52a			
Mattoon, Ill.	A. 12 55a	11 55a			
Tolono, Ill.	L. 2 07a	1 27a			

The † signifies trains run daily, except Saturday.  
 The † signifies trains run daily, except Monday.  
 † Mexico City time.

Train 140, R. P. O. Laredo to St. Louis.  
 Train 140, R. P. O. Ft. Worth to Texarkana.  
 Train 140, R. P. O. El Paso to Texarkana.  
 Train 140, R. P. O. Galveston to St. Louis.  
 Train 140, R. P. O. from St. Louis to Chicago via Decatur.  
 Trains 140 and 142, R. P. O. from St. Louis to Chicago via Bloomington.  
 Train 140, R. P. O. from St. Louis to Chicago via Effingham.  
 Train 142, R. P. O. Quincy to Chicago.

FOR TABLE OF DISTANCES IN DETAIL SEE PAGES 13 AND 14.

JUNCTIONS.	DESIGNATION OF TRAINS.		JUNCTIONS.	DESIGNATION OF TRAINS.	
	143.	145.		143.	145.
<b>CHICAGO &amp; ROCK ISLAND R. R.</b>					
Chicago, Ill.	A. 8 45a	* 3 00a	Chicago, Ill.	A. 9 00a	* 9 10a
Bureau, Ill.	A. 1 00a	5 46a	Joliet, Ill.	L. 10 30a	10 35a
Rock Island, Ill.	A. 3 30a	7 15a	Dwight, Ill.	L. 11 42a	11 50a
Davenport, Iowa.	A. 9 00a	7 25a	Chenoa, Ill.	L. 12 38a	12 48c
Columbus Jc., Iowa.	L. 11 20a	7 35a	Bloomington, Ill.	L. 1 30a	1 40c
Eldon, Iowa.	A. 12 50c	9 11a	Springfield, Ill.	L. 3 30a	3 40c
Kansas City, Mo.	A. 2 46c	11 30a	<b>CHI. &amp; ALTON R. R.</b>		
Cameron Jc., Mo.	L. 2 50c	11 35a	St. Louis, Mo.	A. 7 52a	7 28c
Kansas City, Mo.	A. 8 05c	5 55a	Jefferson City, Mo.	A. 12 28c	1 00c
Kansas City, Mo.	L. 8 15c	6 05a	Tipton, Mo.	L. 12 28c	1 20c
Kansas City, Mo.	A. *10 00c	*7 50a	Sedalia, Mo.	L. 1 58c	12 35c
<b>MISSOURI PACIFIC R. R.</b>					
Chicago, Ill.	A. *11 30a	*3 05a	Holden, Mo.	L. 3 15c	3 25c
Aurora, Ill.	L. 12 50a	3 47a	Pleasant Hill, Mo.	L. 5 02c	4 53c
Mendota, Ill.	L. 2 21a	4 39a	Kansas City, Mo.	L. 3 40c	5 24c
Buda, Ill.	L. 3 30a	5 17a	Kansas City, Mo.	L. *7 10c	6 40c
Galva, Ill.	L. 4 13a	5 46a	<b>CHI. &amp; ALTON R. R.</b>		
Galesburg, Ill.	L. 5 00a	6 16a	Chicago, Ill.	A. *10 00a	*3 00a
Bushnell, Ill.	L. 5 35a	7 00a	Joliet, Ill.	L. 11 18a	4 18a
Quincy, Ill.	L. 6 45a	7 52a	Streator, Ill.	L. 12 55c	5 45a
Monroe, Mo.	L. 9 25a	10 25a	Galesburg, Ill.	L. 8 47c	8 47a
Macon, Mo.	L. 2 09c	1 13a	Ft. Madison, Iowa.	L. 5 30c	10 45a
Laclede, Mo.	L. 3 23c	2 26a	Carrollton, Mo.	L. 10 40c	4 10a
Cameron, Mo.	L. 4 40c	3 50a	Henry, Mo.	L. 11 40c	4 56a
Kansas City, Mo.	L. 6 40a	5 55a	Kansas City, Mo.	L. 1 30c	6 30a
Kansas City, Mo.	L. 6 50c	6 15a	<b>VIA A. T. &amp; S. F. R. R.</b>		
Kansas City, Mo.	L. *8 50c	*8 25a	Chicago, Ill.	A. *7 15	*8 15
<b>CHI., BUR. &amp; QUINCY and HANNI. &amp; ST. JOE R. R.</b>					
Chicago, Ill.	A. 7 00a	6 35a	Leadville, Colo.	A. *7 00	*8 15
Delavan, Ill.	L. 7 28a	7 05c	La Junta, Colo.	A. *7 40	*10 10
Mason City, Ill.	L. 8 05a	7 40c	Pueblo, Colo.	A. *10 00	*12 40
Petersburg, Ill.	L. 8 40a	8 20c	El Paso, Tex.	A. 12 45	
Jacksonville, Ill.	L. 9 45	9 25c	Deming, N. Mex.	A. *2 40	
Roodhouse, Ill.	L. 10 30a	10 10c	San Francisco, Cal.	A. *5 45	
Louisiana, Mo.	L. *11 05a	10 20c	<b>VIA A. T. &amp; S. F. R. R.</b>		
Mexico, Mo.	L. 12 12c	11 35c	Chicago, Ill.	A. *2 00	*9 10a
Higbee, Mo.	L. 2 00c	2 12c	Independence, Mo.	L. 9 23a	9 10a
Higginville, Mo.	L. 3 09c	2 13c	Higginville, Mo.	L. 10 45a	10 26a
Independence, Mo.	L. 5 23c	4 34c	Mexico, Mo.	L. 2 00a	1 40c
Kansas City, Mo.	L. 6 47c	6 00c	Louisiana, Mo.	L. 3 35a	3 20c
Kansas City, Mo.	L. *7 15c	*6 30c	Roodhouse, Ill.	L. 5 00a	4 45c
<b>CHICAGO &amp; ALTON R. R.</b>					
Chicago, Ill.	A. 2 00a	*9 10a	Jacksonville, Ill.	L. 5 50a	5 26c
Joliet, Ill.	L. 3 25a	10 35a	Petersburg, Ill.	L. 6 45a	6 25c
Dwight, Ill.	L. 4 35a	11 50a	Mason City, Ill.	L. 7 20a	6 58c
Bloomington, Ill.	L. 6 20a	1 40c	Delavan, Ill.	L. 7 53a	7 30c
Minier, Ill.	L. 6 25a	6 00c	<b>CHICAGO &amp; ROCK ISLAND R. R.</b>		
Delavan, Ill.	L. 7 00a	6 35a	Kansas City, Mo.	L. *9 00a	*8 45a
Mason City, Ill.	L. 8 05a	7 40c	Independence, Mo.	L. 9 23a	9 10a
Petersburg, Ill.	L. 8 40a	8 20c	Higginville, Mo.	L. 10 45a	10 26a
Jacksonville, Ill.	L. 9 45	9 25c	Higbee, Mo.	L. 12 58a	1 23c
Roodhouse, Ill.	L. 10 30a	10 10c	Mexico, Mo.	L. 2 00a	1 40c
Louisiana, Mo.	L. *11 05a	10 20c	Louisiana, Mo.	L. 3 35a	3 20c
Mexico, Mo.	L. 12 12c	11 35c	Roodhouse, Ill.	L. 5 00a	4 45c
Higbee, Mo.	L. 2 00c	2 12c	Jacksonville, Ill.	L. 5 50a	5 26c
Higginville, Mo.	L. 3 09c	2 13c	Petersburg, Ill.	L. 6 45a	6 25c
Independence, Mo.	L. 5 23c	4 34c	Mason City, Ill.	L. 7 20a	6 58c
Kansas City, Mo.	L. 6 47c	6 00c	Delavan, Ill.	L. 7 53a	7 30c
Kansas City, Mo.	L. *7 15c	*6 30c	<b>CHICAGO &amp; ROCK ISLAND R. R.</b>		

JUNCTIONS.	DESIGNATION OF TRAINS.		JUNCTIONS.	DESIGNATION OF TRAINS.	
	144.	146.		144.	146.
<b>S. P. and A. T. &amp; S. F. R. R.</b>					
San Francisco, Cal.	L. ---	9 00	Minier, Ill.	A. ---	7 58c
Deming, N. Mex.	L. ---	11 40	Bloomington, Ill.	A. 8 20a	8 35c
El Paso, Texas.	L. ---	1 30	Dwight, Ill.	A. 9 05a	8 45c
Pueblo, Colo.	L. ---	*9 38	Joliet, Ill.	A. 2 40c	10 23c
La Junta, Colo.	L. ---	*6 00	Chicago, Ill.	A. 4 30c	12 15c
Leadville, Colo.	L. ---	*7 35	Chicago, Ill.	L. 5 55c	11 15c
Denver, Colo.	L. ---	5 00	Chicago, Ill.	L. *7 30c	11 15c
<b>CHI. &amp; ALTON R. R.</b>					
Kansas City, Mo.	L. *6 30a	*8 20a	Kansas City, Mo.	A. ---	*5 50a
Henry, Mo.	L. 8 10a	10 02a	Cameron, Mo.	A. 10 10a	7 05a
Carrollton, Mo.	L. 8 51a	10 48a	Laclede, Mo.	A. 10 20a	8 00a
Ft. Madison, Iowa.	L. 2 10a	4 00c	Macon, Mo.	A. 12 25a	9 50a
Galesburg, Ill.	L. 3 58a	5 46c	Monroe, Mo.	A. 1 50a	11 06a
Streator, Ill.	L. 6 22a	8 50c	Quincy, Ill.	A. 4 28a	12 17c
Joliet, Ill.	L. 8 38a	10 25c	Bushnell, Ill.	A. 5 00a	1 55c
Chicago, Ill.	L. 10 00a	11 50c	Galesburg, Ill.	L. 6 45a	1 50c
<b>VIA A. T. &amp; S. F. R. R.</b>					
Kansas City, Mo.	L. *9 40a	*8 25a	Kansas City, Mo.	A. ---	*8 00a
Pleasant Hill, Mo.	L. 10 52a	9 51a	Cameron, Mo.	A. 10 10a	7 05a
Holden, Mo.	L. 11 20a	10 26a	Laclede, Mo.	A. 12 25a	4 55c
Sedalia, Mo.	L. 12 40a	12 01c	Macon, Mo.	A. 1 50a	11 06a
Tipton, Mo.	L. 1 30a	12 53c	Monroe, Mo.	A. 4 28a	12 17c
Jefferson City, Mo.	L. 2 55a	2 10c	Quincy, Ill.	A. 5 00a	1 55c
Saint Louis, Mo.	L. 6 45a	6 40c	Bushnell, Ill.	A. 5 00a	1 55c
Springfield, Ill.	L. 8 55a	*7 24c	Galesburg, Ill.	L. 6 45a	1 50c
Bloomington, Ill.	L. 12 35c	11 55c	Galva, Ill.	A. ---	9 32a
Chenoa, Ill.	L. 2 35c	2 15c	Kansas City, Mo.	A. 9 20a	*5 45a
Dwight, Ill.	L. 3 25c	3 03c	Cameron Junc., Mo.	A. 10 50a	7 30a
Joliet, Ill.	L. 4 30c	4 00c	Eldon, Iowa.	A. 10 55a	7 38a
Chicago, Ill.	L. 5 55c	5 15c	Columbus Junc., Ia.	L. 5 40a	1 02c
Chicago, Ill.	L. *7 30c	*7 00c	Delavan, Ill.	L. 6 00a	1 07c
<b>CHICAGO &amp; ALTON R. R.</b>					
Kansas City, Mo.	L. *9 00a	*8 45a	Chicago, Ill.	A. ---	9 20a
Independence, Mo.	L. 9 23a	9 10a	Bureau, Ill.	L. 2 45c	6 35c
Higginville, Mo.	L. 10 45a	10 26a	Chicago, Ill.	L. 2 50c	6 32c
Higbee, Mo.	L. 12 58a	1 23c	Chicago, Ill.	L. *6 05c	*9 60c
Mexico, Mo.	L. 2 00a	1 40c	<b>CHICAGO &amp; ROCK ISLAND R. R.</b>		
Louisiana, Mo.	L. 3 35a	3 20c	Kansas City, Mo.	L. *9 00a	*8 45a
Roodhouse, Ill.	L. 5 00a	4 45c	Independence, Mo.	L. 9 23a	9 10a
Jacksonville, Ill.	L. 5 50a	5 26c	Higginville, Mo.	L. 10 45a	10 26a
Petersburg, Ill.	L. 6 45a	6 25c	Higbee, Mo.	L. 12 58a	1 23c
Mason City, Ill.	L. 7 20a	6 58c	Mexico, Mo.	L. 2 00a	1 40c
Delavan, Ill.	L. 7 53a	7 30c	Louisiana, Mo.	L. 3 35a	3 20c

The \* signifies trains run daily, including Sunday.  
 The † signifies trains run daily, except Sunday.  
 Trains 143 and 145, R. P. O. from Chicago to Kansas City via Quincy.  
 Train 143, R. P. O. from Kansas City to San Francisco.  
 Train 143, R. P. O. Chicago to Kansas City via Fort Madison.  
 Train 145, R. P. O. Streator to Kansas City.

FOR TABLE OF DISTANCES IN DETAIL SEE PAGES 13 AND 14.

The † signifies trains run daily, except Saturday.  
 The \* signifies trains run daily, except Monday.  
 Train 146, R. P. O. from San Francisco to Chicago, via Ft. Madison.  
 Trains 144 and 146, R. P. O. from Kansas City to Chicago, via St. Louis.  
 Train 144, R. P. O. from Kansas City to Chicago, via Quincy.  
 Train 146, R. P. O. from Kansas City to Quincy, via same line.  
 Train 146, R. P. O. from Kansas City to Davenport.  
 Train 144, R. P. O. from Kansas City to Chicago.  
 Train 146, R. P. O. from Kansas City to Streator.

FOR TABLE OF DISTANCES IN DETAIL SEE TABLES 13 AND 14.



2,359 miles.]

SCHEDULE M.—San Francisco, Cal., SAN FRANCISCO TO OMAHA.

Table with columns: JUNCTIONS, DESIGNATION OF TRAINS (148, 150), and times for various stations like San Francisco, Oakland, Sacramento, Reno, etc.

CENTRAL PACIFIC RAILROAD.

UNION PACIFIC RAILROAD.

The \* signifies trains run daily, including Sunday. The † signifies trains run daily, except Sunday. Change to Central time.

to Chicago, Ill.—SCHEDULE M.

OMAHA, NEBR., TO CHICAGO.

[2,359 miles.

Table with columns: JUNCTIONS, DESIGNATION OF TRAINS (152, 154, 160, 162), and times for various stations like Omaha, Council Bluffs, Chicago, etc.

CHICAGO & NORTHWESTERN RAILROAD.

CHICAGO & ROCK ISLAND RAILROAD.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

The † signifies trains run daily, except Saturday. The ‡ signifies trains run daily, except Monday.

Trains 152 and 154, R. P. O. through. Trains 156 and 158, R. P. O. through. Trains 160 and 162, R. P. O. through.

NOTE.—R. P. O. in train 152 leaves Cedar Rapids Sundays at 1.47 a. m. R. P. O. in train 156 leaves N. P. Transfer Sundays at 4.50 p. m.

San Francisco to Chicago, 3 days, 12 hours, and 52 minutes, via trains 148 and 162.

2,460 miles.] **SCHED. N.—Chi., Mil., Marquette, Ashland, St. Paul, Dul.,**

JUNCTIONS.	DESIGNATION OF TRAINS.		JUNCTIONS.	DESIGNATION OF TRAINS.	
	165.	167.		169.	171.
Chicago, Ill.	A. 6 30a	* 3 00a	Chicago, Ill.	A. * 8 00a	* 3 00a
Milwaukee, Wis.	L. 9 00a	4 50a	Kenosha, Wis.	L. 9 30a	4 10a
Portage, Wis.	A. 12 15c	7 30a	Racine, Wis.	L. 9 49a	4 25a
Sparta, Wis.	A. 2 38c	9 38a	Milwaukee, Wis.	A. 10 35a	5 00a
La Crosse, Wis.	L. 3 30c	10 00a	Plymouth, Wis.	L. 10 40a	5 15a
Winona, Minn.	A. 3 40c	10 00a	Plymouth, Wis.	L. 12 48c	---
St. Paul, Minn.	L. 4 38c	11 53a	Menasha, Wis.	A. 1 55c	8 00a
Duluth, Minn.	A. 7 50c	* 4 15a	Stevens Point, Wis.	L. 8 00c	---
Omaha, Nebr.	L. † 9 00c	* 6 45a	Ashland, Wis.	A. † 3 20a	5 30a
Minneapolis, Minn.	A. † 10 02c	10 35c	Chicago, Ill.	L. 10 30a	† 8 15a
Glyndon, Minn.	L. 8 20c	* 2 40a	Harvard, Ill.	A. 12 30c	† 10 10a
Winnipeg, Manitoba.	L. 9 30c	4 50a	Caledonia Junc., Wis.	L. ---	† 10 37a
Fargo, N. Dak.	A. 6 38c	12 23c	Beloit, Wis.	A. ---	† 11 02a
Livingston, Mont.	L. ---	* 12 50c	Hanover, Wis.	L. ---	† 11 30a
Bozeman, Mont.	A. † 7 00c	12 45c	Madison, Wis.	A. ---	† 12 40a
Butte, Mont.	L. ---	12 55c	Elroy, Wis.	L. 2 40c	† 1 00a
Helena, Mont.	A. ---	3 25a	Camp Doug. Junc., Wis.	L. 5 08c	† 3 20a
Missoula, Mont.	L. ---	4 53a	Chicago, Ill.	A. 5 42c	---
Spokane, Wash.	A. ---	8 50a	Chicago, Ill.	L. 8 00a	3 00a
Pasco, Wash.	L. ---	8 25a	Harvard, Ill.	A. 12 30c	† 4 55a
Ellensburg, Wash.	A. ---	8 35a	Janesville, Wis.	L. 1 25c	6 25a
Meeker, Wash.	L. ---	1 25a	Milwaukee, Wis.	A. ---	---
Seattle, Wash.	A. ---	9 55a	Fond du Lac, Wis.	L. * 10 40a	5 15a
Tacoma, Wash.	L. ---	10 00a	Fort Howard, Wis.	A. ---	---
Portland, Oreg.	A. ---	3 15a	Marquette, Mich.	L. 9 50c	4 05a
	L. ---	8 20a	Ishpeming, Mich.	A. ---	---
	A. ---	---			
	L. ---	---			

The \* signifies trains run daily, including Sunday.

The † signifies trains run daily, except Sunday.

- Train 167, R. P. O. from Chicago to Portland.
- Train 167, R. P. O. from Saint Paul to Omaha.
- Train 169, R. P. O. from Chicago to Elroy.
- Train 169, R. P. O. from Chicago to Janesville.
- Train 165, R. P. O. from Chicago to Fargo.
- Train 165, R. P. O. from Saint Paul to Duluth.
- Train 165, R. P. O. from Saint Paul to Omaha.
- Train 169, R. P. O. from Chicago to Milwaukee via Racine.
- Train 169, R. P. O. from Menasha to Ashland.
- Train 171, R. P. O. from Chicago to Saint Paul via Elroy.
- Train 169, R. P. O. from Chicago to Harvard.
- Train 169, R. P. O. from Milwaukee to Marquette.
- Train 171, R. P. O. "Fast Mail" Chicago to Ashland and Marquette.

FOR TABLE OF DISTANCES IN DETAIL SEE PAGES 13 AND 14.

Omaha, Fargo, Helena, Mont., to Portland, Oreg.—SCH. N. [2,460 miles.]

JUNCTIONS.	DESIGNATION OF TRAINS.		JUNCTIONS.	DESIGNATION OF TRAINS.	
	164.	166.		168.	170.
Portland, Oregon.	A. *	†	Ashland, Wis.	A. †	* 7 00a
Tacoma, Wash.	L. 11 00a	---	Stevens Point, Wis.	L. 9 05a	11 40c
Seattle, Wash.	A. 5 00a	---	Menasha, Wis.	L. ---	---
Meeker, Wash.	L. 5 20a	---	Plymouth, Wis.	A. ---	---
Ellensburg, Wash.	A. 4 20a	---	Milwaukee, Wis.	L. 5 02a	7 10c
Pasco, Wash.	L. 2 40c	---	Racine, Wis.	L. 4 55c	7 15c
Spokane, Wash.	A. 7 50c	---	Kenosha, Wis.	A. ---	---
Missoula, Mont.	L. 7 55c	---	Chicago, Ill.	L. 5 50c	8 08c
Helena, Mont.	A. 6 15c	---	Camp Doug. Junc., Wis.	A. 7 35c	9 30c
Butte, Mont.	L. 12 20c	---	Elroy, Wis.	L. † 12 30a	* 2 18a
Bozeman, Mont.	A. * 11 30c	---	Madison, Wis.	L. 1 00a	2 50a
Livingston, Mont.	L. 10 30c	---	Hanover, Wis.	A. ---	---
Jamestown, N. Dak.	A. 3 27a	---	Beloit, Wis.	L. 3 35a	5 15a
Fargo, N. Dak.	L. 5 00a	---	Caledonia Junc., Wis.	A. ---	---
Winnipeg, Manitoba.	A. 5 40c	---	Harvard, Ill.	L. 4 43a	---
Glyndon, Minn.	L. 9 02c	---	Chicago, Ill.	L. 5 06a	---
Minneapolis, Minn.	A. 9 10c	* 9 00a	Marquette, Mich.	A. 5 32a	---
Omaha, Nebr.	L. * 1 20a	12 15a	Fort Howard, Wis.	L. 5 32a	---
Duluth, Minn.	A. ---	---	Fond du Lac, Wis.	A. 6 05a	7 50a
St. Paul, Minn.	L. 9 35c	9 30a	Chicago, Ill.	L. 8 00a	9 45a
Winona, Minn.	A. 5 20c	6 30c	Marquette, Mich.	A. 2 45a	---
La Crosse, Wis.	L. 6 25c	7 30c	Fort Howard, Wis.	L. 12 01c	3 10a
Sparta, Wis.	A. * 6 10a	6 10a	Milwaukee, Wis.	A. 2 60c	5 10a
Portage, Wis.	L. ---	---	Chicago, Ill.	L. 4 45c	7 15a
Wausau, Wis.	A. ---	---	Janesville, Wis.	A. ---	---
Eland, Wis.	L. † 1 45a	---	Harvard, Ill.	L. ---	---
Appleton, Wis.	A. † 4 05a	---	Chicago, Ill.	L. † 6 05c	7 50a
Manitowoc, Wis.	L. 9 50c	11 30c	Chicago, Ill.	A. † 8 00c	9 45a
Sheboygan, Wis.	A. 10 30c	† 12 45c	Milwaukee, Wis.	L. ---	---
Milwaukee, Wis.	L. 11 19a	1 34c	Racine, Wis.	A. ---	---
Chicago, Ill.	L. 1 25a	3 45c	Kenosha, Wis.	L. 8 25a	7 55a
	A. ---	---	Chicago, Ill.	L. 8 43a	8 11a
	L. ---	---		A. 10 15a	9 30a
	A. ---	---		L. ---	---

The † signifies trains run daily, except Saturday.

The \* signifies trains run daily.

- Train 164, R. P. O. from Portland to Chicago.
- Train 164, R. P. O. from Eland to Milwaukee.
- Train 164, R. P. O. from Ashland to Menasha.
- Train 164, R. P. O. from St. Paul to Chicago via Elroy.
- Train 164, R. P. O. from Marquette to Milwaukee.
- Train 164, R. P. O. from Janesville to Chicago.
- Train 166, R. P. O. from Fargo to Chicago.
- Train 166, R. P. O. from Milwaukee to Chicago via Racine.
- Train 166, R. P. O. from Fort Howard to Milwaukee.

FOR TABLE OF DISTANCES IN DETAIL SEE PAGES 13 AND 14.

GENERAL ORDERS  
FROM THE  
GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.

POST OFFICE DEPARTMENT,  
OFFICE OF GENERAL SUPERINTENDENT RAILWAY MAIL SERVICE,  
WASHINGTON, D. C., July 1, 1879.

*General Order No. 1.*

SECTION 1. Hereafter this office will issue General Orders to division superintendents as often as necessary to convey information of a general nature and rulings of the Post Office Department.

SEC. 2. Refers to appropriations for the fiscal year ending June 30, 1880.

SEC. 3. Division superintendents are earnestly requested to see that the instructions respecting case examinations of probationary appointees are strictly carried out. All employes that have not a first-class case examination should be called for examination without unnecessary delay. Chief head clerks are now stationed at different points, and it is thought that this can be done without much trouble.

SEC. 4. This office is frequently advised through application for appointment what superintendent will recommend in advance of the receipt of such recommendation. Please instruct your chief head clerks not to confide their action to their friends.

SEC. 5. Refers to head clerks. (Superseded by reorganization.)

W. B. THOMPSON, *General Superintendent.*

*General Order No. 2.*

WASHINGTON, D. C., July 7, 1879.

SECTION 1. *Waste Paper.*—Disposition to be made of waste paper and twine. (Superseded by subsequent order of the Postmaster General.)

SEC. 2. *Requisitions for Letter Heads, Blanks, etc.*—Division superintendents will be careful, when making requisitions for printed letter headings, reference slips, etc., to forward, in cases whenever practicable, printed samples of the same along with their requisition.

W. B. THOMPSON, *General Superintendent.*

*General Order No. 3.*

WASHINGTON, D. C., July 10, 1879.

SECTION 1. *Indorsing Registered Package Envelopes.*—Complaints are being received at this office that employes of this service do not comply with that portion of the instruction contained on the back of the registered package envelope which relates to their indorsing them with their name, date, etc. Division superintendents will issue the necessary orders to the end that these instructions may be obeyed.

SEC. 2. *Ciphers for Official Telegrams.*—The attention of division superintendents and employes of this service is called to their failure in many instances to comply with the order from this office dated July 25, 1877, relative to the use of ciphers on all telegrams of an official nature. Division superintendents will issue the necessary instructions to the end that this order may be complied with.

SEC. 3. *Requisitions for Printed Card Slide Labels.*—Division superintendents Railway Mail Service will hereafter make requisitions for such printed card slide labels as they may require to this office. It is the intention to have these labels as far as possible at headquarters of the Ninth Division Railway Mail Service, Cleveland, Ohio. The use of plain labels will be discontinued, except in unavoidable cases.

N. G. SUMMERFIELD, *Acting General Superintendent.*

*General Order No. 4.*

WASHINGTON, D. C., September 8, 1879.

*Employes Requesting Free Copies of Papers.*—It has come to the attention of this office that in some instances employes of this service have requested of proprietors of newspapers that a copy of their paper be sent them gratis. You will please instruct all employes in your division to refrain from making requests of this kind.

N. G. SUMMERFIELD, *Acting General Superintendent.*

*General Order No. 5.*

WASHINGTON, D. C., September 20, 1879.

SECTION 1. *Locals to Publishers.*—Referring to my letter of 19th instant, in which division superintendents are instructed to inform publishers of the correct post office address of any "locals" found on their books, superintendents are further instructed that if any "locals" are found to which they are unable to supply the proper post office address they should be at once specially reported to this office, when the necessary information will be supplied if obtainable. These special reports will not take the place of the list of "locals" called for, as the intention is to have superintendents furnish this office with lists of all "locals" of which the proper post office is known, and also of all "locals" found of which the post office address is unknown to them.

W. B. THOMPSON, *General Superintendent.*

*General Order No. 6.*

WASHINGTON, D. C., September 21, 1879.

Call for a meeting of division superintendents.

*General Order No. 7.*

WASHINGTON, D. C., September 26, 1879.

SECTION 1. Refers to dispatch of registered matter from Chicago.

SEC. 2. Refers to exchange of through registered pouches.

SEC. 3. Hereafter lists of post offices will be published annually in the Official Postal Guide. Division superintendents are therefore requested to keep in their respective offices an alphabetical list of office changes.

SEC. 4. Please call the attention of your employes to the last line of section 781, Postal Laws and Regulations, which reads as follows: "Under no circumstances will employes on vacating their offices leave mail locks therein." I find that all do not comply with this instruction.

W. B. THOMPSON,



SECTION 1. Refers to count of mail.

SEC. 2. Your attention is invited to the last two lines of section 720, Postal Laws and Regulations, as follows: "Employees are strictly prohibited from receiving from the public, for mailing, matter on which the stamps have been canceled." Please have your employees report each violation of this regulation to your office, and write to the postmaster at the place where it occurs, calling his attention to the irregularity. (See General Order No. 67.)

SEC. 3. Please politely urge upon postmasters the advantages that will accrue to the service from their complying as far as possible with the following clause of section 265, Postal Laws and Regulations: "Every postmaster, immediately upon the receipt of the mail will, if possible, place the postmark of his post office upon every letter received in the mail, showing the date and hour of the day when the letters were received."

SEC. 4. Hereafter, in forwarding papers to this office under slip, division superintendent will please see that the same are arranged in consecutive order and fastened together with paste or mullage. If pins or rubber bands are used the papers are apt to be misplaced.

W. B. THOMPSON, General Superintendent.

## General Order No. 9.

WASHINGTON, D. C., October 11, 1879.

SECTION 1. *Locals*.—Military posts or forts will be excepted from the provisions of letter from this office dated September 20, 1879, requiring that all mail matter addressed to places other than post offices to be turned in to division superintendents, but mailed for these posts or forts, should be forwarded the same as if addressed to a regular post office. A list of all such military posts or forts has been furnished to each division superintendent, and others, if needed, can be had on application to this office. The list of military posts and forts is furnished by the War Department, and should be used the same as the Official Postal Guide.

SEC. 2. *Detailed Clerks*.—If at any time it should become necessary to detail an employe to assist a chief head clerk, such detailed employe shall not be above the rank of assistant clerk, neither should he be promoted while on such detail duty.

SEC. 3. *Unavailable Matter to be Postmarked*.—The attention of division superintendents is called to section 743, Postal Laws and Regulations, edition 1879, who will please see that this section is enforced.

SEC. 4. "*Locals*" and "*Nires*" in *Foreign Mails*.—Your attention is called to the fact that "*locals*" and "*nires*" do not apply to foreign mail. This class of mail is under the charge of the Foreign Office, and the railway mail service has nothing to do with it but to forward the same as formerly.

SEC. 5. *Jurisdiction of Railway Mail Service*.—The attention of division superintendents is called to the General Order of the Postmaster General, which is herewith inclosed.

W. B. THOMPSON, General Superintendent.

## General Order No. 10.

WASHINGTON, D. C., October 15, 1879.

SECTION 1. *Jurisdiction of Railway Mail Service*.—The attention of division superintendents is called to the recent order of the Postmaster General respecting chapters 9, 10, and 11, title II, of Postal Laws and Regulations, 1879. The construction placed upon these chapters should be the same in all divisions. Therefore, should there be any doubt as to the construction of any section, you will please refer the case to this office for a ruling, which shall be promulgated in a General Order, to the end that the practice may be uniform throughout all divisions.

SEC. 2. "*Locals*."—It is ordered that when a post office is discontinued or its name is changed, it should not be treated as a "*local*" so long as the name appears in the current annual number of the Official Postal Guide.

W. B. THOMPSON, General Superintendent.

## General Order No. 11.

WASHINGTON, D. C., October 23, 1879.

SECTION 1. *Pouches only for Mail from Postmasters*.—In compliance with the provisions of sections 406 and 720, Postal Laws and Regulations, 1879, it is the intention of the Department to have postmasters deliver their mail to the cars in the pouches provided for that purpose. If, however, a postmaster by mistake should leave a few letters out of the pouch and desires to deliver them personally, there will be no objection. Such matter should not be received from the public or mail messenger, as after the mail is once deposited in the post office it can not again come into the hands of the public until its final delivery.

W. B. THOMPSON, General Superintendent.

## General Order No. 12.

WASHINGTON, D. C., October 28, 1879.

SECTION 1. *Stray Keys*.—Attention of division superintendents is called to sections 694 and 696, Postal Laws and Regulations, 1879. They will return promptly to this office, registered, for immediate reference to Mail Equipment Division, all stray keys coming into their hands, without attempting any investigation to find the owners.

SEC. 2. *Delivery of Mail at Catch Stations*.—Attention is also invited to section 791, Postal Laws and Regulations, 1879. Please issue special instructions regarding the delivery of mails at stations where trains do not stop. Accidents frequently occur by reason of the employes falling to throw the mail a proper distance from the cars, and also by throwing mails upon the platform from which they rebound under the cars. If employes have registered boxes for catch stations they should not throw them off, but carry them to the next station where the train stops, to be returned by the next mail train, or in baggage cars, if no mail train stops at the catch station.

W. B. THOMPSON, General Superintendent.

## General Order No. 13.

WASHINGTON, D. C., November 22, 1879.

SECTION 1. *Kansas City (Kans.) "Locals"*.—Letters and other mail matter addressed to Kansas City, Kans., should be sent to Kansas City, Mo. A number of business firms whose post office address is Kansas City, Mo., have places of business located in Kansas City, Kans., and it quite frequently happens that their mail is directed to Kansas instead of Missouri. This section is not intended to in any way modify the last two lines of section 740, Postal Laws and Regulations, 1879.

SEC. 2. *Registered Package Envelopes addressed to "Locals"*.—If registered package envelopes are received by employes of the Railway Mail Service directed to places not post offices, the employes will report the same on trip report, giving the mailing office, number of package, and "*local*" to which it is addressed. Division superintendents will report all such cases to this office.

SEC. 3. *Cancellation Stamps with other than Black Ink*.—The attention of division superintendents is called to that portion of section 377, Postal Laws and Regulations, 1879, which reads as follows: "The cancellation or defacing required by section 375 must be effaced by the use of black printing ink whenever that material can be obtained." Please issue the necessary instructions to employes in your division to the end that in all cases where postmasters fail to comply with this provision they may be reported to you and by you, to this office, in order that the Department may take the necessary steps to secure compliance with regulations.

W. B. THOMPSON, General Superintendent.

SECTION 1. *Number of Letters in Package*.—In estimating and reporting the amount of mail matter handled by employes of this service during the present fiscal year, division superintendents will allow 40 letters to each package and 150 newspapers to each sack.

SEC. 2. *Size of Slips to be used*.—Hereafter facing slips used on letter packages and placed in canvas sacks will be of uniform size, about 4 by 2½ inches, as called for in the glossary of the Postal Laws and Regulations, 1879, p. 428.

W. B. THOMPSON, General Superintendent.

## General Order No. 15.

WASHINGTON, D. C., December 15, 1879.

SECTION 1. *Letter and Circular Mail*.—Complaint has been made to this office that circular mail is received at some of the larger post offices with first-class matter on the inside—that is, with circular mail faced out, thereby causing delay to the first-class matter. Division superintendents will please issue instructions to employes that, when it becomes necessary to distribute circular mail with first-class mail, in all cases letters should be faced on the outside of the package.

W. B. THOMPSON, General Superintendent.

## General Order No. 16.

WASHINGTON, D. C., January 12, 1880.

SECTION 1. *New service*. (See General Order 104.)

## General Order No. 17.

WASHINGTON, D. C., January 17, 1880.

Refers to dispatch of foreign mail. (Obsolete.)

## General Order No. 18.

WASHINGTON, D. C., January 21, 1880.

SECTION 1. *Services of Employe's during Suspension and after Removal*.—The attention of division superintendents is called to the fact that in many cases employes have been suspended from duty by them for intoxication or other cause and recommended to the Department for removal, and then reassigned to duty pending the action of the Department; and also, that in many cases after they had received orders for the removal of employes such employes have been by them retained in the service pending the appointment of successors. Hereafter division superintendents will, under no circumstances, restore to duty any employe who has been suspended and recommended to the Department for removal until the decision of the Department has been received, nor will they continue the services of any employe after an order for his removal has been received.

SEC. 2. *Verifying Unavailable First-class Matter with Official Postal Guide*.—Complaint having been made to the Department that postmasters in returning unavailable matter of the first class to the sender, as provided in section 456, Postal Laws and Regulations, edition of 1879, and rulings 119 and 126, Official Postal Guide for January, 1880, failed to verify the current number of the Official Postal Guide so as to be certain that there is no such post office within the State named. Division superintendents will issue orders covering the above, and if necessary issue special instructions to all post offices of the first and second class in their respective divisions, to the end that this irregularity may be corrected.

SEC. 3. *Saint Louis, Mo., and Saint Louis, Mich.*—Complaint has been made to this office that mail matter plainly addressed to Saint Louis, Mo., is forwarded to Saint Louis, Mich. Division superintendents will issue the necessary instructions to prevent a re-occurrence of the above.

W. B. THOMPSON, General Superintendent.

## General Order No. 19.

WASHINGTON, D. C., January 26, 1880.

SECTION 1. *All Registered Domestic Letters and Parcels from one Post Office to another to be inclosed in one Registered Envelope*.—The following letter has been received from the Honorable Third Assistant Postmaster General:

"Based upon information furnished by William P. Campbell, Acting Superintendent Railway Mail Service, sixth division, referred to by you the 19th instant, the postmaster at Storage City, Iowa, has been instructed in future to enter on one register bill and inclose in one registered package envelope all domestic registered letters or parcels for the same office when practicable. Mr. Campbell states that the practice of making up separate registered packages for each registered letter when two or more letters are for the same place prevails quite generally throughout the West, and results in multiplying the number of packages to be entered and recorded by postal clerks and agents, consuming valuable time which should be devoted to the distribution of the mails, and that if the practice could be stopped the number of packages would be reduced about 40 per cent. This office is desirous of cooperating with the Railway Mail Service in having such violations of the Postal Regulations as above noted broken up, and to that end I would thank you to cause to be reported to me each case coming to the notice of employes of the Railway Mail Service."

Division superintendents are therefore requested to report promptly to this office every case where registered letters or parcels from a post office and similarly addressed are not inclosed in the same registered package envelope.

SEC. 2. *Printed Wooden Labels*.—Hereafter in making requisitions for printed wooden labels, the use of the letters "D. P. O." for distributing post office, will be discontinued, and the abbreviation of the word "Distribution," viz, "Dis.," will be used in place thereof.

W. B. THOMPSON, General Superintendent.

## General Order No. 20.

WASHINGTON, D. C., February 6, 1880.

SECTION 1. *Persons Discharged from the Service not to be Employed as Substitutes*.—Any person who has been discharged from the service for any cause whatever must not be employed as substitute or in any other capacity, nor must he be allowed to enter or ride in any office whatever.

D. M. KEY, Postmaster General.

SEC. 2. *Uniform for Railway Mail Service Employe's*.—It having been brought to my attention that employes of this service do not wear the caps prescribed in section 711, Postal Laws and Regulations, 1879, it is ordered that employes are always to wear the cap, including the badge, when on duty—that is, from the time they record their departure until the time they record their arrival—and that no other cap or badge be permitted while on duty.

W. B. THOMPSON, General Superintendent.

## General Order No. 21.

WASHINGTON, D. C., March 22, 1880.

*Cancellation of Postage Stamps*.—Very many complaints have lately been received at this department of the entire failure on the part of some of the employes of this service to properly cancel postage stamps on mail matter which is deposited in their offices for mailing.

The attention of division superintendents is called to section 721, Postal Laws and Regulations, edition of 1879, which they will see is strictly obeyed by all concerned.

W. B. THOMPSON, General Superintendent.

## General Order No. 11.

WASHINGTON, D. C., November 29, 1880.  
*Establishing Post Offices.*—Hereafter all orders establishing post offices will be printed in *Bulletin* supplement, and forwarded to superintendents only, for the purpose of making arrangements for the supply of the same when commissioned.

As previously announced, no office established will appear in the *Bulletin* until after it has been commissioned.

W. B. THOMPSON, *General Sup't R. M. S.*

## General Order No. 12.

WASHINGTON, D. C., January 4, 1881.  
*Treatment of Foreign Correspondence.*—1. *Treatment of Mail Matter addressed to Foreign Countries.*—Division superintendents will call the special attention of employes and postmasters to the regulations governing foreign correspondence, pages 262 to 281, Postal Laws and Regulations, 1879, and particularly to article 14 of section 1132, page 279, and note 28, page 66, December, 1880, Postal Guide. In addition to the regulations, only the latest issue of the United States Official Postal Guide should be consulted for the proper treatment of foreign matter, as the rates of postage and modes of dispatch for such matter are constantly changing.

2. *Mail for Australia and New Zealand via Brindisi.*—Mail matter for Australia and New Zealand, specially addressed "via Brindisi," should be forwarded to New York Exchange Post Office, and not to San Francisco.

W. B. THOMPSON, *General Sup't R. M. S.*

## General Order No. 13.

WASHINGTON, D. C., January 7, 1881.  
*Mail between Pensacola and Key West, Fla., and Havana, Cuba.*—Weekly steamship mail service has been established between Pensacola and Key West, Fla., and Havana, Cuba. A United States mail steamship leaves Pensacola every Saturday at 7 p. m., one hour after the arrival of the train from Pensacola junction, at which point direct connections are made from New Orleans and all points north, east, and west, arriving at Key West, Fla., every Monday morning and Havana not later than Tuesday morning. The connections by rail will be as follows:

Leave New York, Thursday, 3.20 p. m.  
 " Philadelphia, Thursday, 5.30 p. m.  
 " Baltimore, Thursday, 8.30 p. m.  
 " Washington, D. C., Thursday, 10 p. m.  
 " Atlanta, Ga., Saturday, 12.15 a. m.  
 " Montgomery, Ala., Saturday, 8.10 a. m.  
 Arrive at Pensacola, Fla., Saturday, 6 p. m.  
 " Key West, Fla., Monday, — a. m.  
 " Havana, Tuesday, — a. m.  
 Leave Chicago, Ill., Thursday, 9 p. m.  
 " Cincinnati, Ohio, Friday, 7 a. m.  
 " Louisville, Ky., Friday, 11.40 a. m.  
 " Indianapolis, Ind., Friday, 4.20 a. m.  
 " Nashville, Tenn., Friday, 7.45 p. m.  
 " Montgomery, Ala., Saturday, 8.10 a. m.  
 Arrive at Pensacola, Fla., Saturday, 6 p. m.  
 " Key West, Fla., Monday, — a. m.  
 " Havana, Tuesday, — a. m.  
 Leave St. Louis, Mo., Friday, 6 a. m.  
 " Nashville, Tenn., Friday, 7.45 p. m.  
 " Montgomery, Ala., Saturday, 8.10 a. m.  
 Arrive at Pensacola, Fla., Saturday, 6 p. m.  
 " Key West, Fla., Monday, — a. m.  
 " Havana, Tuesday, — a. m.  
 Leave New Orleans, La., Saturday, 7 a. m.  
 Arrive at Pensacola, Fla., Saturday, 6 p. m.  
 " Key West, Fla., Monday, — a. m.  
 " Havana, Tuesday, — a. m.

The returning steamship will leave Havana Wednesday night, Key West Thursday morning, and arrive at Pensacola Saturday morning in time to make close connection by railroad for points above named.

W. B. THOMPSON, *General Superintendent.*

## General Order No. 14.

WASHINGTON, D. C., January 11, 1881.  
*Uniform Badge to be Worn on Duty.*—If having come to my knowledge that many employes do not wear the prescribed badge when on duty, attention is again called to section 711, Postal Laws and Regulations, 1879, and to General Order No. 20, February 6, 1880. Employes must wear the prescribed badge at all times when on duty. Division superintendents are requested to report at once to this office the names of all employes neglecting to comply with these instructions.

W. B. THOMPSON, *General Superintendent.*

## General Order No. 15.

WASHINGTON, D. C., January 18, 1880.  
*Superintendents of Mails to refer to Postmasters, for Submission to the Department before Entry, all Doubtful Publications offered for Transmission at Second-class Rates.*—In order to prevent loss to the postal revenues by the admission to the mails, at second-class rates, of publications excluded therefrom by law, because "designed primarily for advertising purposes or for free circulation, or for circulation at nominal rates," superintendents of mails to whom such publications are offered should, in all cases where there is any doubt, refer the matter to the postmaster, to have him submit to the Department copies of the publications with statements of the publishers, for its decision as to their character, before they are admitted to the mails at second-class rates.

Special attention is called to "Miscellaneous provisions in regard to second-class matter," page 600, January, 1881, Guide, and to rulings 55 to 130, inclusive, pages 649-656, January, 1881, Guide. These rulings should receive a uniform construction by all superintendents of mails, which can only be obtained by constant consultation of postmasters with the First Assistant Postmaster General (correspondence division), by whom the rulings are made.

W. B. THOMPSON, *General Superintendent.*

## General Order No. 16.

WASHINGTON, D. C., January 27, 1880.  
*Mail for Northwest Territory, Canada.*—Mail matter addressed to Port Walsh, Fort McLeod, Fort Calgary, Cypress Hills, and Wood Mountain, Northwest Territory, Canada, should be forwarded via Fort Benton, Montana. Mail matter addressed to Rapid City and other points in said Northwest Territory, except those above named, should be forwarded, via Saint Paul and Saint Vincent agent, to Winnipeg, Manitoba.

W. B. THOMPSON, *General Superintendent.*

## General Order No. 17.

WASHINGTON, D. C., January 31, 1880.  
*Protection of the Mails—Caution against False Permits—SECTION 1. Protection of the Mails.*—Division superintendents are respectfully requested to see that sections 738, 758, and 759, Postal Laws and Regulations, 1879, are strictly obeyed by employes. In no other way can the safety of the mails be secured.

SEC. 2. *Caution against False Permits.*—Attention is called to Superintendent White's General Order No. 86, section 1, which reads as follows:

SEC. 1. *Wrongfully obtaining Permits.*—A young man calling himself L. W. Clark, who is in no way connected with this service, has procured many permits and some passes by representing himself as an employe in different divisions. Should he present himself at any car in this division with a permit, the employe in charge will take up and return to this office the permit and will not allow him to enter the car or apartment.

W. B. THOMPSON, *General Superintendent.*

## General Order No. 18.

WASHINGTON, D. C., March 23, 1881.  
*Dispatch of Mail for Chili.*—The Republic of Chili enters the Postal Union on April 1, 1881. On and after that date correspondence for Chili should be forwarded to the exchange post office of New York or San Francisco, as may be most expeditious, for dispatch thence in mails which those offices make up for Valparaiso and now forward by Pacific Mail steamers to Panama on the 4th and 19th of each month from San Francisco, and to Colon (Aspinwall) from New York tri-monthly.

W. B. THOMPSON, *General Superintendent.*

## General Order No. 19.

WASHINGTON, D. C., April 8, 1881.  
*Dispatch of Mail for Arizona Territory.*—Hereafter all mail for Arizona Territory originating in the First, Second, Third, Fourth, Fifth, Sixth, Seventh, and Ninth Divisions should be forwarded to La Junta and Deming agent.

Exception.—Mail for Lee's Ferry, Yavapai county, should be sent to Omaha and Ogden agent.

W. B. THOMPSON, *General Superintendent.*

## General Order No. 50.

WASHINGTON, D. C., April 16, 1881.  
*Division Superintendents to Report as to the Necessity for Route Agents on New Railroads.*—Hereafter, whenever a notice of the establishment, extension, or curtailment of railroad service appears in the *Bulletin*, the superintendent of the division in which the change occurs will at once investigate the same and report to this office whether, in his opinion, agents should be placed upon the line, or if curtailment will dispense with the services of agents, or if the extension will necessitate the appointment of additional force.

Division superintendents are, however, at liberty to place closed pouch service upon the lines so established or extended until action can be taken by the Department, but will in no instance extend the runs of agents, or assign agents to any new service, until so instructed by this office, which instructions will appear in the *Bulletin* under the heading "Railroad Service Changes."

W. B. THOMPSON, *General Superintendent.*

## General Order No. 51.

WASHINGTON, D. C., April 16, 1881.  
*Mails for Mexico.*—Correspondence for the States of Sonora, Sinaloa, Jalisco, and Durango, and the Territory of Lower California, is expeditiously forwarded via Tucson, Arizona. All mails for the same originating in the First, Second, Third, Fourth, Fifth, Sixth, Seventh, and Ninth Divisions should be forwarded via La Junta and Deming agent to Tucson, which is an exchange office for these States of Mexico.

W. B. THOMPSON, *General Superintendent.*

## General Order No. 52.

WASHINGTON, D. C., April 21, 1881.  
*Mail for Turkey to be forwarded via New York.*—The Superintendent of Foreign Mails has notified this office that on and after May 1, 1881, mail for Turkey (European and Asiatic), will be forwarded four times each week, in closed mails, from New York to Constantinople via England, instead of being forwarded in open mails as heretofore.

All matter addressed to places in Turkey must, therefore, after that date be forwarded to New York exchange post office.

W. B. THOMPSON, *General Superintendent.*

## General Order No. 53.

WASHINGTON, D. C., May 3, 1881.  
*Mail for Military Encampment in Quapaw Reserve, Ind. Ter.*—Mail addressed to the officers and soldiers and persons attached to the military encamped on the Quapaw Reserve, Indian Territory, shall be forwarded to Baxter Springs, Kansas. Mail for Quapaw Indian Agency should be sent to Seneca, Mo., as directed in the January, 1881, Postal Guide.

W. B. THOMPSON, *General Superintendent.*

## General Order No. 54.

WASHINGTON, D. C., May 23, 1881.  
*Treatment of Specimens of Stone sent to the Census Office by Mail.*—Division superintendents are directed to advise postmasters not to receive for mailing specimens of stone addressed to the Superintendent of the Census, unless the same are carefully and strongly wrapped, so that no sharp edges or corners can be exposed whereby other articles in the mails might be injured. Division superintendents will also instruct employes handling such specimens that, whenever as many as forty pounds thereof are found in one office, they should be placed by themselves in a direct canvas for Washington, D. C.

W. B. THOMPSON, *General Superintendent.*

## General Order No. 55.

WASHINGTON, D. C., May 26, 1881.  
*Postal Cards Unavailable under Postmaster General's Order No. 50 to be turned in to Division Superintendents.*—The First Assistant Postmaster General has ruled that postal cards declared unavailable under the Postmaster General's Order No. 50, page 13, May, 1881, Postal Guide, by reason of prohibition writing or printing on the address side, when mailed on the cars should be turned in to division superintendents with other unavailable matter, as directed in section 740, Postal Laws and Regulations.

Division superintendents will therefore instruct employes accordingly. Order No. 50 takes effect June 1, 1881.

W. B. THOMPSON, *General Superintendent.*

## General Order No. 22.

**SECTION 1. Mail Messenger Service.**—Whenever it shall become necessary to change the dispatch or receipt of mails at railroad stations where mail messenger service is performed by the department, especially when the number of trips will be increased or decreased by such change, division superintendents will, before ordering these changes, make the necessary recommendations to this office for the action of the Second Assistant Postmaster General.

**Sec. 2. File Numbers on Official Papers.**—In all communications to the General Superintendent Railway Mail Service which relate to any previous papers upon the same subject, a distinct reference to same should be made, giving the date upon which said letters or papers were forwarded, and also the "File Number" of the office where papers have received such number.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 23.

**Additional Railway Post Office Service.**—On and after Monday, the 12th instant, additional Railway Post Office Service will be established between Cincinnati, Ohio, and Indianapolis, Ind., on the Cincinnati, Indianapolis, St. Louis & Chicago Railway.

Leave Cincinnati, Ohio, 4 a. m.  
Arrive Indianapolis, Ind., 7.30 a. m.  
Leave Indianapolis, Ind., 2.10 p. m.  
Arrive Cincinnati, Ohio, 6.50 p. m.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 24.

**Missent Matter to be Stamped.**—The attention of division superintendents is respectfully called to section 775 of the Postal Laws and Regulations, edition of 1879, and they are requested to require employes of this service to comply with the same.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 25.

**Diversion of Mails.**—Hereafter division superintendents will not change the course of mail, except within the limits of their own division, without previously submitting the same to this office for its action. In their own division, where it is changing in any great quantity from one trunk line to another, it will be better to submit it for approval. In case of a break or any interruption to a line or lines, where immediate action is necessary, superintendents will act and report their action to this office.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 26.

**Georgetown, D. C.**—Letter and circular mail for Georgetown, D. C., should be treated the same as offices in the District of Columbia. Lines that center at Washington, D. C., or that pass through, should make a direct package or packages for Georgetown, D. C. Lines at a distance that do not have a sufficient number of letters to make a direct package, should place the Georgetown, D. C., letter and circular mail in the Maryland State package.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 27.

**Mail other than Second Class to be Postmarked.**—The attention of postmasters is respectfully called to section No. 379 of the Postal Laws and Regulations, edition of 1879, which should be fully complied with.

Under section Nos. 182 and 183, all sealed official matter is first class, and should bear a postmark in accordance with section No. 379.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 28.

**Straw Hats.**—It has previously been decided that employes of the Railway Mail Service may wear the straw hat from May 1st to October 1st.

If the straw hat is used, the letters "R. M. S." in silver, encircled by a gold wreath, should be worn on the front of the hatband at all times when on duty.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 29.

**Postmarking Facing Slips.**—The attention of this office has been called to the failure on the part of postmasters and employes of this service to properly postmark facing slips used on letter packages and in newspaper sacks from their respective offices. Errors are noted on these slips and forwarded to various division headquarters; but those employed to examine them are sometimes unable to discover where such slips originated.

Division superintendents will give this matter immediate attention by issuing special orders covering the delinquency.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 30.

**Penalty Envelopes used by Census Office.**—The following ruling is published from advance sheets of the June Guide for the information of superintendents of Railway Mail Service and all concerned:

349. Section 1, Act of April 20, 1880, is as follows: "That all mail matter of whatever class, relative to the census and addressed to the Census Office, to the Superintendent, his chief clerk, supervisors or enumerators, and indorsed 'Official Business, Department of the Interior, Census Office,' shall be transported free of postage; and if any person shall make use of any such indorsement to avoid the payment of postage on his private letter, package, or other matter in the mail, the person so offending shall be deemed guilty of a misdemeanor, and subject to a fine of three hundred dollars, to be prosecuted in any court of competent jurisdiction." In view of the above, postmasters are now instructed to receive for free transportation any mail matter—including specimens—not liable to injure the contents of the mail pouches, or person of any one handling the mails, and not exceeding four pounds in weight, addressed and indorsed as above stated. The limitation of four pounds applies to all official matter, except in case of single books weighing in excess of that amount, and books and documents published or circulated by order of Congress, or official matter emanating from any of the Departments of the Government, or from the Smithsonian Institution. Ruling 216, p. 43, February Guide, is hereby modified to conform to this ruling.

The census law, it will be seen, does not require the "penalty clause" upon the envelopes of census matter, although the penalty will be enforced against persons using the census indorsement to cover private matter.

W. B. THOMPSON, General Sup't R. M. S.

WASHINGTON, D. C., June 14, 1880.

## General Order No. 31.

**Consolidation of Routes.**—An order has this day been issued consolidating the Chicago and Danville (Ill.) and Danville and Terre Haute (Ind.) routes, to be known hereafter as the Chicago (Ill.) and Terre Haute (Ind.) route, and assigning the same to the Sixth Division, Railway Mail Service.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 32.

**Careless Handling of Registered Instruments for Signal Stations.**—Complaint has been made to this office by the Chief Signal Officer, U. S. Army, that many instruments destined to signal officers at posts throughout the country are being broken while in charge of employes of this service. Division superintendents will issue imperative orders to the end that complaints of this kind may not be received at this office.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 33.

**British Columbia Mail.**—Hereafter all post offices and railway post office lines making direct package, pouch, or canvas sack for Washington Territory will combine all mail for British Columbia with mail for Washington Territory.

Division superintendents will see that this order is strictly obeyed.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 34.

**Registry Books to be Retained by Employes.**—Division superintendents will call especial attention of employes to Order No. 35 of the Postmaster General, dated August 20, 1880, in regard to the retention by them of registry books and receipts until they leave the service. The new regulation takes effect immediately upon its receipt at division headquarters.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 35.

**Mail from Census Office addressed to Locals.**—SECTION 1. The Department of the Interior, Census Office, will send out a quantity of official matter addressed to township, county, and State. This mail should be regularly forwarded to the nearest post office known to employes of this service. If employes are unable to ascertain to what post office the matter should go, to insure correct delivery, they will send it to the post office situated at the county seat of the county addressed, and the postmaster there will forward it to the proper post office in the township for which it is intended.

Most of this matter will be addressed in the following manner:

To the Head of the Local Government,  
Guilford Township,  
Winnepago County, Ill.

To the township Treasurer of  
Granite Falls Township,  
Chippewa County, Minn.

SEC. 2. This general order is intended to apply only to the present occasion of sending mail from the Census Office, and will in no way permanently modify or set aside existing orders or regulations respecting mail matter addressed to locals.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 36.

**Mail Keys.**—Persons employed in the Railway Mail Service who have been furnished with mail keys will hereafter keep a memorandum of the number of the same, to which they can refer at any time when called upon to do so.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 37.

**Imperfect Copies of October Postal Guide.**—I. Some copies of the October Postal Guide have been found to have a number of pages missing. Such imperfect copies should be returned to the publishers, Messrs. Houghton, Mifflin & Co., Riverside Press, Cambridge, Mass., who will replace them with perfect copies.

II. General Order No. 36 in regard to mail keys, Bulletin No. 171, September 21, 1880, was incorrectly numbered 35. It should have been 36, and will hereafter be known by the latter number.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 38.

**Rugby, Tenn.**—Mail matter addressed to Rugby, Tenn., should be forwarded to the Cincinnati and Chattanooga agent, who will leave it at the nearest post office.

A post office will be established at Rugby as soon as the arrangements can be perfected.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 39.

**Ink to be Used in Canceling Stamps.**—The attention of postmasters is respectfully called to sections Nos. 375 and 377, on page No. 103, of the Laws and Regulations, edition of 1879, in regard to the color of the ink to be used in canceling stamps, which are, in many cases, disregarded. The Postmaster General insists that these sections must be strictly complied with, and also that black ink be used for postmarking.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 40.

**Announcement of Post Offices Established.**—Hereafter new post offices established will not be announced in the Daily Bulletin until the same have a regularly commissioned postmaster.

W. B. THOMPSON, General Sup't R. M. S.

## General Order No. 56.

WASHINGTON, D. C., May 27, 1881.

Only Canvas Sacks to be used for Mail sent to Canada.—Division superintendents are instructed to inform employes that, by direction of the Superintendent of Foreign Mails, United States locked pouches are not permitted to be used for correspondence sent to foreign countries, and that such correspondence should be forwarded to Canada in United States canvas sacks, securely tied and sealed with wax. A seal block, used for sealing such sacks, can be procured upon application by division superintendents to the General Superintendent of the Railway Mail Service, at Washington, D. C.

N. G. SUMMERFIELD, Acting Gen'l Sup't.

## General Order No. 57.

WASHINGTON, D. C., June 2, 1881.

Niagara Falls, N. Y., and Niagara Falls, Ontario, Canada.—Division superintendents will call the special attention of employes and postmasters to the fact that the name of the post office at Clifton, Ontario, Canada, has been changed to Niagara Falls, and that special care must be observed to prevent correspondence intended for Niagara Falls, Ontario, from being sent to Niagara Falls, N. Y.

Frequent complaints have been made by the Canadian post office of the delay of correspondence intended for Niagara Falls, Ontario, by sending it to Niagara Falls, N. Y., and no effort must be spared to prevent such delays in future.

W. B. THOMPSON, General Superintendent.

## General Order No. 58.

WASHINGTON, D. C., June 18, 1881.

Signal Service Weather Reports to be Treated as Letter Mail.—Hereafter all Signal Service weather reports, whether inclosed in penalty envelopes or prepaid by ordinary stamps, must be treated in all respects like letter mail. Division superintendents will instruct postmasters and employes to use the utmost care in forwarding this matter, as the utility of these reports depends entirely upon their prompt delivery.

W. B. THOMPSON, General Superintendent.

## General Order No. 59.

WASHINGTON, D. C., July 5, 1881.

Special Reports of Failures to Connect.—In all cases where failures to connect are due to negligence, misconduct, or want of proper skill on the part of the officers, agents, or employes of railroad companies, division superintendents will at once make special reports thereof to this office, for reference to the Second Assistant Postmaster General, Division of Inspection. These reports should specify the terminal offices of the route on which the failures occurred, together with the names of the delinquent railroad companies, and the causes of the failures.

These special reports take the place of the monthly reports of the failures to connect heretofore required, but a record must still be kept at division headquarters of all failures to connect, from whatever cause, so that information thereof can be furnished when required.

W. B. THOMPSON, General Superintendent.

## General Order No. 60.

WASHINGTON, D. C., July 8, 1881.

California Mails to be Separated.—Lines in the Fifth, Seventh, and Ninth Divisions, and all of the Sixth Division except Dakota, Nebraska, and Wyoming, will make a separation of mails for the State of California, and forward all for the following-named counties to the Deming and Los Angeles agent, via Atchison, Topeka & Santa Fe Railroad:

Inyo county; Kern county; Los Angeles county; San Bernardino county; San Diego county; San Luis Obispo county; Santa Barbara county; Tulare county; Ventura county.

This order does not contemplate the changing the course of California mail except that portion sent via Deming.

W. B. THOMPSON, General Superintendent.

## General Order No. 61.

WASHINGTON, D. C., July 21, 1881.

Mail for Mexico and Cuba to be forwarded via New York only.—In consequence of the suspension of mail communication, during July and August, between New Orleans, La., Galveston, Tex., and Key West, Fla., and points in Mexico and Cuba, division superintendents will instruct employes to send all mail for Mexico and Cuba to New York, N. Y., exchange post office, no matter in which direction it may be found going, until further orders.

N. G. SUMMERFIELD, Acting Gen'l Sup't.

## General Order No. 62.

WASHINGTON, D. C., July 25, 1881.

Record of Locked Pouches Exchanged.—The attention of division superintendents is invited to the order of the Postmaster General of July 22, 1881, herewith published, in regard to the exchange of locked pouches between their respective divisions, their requirements of which must be strictly observed. The reports called for by the Postmaster General will be made promptly at the end of every month, beginning with August, 1881.

W. B. THOMPSON, General Superintendent.

## General Order No. 63.

WASHINGTON, D. C., July 26, 1881.

Letters for Washington, D. C., to be made up in Direct Packages.—All letter mail for Washington, D. C., should be made up in direct packages; the long and short letters to be tied in separate packages by themselves.

All letter packages for Washington, D. C., should have the facing slips placed upon the outside of the packages.

W. B. THOMPSON, General Superintendent.

## General Order No. 64.

WASHINGTON, D. C., July 29, 1881.

Letters addressed to New Post Offices.—All letters inclosed in official envelopes of the Post Office Department addressed to new post offices, giving the county and State, or Territory, and marked "new office," must be forwarded to destination in the best manner practicable, in the absence of definite instructions.

W. B. THOMPSON, General Superintendent.

## General Order No. 65.

WASHINGTON, D. C., August 3, 1881.

Leaves of Absence—Obsolete Wooden Labels—Discontinued Monthly Reports—Catcher Service—Mail for Mexico and Cuba. 1. Leaves of Absence.—In forwarding applications for leaves of absence division superintendents will hereafter, in each case, state the number of days of leave of absence which the applicant has already had during the current calendar year.

2. Returns of Obsolete Wooden Labels.—All sacks of printed or written wooden labels sent to this office to be planned must be marked, on the address tag, "Obsolete."

3. Discontinued Monthly Reports.—The following reports will no longer be required monthly of division superintendents:

Leaves of absence.  
Annual permits.  
Work performed.  
Photographic passes.  
Car service.

The records should be kept as heretofore, so that special reports may be made therefrom when called for.

4. Catcher Service.—The monthly reports of catcher service need not be continued, but a special report must be made whenever catcher service is established upon a new road, and in all requisitions for catchers it should be stated whether they are for use upon new or old service; and if for new service, the name of the road should be given.

5. Mail for Mexico and Cuba.—General Order No. 61, of July 21, 1881, is hereby rescinded. No mail for Cuba, Porto Rico, or Mexico will be forwarded via New Orleans, La., Galveston, Tex., or Key West, Fla., until further orders. Mail for all offices in Cuba and Porto Rico, and for the States of Yucatan, Campechy, Tabasco, Vera Cruz, Puebla, and the eastern, northeastern, and central portions of Mexico, except Tamaulipas, will be forwarded via New York, N. Y. Any mail for Mexico, Cuba, or Porto Rico found going in the direction of the before-named quarantined southern post offices will be stopped in transit and forwarded via New York, except correspondence for the State of Tamaulipas, which should be forwarded by land routes to Brownsville, Texas.

For other States of Mexico than those named, correspondence should be forwarded as directed on page 273, Postal Laws and Regulations, 1874, and page 33, July, 1881, Guide.

All correspondence for Mexico marked by senders to be sent by any particular route, should be so forwarded whenever practicable.

W. B. THOMPSON, General Superintendent.

## Special Order No. 1.

WASHINGTON, D. C., August 8, 1881.

Montana—Montana Distribution—Omaha and Ogden R. P. O.—Rescinded. See Special Order No. 2.

## Special Order No. 2.

Special Order No. 1 is hereby rescinded.

Montana—Omaha and Ogden R. P. O.—Except the following to the Fargo and Bismarck agent, Mont.:

Birney,	Fort Custer,	Miles City,
Brandenburg,	Fort Keogh,	Newton,
Buell,	Fort Peck (n. o.),	Nolton,
Canyon,	Garfield (n. o.),	Poplar Creek Agency.
Coulson,	Glendive (n. o.),	Rosebud.
Dauton,	Huntley,	Stoneville.
Etchetah,	Junction,	Young's Point.
Foley,		

All mail for the above-named offices originating east of the Missouri River will be sent as above indicated. Lines in the Fifth, Sixth, and Ninth Divisions will make the separation of Montana mail as above indicated.

The superintendents of the above-named divisions will designate the lines in their respective divisions that will be required to make the separations. Other divisions will not separate Montana mail.

The list is intended to cover all offices in Custer and Dawson counties which now exist or may be established, unless otherwise ordered.

W. B. THOMPSON, General Superintendent.

## General Order No. 66.

WASHINGTON, D. C., August 15, 1881.

Statement of Case Examinations Discontinued.—Hereafter division superintendents will discontinue forwarding to the office of the General Superintendent statements of case examinations and errors in distribution, and in lieu thereof will make a report at the end of each month of the number of case examinations held by them. Division superintendents will, however, keep a complete record of all case examinations and errors in distribution in their office, so that the same can be furnished when called for by the General Superintendent. Division superintendents will continue, as heretofore, to forward yearly report of case examinations and errors in distributions.

W. B. THOMPSON, General Superintendent.

## General Order No. 67.

WASHINGTON, D. C., September 19, 1881.

Forwarding Re-addressed Letters—Report of Matter received from Local Post Offices without Postmark and with Uncanceled Stamps—Discontinuance of Monthly Reports of Failures to Record.—Postmaster General, this day addressed to the Superintendent of Railway Mail Service, is published the information and guidance of division superintendents:

"The prohibition of sections 378 and 720, Postal Laws and Regulations, applies properly only to letters originally mailed with intent to defraud the Government by the use of canceled stamps upon matter not actually mailed at their offices. These sections should not be construed so as to nullify the law, section 371, which directs that 'prepaid letters shall be forwarded from one post office to another at the request of the person addressed.' Inasmuch as, by section 628, the Postmaster General has designated all postal cars and mail apartments in cars and on steamboats, as post offices, it is held that a deposit in a railway office, at the post office originally addressed, should be forwarded to their new destination, and this destination may be changed as many times as may be necessary to reach the person addressed. It has already been decided by this Post Office Department, within the delivery of the post office originally established by the Post Office Department, within the delivery of the post office originally addressed, is equivalent to a deposit in the post office, and that when such letters are taken out of the boxes by employes of the Railway Mail Service, they should be forwarded to destination with the other contents of the boxes."

SEC. 2. Report of Matter Received from Local Post Offices without Postmark and with Uncanceled Stamps.—Division superintendents will instruct employes to note upon trip reports all matter reports will be forwarded to this office for the information of the Department.

SEC. 3. Discontinuance of Monthly Reports of Failures to Record.—Hereafter no monthly report of failures to record will be required to be sent to this office, but the record will be kept at division headquarters as heretofore, so that special reports can be made to the office when called for.

W. B. THOMPSON.

WASHINGTON, D. C., October 20, 1881.

**Nomenclature of Railway Mail Service Lines—Detroit and Butler Agent—Letters under Straps of Pouches—Treatment of Extra-national Correspondence received from Canada—Record of Pouches, etc., Returned under Postmaster General's Order No. 70.**—SECTION 1. *Nomenclature of Railway Mail Service Lines.*—In order to secure uniformity in the titles of railway post office and route agent lines, division superintendents will designate them by their terminal points, instead of the corporate title of the railroad. The post office at the north or east terminus (taking the general direction of the road) will be considered the initial office. Routes running from northwest to southeast, or routes exist between the same terminal offices, the most direct line will be designated by the names of the two terminal offices, and the other lines will be distinguished by the use of the name of the most important intermediate office as a part of their designation. This is the rule established by Superintendent Bangs in his order of July 16, 1874, and should in all cases be strictly observed.

SEC. 2. *Detroit and Butler Agent.*—Service having been ordered on the railroad between Detroit, Mich., and Butler, Ind., the route will be known as the Detroit and Butler Agent, and assigned to the 9th Division.

SEC. 3. *Letters under Straps of Pouches.*—Division superintendents will instruct employes to note upon trip reports every case of violation of section 407, Postal Laws and Regulations, 1879. An abstract of such reports will be forwarded to this office in order that action may be taken by the Department.

SEC. 4. *Treatment of Extra-national Correspondence received from Canada.*—Division superintendents are hereby instructed to require employes who receive, in mails from Canadian offices made up for their distribution, correspondence addressed to foreign countries other than Canada, to return the same, by the first opportunity, directly to the Canadian offices from which they received it, under labels marked "Missent." Should go in Canadian mails made up for New York or San Francisco post office.

SEC. 5. *Record of Pouches, etc., Returned under Postmaster General's Order No. 70.*—Pouches, sacks, and locks received by division superintendents, under the Postmaster General's Order No. 70, will be turned over to the postmaster at division headquarters and his receipt taken therefor. The weekly reports called for by the 5th paragraph of that order will be accompanied by the receipt of the postmaster to whom the mail bags and locks have been turned over, specifying so turned over to him, in order that such postmaster may be debited on his account, and the superintendent be credited therewith, on the books of the Department. All surplus mail keys turned in by postmasters should be sent direct to this office, registered, with a statement of the number of each key, and whence received, if known.

W. B. THOMPSON, General Superintendent.

WASHINGTON, D. C., October 28, 1881.

*Bethany Junction and Albany Agent.*—Railroad service having been authorized between Bethany Junction (n. o.) and Albany, Mo., the route will be known as the Bethany Junction and Albany Agent, and assigned to the Seventh Division.

W. B. THOMPSON, General Superintendent.

WASHINGTON, D. C., November 5, 1881.

*Mail from Mexico and Cuba no longer subject to Quarantine Regulations—Reports of Letters under Straps of Pouches.*—SECTION 1. *Mail from Mexico and Cuba.*—Section 5, General Order No. 65, of August 3, 1881, is hereby rescinded, excepting the last paragraph, which will remain in force.

SEC. 2. *Reports of Letters under Straps of Pouches.*—Reports of letters received under straps of pouches are referred by this office to the delinquent postmaster for the purpose of reminding him of his violation of the regulations. Division superintendents are therefore requested to instruct employes to use a separate form (R. M. S. 5070) for reporting each post office, and not report all cases noted on the run upon a single blank.

W. B. THOMPSON, General Superintendent.

WASHINGTON, D. C., December 8, 1881.

*Printed Lists of Articles found Loose in the Mails—Dispatch of Mails for Newfoundland—Postmarking Stamps to be changed when Route Name is Changed.*—SECTION 1. *Printed Lists of Articles found Loose in the Mails.*—Hereafter, upon the first of every month, division superintendents will cause to be printed, by the electric pen process, a list of all articles found loose in the mails by employes during the preceding month, giving a description of the articles, from what source received, the date received, by whom turned in, the name of the post office in which they are deposited, by the division superintendent for transmission to the Dead Letter Office, and the date of such deposit. Of these printed lists fifty copies will be sent direct to the Chief Post-Office Inspector, two copies to the Third Assistant Postmaster General, Dead Letter Office, one copy to every first-class post office in the United States, and one copy to this office for file.

SEC. 2. *Dispatch of Mail for Newfoundland.*—The Superintendent of Foreign Mails advises this office that the mails from this country for Newfoundland are made up solely by, and forwarded from, the post offices of New York and Boston. Correspondence for Newfoundland should therefore be sent to destination through those offices, and not in mails for Canada. Division superintendents will instruct employes and postmasters accordingly.

SEC. 3. *Postmarking Stamps to be changed when Route Name is Changed.*—Hereafter, when an order is issued changing the designation of a railway post office or route agent line, division superintendents will at once make requisition for postmarking stamps of the new designation, and as soon as these are received the old ones will be turned in and sent to this office, with a statement of the facts.

W. B. THOMPSON, General Superintendent.

WASHINGTON, D. C., December 20, 1881.

*Empty all Mail from Pouches.*—The attention of all the employes of the Railway Mail Service is called to the importance of a strict compliance with section 735, Postal Laws and Regulations, edition of 1879. Neglect to see that all mail is emptied from pouches has frequently resulted in the loss or detention of important mail matter. It is hoped that reports of such neglect will be less frequent in future.

W. B. THOMPSON, General Superintendent.

WASHINGTON, D. C., January 7, 1882.

*Vaccination of Employes.*—Division superintendents are requested to call the attention of employes to the following letter addressed to the Postmaster General by the National Board of Health:

NATIONAL BOARD OF HEALTH,  
WASHINGTON, D. C., January 5, 1882.Hon. T. O. HOWE,  
Postmaster General, Washington, D. C.

SIR: By the provisions of section 2 of the act approved March 3, 1879, entitled, "An act to prevent the introduction of infectious and contagious diseases into the United States, and to establish a National Board of Health," it is made a part of the duty of said Board "to advise the several Departments of the Government, the executives of the several States, and the Commissioners of the District of Columbia, on all questions submitted by them, or whenever, in the opinion of the Board, such advice may tend to the preservation and improvement of the public health." In conformity to this requirement of the act in question, the executive committee of the Board has directed me to inform you that it earnestly recommends that prompt measures be taken for securing, as far as may be practicable, the vaccination or re-vaccination of all the employes of the Government in connection with your Department on duty in various parts of the country where they may be exposed to the contagion of smallpox. It is doubtless known to you that this loathsome and dangerous disease is actually prevailing to a greater or less extent in many of the States of the Union, notably in the Northwest, where it has been introduced by immigrants from Europe, and that it is now almost certain to appear wherever there are unvaccinated persons. The efficacy of vaccination as a protection against the contagion of smallpox has been so conclusively demonstrated by trustworthy statistics as to make its adoption by all classes of people an imperative duty which they owe, not only to themselves and their families, but to the community of which they form a part. This remark applies not only to persons who have never been vaccinated, but also in a less degree to such as have not had the operation repeated after an interval of several years. Sufficient vaccination almost certainly removes all liability to the disease of smallpox, and to this end re-vaccination at intervals of a few years, especially if smallpox should happen to prevail, is earnestly advised.

Bovine virus of undoubted freshness and purity can be obtained in any quantity at various points within the United States, and vaccination with such matter obtained from healthy calves is entirely free from the objection urged by some against the use of humanized virus. It is, therefore, earnestly recommended that you will give such directions to the various employes of the Government under your orders as will indicate the wish of the Department that every person in its service should be immediately protected by vaccination or re-vaccination against liability to infection.

Very respectfully,

I. L. CABELL, President National Board of Health.

Official: T. J. TURNER,  
Secretary National Board of Health.

It is the desire of the Postmaster General that the suggestions of the Board of Health be complied with as far as practicable.

W. B. THOMPSON, General Superintendent.

WASHINGTON, D. C., January 16, 1882.

*Omaha and Denver R. P. O.*—An order has been issued establishing railway post office service between Omaha, Nebr., and Denver, Colo., and also discontinuing the Cheyenne, Brighton and Denver agency, and transferring the agents on that line to the above-named railway post office, and assigning the same to the Sixth Division Railway Mail Service. The service on the route between Cheyenne, Wyoming, and La Salle Station, Colorado (n. o.), to be performed by closed pouches. This railway post office to run via the Union Pacific Railway from Omaha, Nebr., to La Salle Station, Colo. (n. o.), via Julesburg, Colo., and via the Denver Pacific Railway and Telegraph Company's track to Denver, Colo.

W. B. THOMPSON, General Superintendent.

WASHINGTON, D. C., January 30, 1882.

*Surplus Mail Locks and Bags.*—A sufficient time having elapsed for superintendents to have heard from all the post offices in their divisions in response to General Order No. 70 of the Postmaster General, instead of reporting delinquents to this office as provided in paragraph 6 of that order, they will send a second circular letter to the postmasters who have not yet responded. It is expected that by the 1st of March, 1882, all surplus supplies will have been turned in, and exchanges arranged; so that no post office, unless it be a depository, will thereafter accumulate supplies; and therefore after the month of March next no clerks will be needed at the several division headquarters to attend to the disposition of these supplies, and any employes now detailed to this duty can then be relieved.

On the 1st of March, or as soon as possible after that date, superintendents will make a final report of the total amount of supplies turned in under Order No. 70, in the same manner that they have been making weekly reports of the same.

W. B. THOMPSON, General Superintendent.

WASHINGTON, D. C., February 15, 1882.

*Delivery of Mails to Offices on or near Railroad Routes.*—The following order of the Second Assistant Postmaster General is published for the information and guidance of division superintendents.

POST OFFICE DEPARTMENT,  
OFFICE OF SECOND ASS'T P. M. GENERAL,  
WASHINGTON, D. C., February 14, 1882.

The following order, defining Regulation 639, indicates the action that will hereafter be taken by the Department in regard to the delivery of mails to offices located on or near railroad routes: ORDERED, That railroad companies be hereafter required to deliver the mails into and take on which mails are carried regular stops.

The companies will also be required to deliver the mails to terminal offices; and the length of the route will be computed and paid for from terminal office to terminal office, as at present. Distance from point of delivery from train to post office to be by the regular wagon road.

The department will provide for the delivery of mails to offices located within eighty rods or over that distance from points at which passenger trains or trains on which mails are carried do not make stops, or where there is a flag station, and at such points the companies will be required to slacken the speed of trains sufficiently to admit of the exchange of mails with safety.

RICH'D A. ELMER, Second Ass't P. M. Gen'l.

Division superintendents will report to this office, for the information of the Department, any changes in existing mail arrangements which will be necessitated by this order. General Order No. 69 from this office is hereby rescinded.

## General Order No. 79.

Mail for Montana.—The First Division and New York City will mass all Montana mail on the Ninth Division, which will separate it. General Order No. 78 is amended accordingly.

WASHINGTON, D. C., March 14, 1882.  
W. B. THOMPSON, General Superintendent.

## General Order No. 80.

Mailability of Doubtful Matter.—The First Assistant Postmaster General has requested this office to decide questions arising under sections 221, 222, and 223, p. 79, Postal Laws and Regulations, in his letter, are that the Railway Mail Service, having the handling of the greater portion of the mails in transit is able to decide from practical experience what matter should be absolutely excluded from the mails, and what precautions should be observed to properly secure matter admitted to the mails which, unless so secured, would be liable to destroy, deface, or otherwise damage the contents of the mail bags or harm the person of any one engaged in the postal service. Postmasters are therefore advised to submit questions of this character to this office with a full statement of the facts necessary to a proper decision.

Division superintendents are requested to inform this office if, in their judgment, any matter is now admitted to the mails which, in its form or nature, is liable to destroy, deface, or otherwise damage the contents of the mail bags or harm the person of any one engaged in the postal service. They will also give a statement of any injury to the mails which may have come to their knowledge caused by the admission of such matter, or a statement of the reasons which led them to apprehend any injury to the mails from the continued admission of such matter.

WASHINGTON, D. C., March 20, 1882.  
W. B. THOMPSON, General Superintendent.

## General Order No. 81.

Temporary Service in case of Discontinuance of Railroad Service.—The following ruling of the Second Assistant Postmaster General is published for the information and guidance of division superintendents:

"From the exceptional nature of railroad service a general authority to postmasters to employ temporary service in cases of failure would be impracticable. When a failure is imminent, the fact should be telegraphed at once to the Department through the General Superintendent of Railway Mail Service, so that division superintendents may make suggestions, and the Department be thus enabled to provide the best temporary service for the supply of all offices concerned without the embarrassments that would result from every postmaster acting independently in the matter."

WASHINGTON, D. C., March 27, 1882.  
W. B. THOMPSON, General Superintendent.

## General Order No. 82.

Mail Found in Pouches Turned in as Empty.—In addition to requiring employes to carefully examine all pouches and canvas sacks after taking the mail therefrom to see that no mail matter remains therein, division superintendents will instruct postmasters to carefully examine all pouches and canvas sacks turned in to them as empty, in order to be certain that no mail matter remains therein. In case any mail matter is found in such pouches by postmasters it should be forwarded to destination, stamped "missent," and postmarked with the dating stamp of the office in which it is found. All such cases should be reported immediately by postmasters to division superintendents, and division superintendents will report them to this office, with all the information which they may be able to obtain as to the person in fault in the case.

WASHINGTON, D. C., March 24, 1882.  
W. B. THOMPSON, General Superintendent.

## General Order No. 83.

Havana, Cuba, and New Orleans, La.—Mail service between Havana, Cuba, and New Orleans, La., having been discontinued, owing to the withdrawal of the steamers of the Morgan line, correspondence for Cuba will hereafter be forwarded in mails dispatched from New York, N. Y.

WASHINGTON, D. C., April 13, 1882.  
W. B. THOMPSON, General Superintendent.

## General Order No. 84.

An order has been issued dividing the line known on the Department books as the Davenport and Atchison Route on Cameron, Mo., assigning that portion between Davenport and Cameron to the Sixth Division Railway Mail Service, the route to be known as the Davenport and Cameron Route; and that portion south of Cameron to the Seventh Division Railway Mail Service, to be known as the Cameron, Plattsburg, and Atchison Route.

WASHINGTON, D. C., April 14, 1882.  
W. B. THOMPSON, General Superintendent.

## General Order No. 85.

Forwarding Mail Matter to Locals in Care of a Post Office.—When mail matter, addressed to places which are not post offices, contains upon it a direction to forward, via a post office whose name is given, the matter should be forwarded to the post office indicated in the address, the supposition being that the address is a "local" known to the postmaster at the office indicated.

WASHINGTON, D. C., April 20, 1882.  
W. B. THOMPSON, General Superintendent.

## General Order No. 86.

Registered Mail by Night Trains.—Owing to frequent complaints received by the Department of the misending and loss of registered matter by forwarding on night trains, it is ordered that hereafter no registered mails be dispatched from way post offices on railroad lines where there is local service performed by daylight, except at points where the proper exchange of receipts can be made, as called for in section 831, Postal Laws and Regulations, edition of 1879.

Division superintendents will see that the above order is carried into effect.

WASHINGTON, D. C., May 9, 1882.  
W. B. THOMPSON, General Superintendent.

## General Order No. 87.

Route Transfer.—The route known as the Bethany Junction and Albany Agent, now in the Seventh Division, will hereafter be assigned to the Sixth Division Railway Mail Service; this change being necessary on account of the manner of running the trains between Chariton and Grant City, and Bethany Junction and Albany.

WASHINGTON, D. C., May 12, 1882.  
W. B. THOMPSON, General Superintendent.

## General Order No. 88.

Returning Supplies to the Department.—Division superintendents are requested to instruct postmasters in returning supplies of any kind to the Department to make them up in separate bags or pouches, and to attach thereto a wooden label (not printed) having plainly written thereon the name of the post office in which the matter originated and the bureau or office of the Department for which it is intended. This is necessary in order that the Washington City post office may know what disposition to make of such matter.

WASHINGTON, D. C., May 19, 1882.  
W. B. THOMPSON, General Superintendent.

## General Order No. 89.

The State and County of Post Offices to be given in Official Reports.—Division superintendents are requested to call the attention of employes to the fact that their reports of irregularities at post offices made in the trip reports, copies of which are forwarded to this office, are frequently imperfect by reason of the omission of the State and county in which the post offices mentioned are located. The State and county should always be given in such official reports.

WASHINGTON, D. C., May 26, 1882.  
JOHN JAMESON, Acting Gen'l Supt.

## General Order No. 90.

Letter Boxes at Railroad Depots—Receiving Third and Fourth class Matter for Mailing on the Cars.—The following rulings of the Honorable First Assistant Postmaster General are published for the information of the division superintendents.

1. Letter Boxes at Railroad Depots.—"There is no law to prevent a box for receiving mail being placed by railroad employes in the depot and mail matter being deposited therein. It is a convenience to the public which would not be readily yielded. While some loss to the postmaster in his compensation, it is one of the incidents of his office."

2. Receiving Third and Fourth class Matter for Mailing at the Cars.—Attention is called to ruling 581, January Postal Guide, 1882, which is as follows:

"Section 3980 Revised Statutes (Section 628, Postal Laws and Regulations), requires every route agent or postal clerk to receive any mail matter presented to him, if properly prepaid by stamps, and the officer acts at his peril in refusing matter thus actually properly prepaid, although he has no means to test the fact but his own judgment. Of course the peril is slight for a simple error of judgment, and the only means the Department can suggest to avoid the difficulty is, in all cases of doubt, to accept the matter and deposit it at the next post office at which he arrives, of stamps should not be received by employes, nor the matter accepted unless stamped."

"In addition to this ruling it is suggested that the postal clerks, upon matter of the third and fourth classes being tendered to them, of which they have no means of ascertaining whether it is properly prepaid by stamps affixed, should advise the person offering the deposit, that it would be necessary for them to deposit the matter at the next post office at which they arrive, where it can be weighed, and if not properly prepaid it must be treated as dead matter, and that it would therefore be advisable for him to mail it at the post office at which it originates, that the question of the rate of postage may be settled and proper postage stamps attached and the matter forwarded. The risk of loss of the entire matter, should it not be sufficiently prepaid, would ordinarily deter parties from taking the unnecessary hazard attending the deposit on the postal cars."

WASHINGTON, D. C., May 27, 1882.  
JOHN JAMESON, Acting Gen'l Supt.

## General Order No. 91.

Reports of Casualties to be Duplicated.—Division superintendents, in making reports of casualties to this office, will hereafter make them in duplicate, as it is frequently necessary to refer them to some other office in the Department for necessary action.

WASHINGTON, D. C., June 5, 1882.  
W. B. THOMPSON, General Superintendent.

## General Order No. 92.

Dispatch of Mails at Night.—The following ruling is authorized by the Second Assistant Postmaster General, and is published for the information of all concerned:

"When a mail departs from a post office in the nighttime, the Department messenger may be allowed to take it to the depot and place it under the personal charge of the railroad agent not later than 9 p. m., the agent being required to guard it and see that the proper exchange is made when the train arrives; provided, however, that application must be made to division superintendents of Railway Mail Service in all cases where such an arrangement is contemplated; and before permission is given by them to postmasters to make an exchange of mails in this manner they will first obtain the consent of the railroad company to assume the responsibility for the safe-keeping of the mails when so placed in charge of their agents."

Division superintendents will report at once to this office all exchanges of mails authorized by them to be made in this manner.

WASHINGTON, D. C., June 6, 1882.  
W. B. THOMPSON, General Superintendent.

## General Order No. 93.

Mail for Watering Places and Summer Resorts.—Watering places and summer resorts are excepted from the operation of ruling 44, Railway Mail Service, page 681, January (1882) Postal Guide, and matter addressed to them is to be treated in the same manner as is prescribed by ruling 50, Railway Mail Service, page 682, January (1882) Postal Guide, for matter addressed to military posts, etc.

WASHINGTON, D. C., June 16, 1882.  
W. B. THOMPSON, General Superintendent.

## General Order No. 94.

Foreign Mail via San Francisco, Cal.—From occasional instances brought to my attention I am convinced a considerable quantity of correspondence addressed abroad, which is made up and frequently sent by mailing offices to New York, N. Y., post office, from whence it is required to be reforwarded to San Francisco, thus suffering considerable delay in transit, and in some cases failing to secure dispatch by the monthly steamer.

WASHINGTON, D. C., June 16, 1882.

Correspondence addressed to the following countries and places should be forwarded by postmasters, and employes of the Railway Mail Service directly and exclusively to San Francisco, Cal., EXCEPT WHEN SPECIALLY ADDRESSED TO GO OTHERWISE. In all cases where the quantity of this mail is sufficient it should be made up separately and labeled San Francisco, Foreign. When this is not practicable, because of insufficient quantity, this mail will be included with and forwarded as Pacific States matter :

Table with 4 columns: Destination, Geographical Location, Destination, Geographical Location. Lists various international destinations like Amar, Amoy, Anping, Australia, Cambodia, etc.

Approved :

JOSEPH H. BLACKFAN, Superintendent Foreign Mails.

W. B. THOMPSON, General Sup<sup>r</sup> R. M. S.

NOTICE.

POST OFFICE DEPARTMENT, OFFICE OF GENERAL SUPERINTENDENT R. M. S.

WASHINGTON, D. C., June 16, 1882.

Division superintendents will please make requisition to this office for a sufficient number of copies of General Order No. 94 (in scheme form) in order to furnish such employes and postmasters in their respective divisions as should be in possession of the information therein contained.

W. B. THOMPSON, General Superintendent.

General Order No. 95.

Shenandoah Valley Railroad.—On the 19th instant the run of the Hagerstown and Waynesboro agent was extended to Roanoke, Va., a station on the Lynchburg and Bristol R. P. O., fifty-four miles west of Lynchburg, Va.

This agent will leave Hagerstown at 1 p. m., on arrival of Western Maryland train that leaves Baltimore at 10 a. m., which is after arrival of "Fast Mail" from New York, and has connection through to Chattanooga. North bound the agent leaves Roanoke, Va., at 6 a. m., with connection from Chattanooga, arriving at Hagerstown, Md., at 4 p. m., at Harrisburg, Pa., 7.30 p. m., and at Baltimore, Md., 8.20 p. m.

WASHINGTON, D. C., June 30, 1882.

SCHEDULE.

Schedule table with columns for departure times (A., L.) and destinations (Harrisburg, Pa., Baltimore, Md., Hagerstown, Md., Waynesboro, Va., Roanoke, Va., Bristol, Tenn., Chattanooga, Tenn.).

Heavy-faced type indicates p. m. time.

W. B. THOMPSON, General Superintendent.

General Order No. 96.

WASHINGTON, D. C., July 8, 1882.

Measurement of Postal Cars—Basis of Compensation.—Division superintendents, in reporting railway post office service should, in each case, be particular and report "Inside Measurement." When new postal cars are being built impress on the railway officials that the dimensions on which compensation is based is taken from "Inside Measurement."

W. B. THOMPSON, General Superintendent.

General Order No. 97.

WASHINGTON, D. C., July 12, 1882.

Mail for Foreign Countries (specially addressed).—This office is in receipt of frequent complaints of delay to mail addressed to foreign countries, and specially addressed to go via particular routes or offices; this refers particularly to mail for Mexico.

The attention of division superintendents is urgently requested to this matter. I would respectfully suggest that postmasters and employes of this service be instructed that correspondence addressed to foreign countries, and specially addressed to go via any particular route or office, shall be forwarded as far as possible in strict accordance with such superscription.

W. B. THOMPSON, General Superintendent.

General Order No. 98.

WASHINGTON, D. C., August 11, 1882.

Tenure of Mail Keys.—The following instructions from the Honorable Second Assistant Postmaster-General are published for the information and guidance of superintendents and railway postal clerks :

Instructions from the Second Assistant Postmaster General concerning the tenure of mail keys in the Railway Mail Service under its recent reorganization.

POST OFFICE DEPARTMENT.

OFFICE OF SECOND ASSISTANT P. M. GENERAL,

WASHINGTON, D. C., August 10, 1882.

Every railway postal clerk under the reorganization of the Railway Mail Service, whatever may hitherto have been his designation, will continue to hold his present mail key, without regard to the class to which he is now or may hereafter be assigned, so long as he shall continue to be connected with the same railway post office, unless he shall be furnished directly from this office with another mail key in lieu of it.

When a vacancy occurs in a railway post office which is to be filled, the key of the late incumbent should be transferred to the new railway postal clerk appointed for the same railway post office in consequence of such vacancy, whether he succeeds to the same class or not; and his receipt to it should be sent without delay through the General Superintendent of Railway Mail Service, to this office.

If, however, a vacancy be not filled by the appointment of a new clerk for the particular railway post office wherein it occurred, the mail key of the late incumbent should be returned to this office.

In all exchanges between railway post office clerks from one railway post office to another, not temporary, and for a brief period, there should be a corresponding exchange of mail keys and receipts in duplicate; a duplicate of such receipts to be transmitted through the General Superintendent of Railway Mail service to this office, as heretofore.

The railway postal clerks who were formerly local agents, will be furnished, from this office, with new mail keys, according to the respective lines to which they are assigned, and, on their receipt of the same, will surrender the keys which had been furnished to them as agents; such keys to be returned through the General Superintendent to this office.

RICHARD A. ELMER, Second Ass't. P. M. General.

The above instructions will hereafter be complied with.

W. B. THOMPSON, General Superintendent.

General Order No. 99.

WASHINGTON, D. C., August 14, 1882.

Indorsing Registered Package Envelopes.—Complaint is made to this office by the Chief Post Office Inspector that railway postal clerks do not properly indorse registered package envelopes passing through their hands. Division superintendents are therefore requested to advise all postal clerks handling registered matter that the provisions of section 845, Postal Laws and Regulations, edition of 1879, must hereafter be strictly complied with. Clerks in charge should report to division superintendents all registered packages received by them not properly indorsed, giving number and date of packages, their origin, and from whom received.

W. B. THOMPSON, General Superintendent.

General Order No. 100.

WASHINGTON, D. C., August 14, 1882.

Recommendations for Through Registered Pouches.—In future division superintendents, when making recommendation for the establishment of through registered pouches, will, in all cases, be particular to note the probable average number of registers to be forwarded.

This is very essential, as the Honorable Third Assistant Postmaster General frequently returns recommendations to this office asking to be informed as to the probable average number of packages to be exchanged, which, to a great extent, determines the necessity and advisability of the establishment of the exchange. By a strict compliance with the above, delay will frequently be avoided and annoyance to this office prevented.

Hereafter all recommendations for through registered pouches in which the above information is not included will be returned for completion in accordance with this order.

W. B. THOMPSON, General Superintendent.

General Order No. 101.

WASHINGTON, D. C., August 22, 1882.

International Daily Exchange of Mails between St. Paul and Breckenridge Railway Post Office and the Canadian Post Offices of Emerson and Winnipeg, Manitoba.—The Canada office having concurred therein, the Postmaster-General has directed that a direct daily exchange of mails be established between the Saint Paul and Breckenridge Railway Post Office, running between Saint Paul and Saint Vincent, Minn., on the Saint Paul, Minnesota and Manitoba Railroad, and the Canadian and post offices of Emerson and Winnipeg, Manitoba, said exchange to commence September 1, 1882, and to include international correspondence (except book packets from Canada for the United States), according to distribution lists agreed upon, as follows :

The Canadian offices of Emerson and Winnipeg will forward in pouches, to Saint Paul and Territories within the jurisdiction of the United States, Saint Paul and Breckenridge Railway Post Office, and vice versa, all correspondence (except book packets) addressed to all States and Territories within the jurisdiction of the United States.

Letters and papers for the following places should be included in mail for "Emerson":

- |                 |                   |                    |
|-----------------|-------------------|--------------------|
| Alexandria,     | Letitior,         | Ridgeville,        |
| Archibald,      | Luttrather,       | Reinland,          |
| Benconsfield,   | Lorne,            | Ruttanville,       |
| Blumenorz,      | Marringhurst,     | St. Jean Baptiste, |
| Calif Mountain, | Miami,            | St. Leon,          |
| Campbellville,  | Minnewashta,      | St. Pie,           |
| Carman,         | Morris,           | Salterville,       |
| Gartwright,     | Mountain City,    | Silver Spring,     |
| Clear Water,    | Mowbray,          | Snow Lake,         |
| Crystal City,   | Nelsonville,      | Somerset,          |
| Darlingford,    | New Haven,        | Stoddardville,     |
| Emerson,        | Norquay,          | Swan Lake,         |
| Ganthier,       | Pembina Crossing, | Thornhill,         |
| Glenora,        | Pilot Mound,      | Warrington,        |
| Green Ridge,    | Pomeroy,          | West Lynne,        |
| Kingsley,       | Preston,          |                    |

Letters and papers for the following places should be included in mail for "Winnipeg":

- |                    |                     |                     |
|--------------------|---------------------|---------------------|
| Argyle,            | Grand Valley,       | Rat Portage,        |
| Arnand,            | Greenwood,          | Rat River,          |
| Assinaboine,       | Grimili,            | Richmond,           |
| Austin,            | Griswold,           | Rossburne,          |
| Baie St. Paul,     | Headingley,         | Romethwaite,        |
| Balmoral,          | High Bluff,         | St. Agathie,        |
| Battleford,        | Holland,            | St. Albert,         |
| Bausejours,        | Indian Ford,        | St. Andrew,         |
| Beauer Creek,      | Kanratin Mills,     | St. Anne,           |
| Beulah,            | Kildonan,           | St. Bonifacio,      |
| Bird's Hill,       | Lake Deception,     | St. Charles,        |
| Birtle,            | Lake Frances,       | St. Francis Xavier, |
| Blake,             | Langvale,           | St. James,          |
| Blythfield,        | Littleton,          | St. Laurent,        |
| Brandon,           | Lorette,            | St. Norbert,        |
| Braddon Hills,     | Lower Fort Garry,   | St. Vital,          |
| Bridge Creek,      | McGregor,           | Salisbury,          |
| Burcside,          | Marney,             | Selkirk,            |
| Cadurcis,          | Meadow Pea,         | Shell River,        |
| Camille,           | Middle Church,      | Shoal Lake,         |
| Candolon,          | Millbrook,          | Sidney,             |
| Claudobage,        | Millford,           | Souris,             |
| Clan William,      | Minnedosa,          | Sourisburg,         |
| Clear Springs,     | Nee-pawa,           | Sourismouth,        |
| Cook's Creek,      | Newdale,            | Springfield,        |
| Cross Lake,        | Oak Bank,           | Stobart,            |
| Deloraine,         | Oakland,            | Stonewall,          |
| Delorme,           | Oak Point,          | Stony Mountain,     |
| Desford,           | Oak River,          | Strathclair,        |
| De Winton,         | Oberon,             | Sunnyside,          |
| Dominion City,     | Odanah,             | Tetogon,            |
| Dundee,            | Olive,              | Touchwood Hills,    |
| Dynevor,           | Osprey,             | Troberne,           |
| East Selkirk,      | Ossowo,             | Turtle Mountain,    |
| Eden,              | Otterburne,         | Victoria,           |
| Edmonton,          | Oak Lake,           | Viola Dale,         |
| Elton,             | Peguis,             | Wakapa,             |
| Fairview,          | Petrol,             | Wellington,         |
| Fort Alexandria,   | Pigeon Lake,        | Wellwood,           |
| Fort Ellice,       | Plympton,           | Westbourne,         |
| Fort Frances,      | Poplar Heights,     | Whentland,          |
| Fort Saskatchewan, | Poplar Point,       | Whitemouth,         |
| Foston,            | Portage la Prairie, | Willoughby,         |
| Giverville,        | Prairie Grove,      | Woodlands,          |
| Gladstone,         | Prince Albert,      | Woodside,           |
| Golden Stream,     | Qu Appelle,         |                     |
| Grandin,           | Rapid City,         |                     |

The Superintendent of the Sixth Division, under whose supervision this exchange will occur on the part of the United States, will take such action in the premises as will insure a proper protection of the property of the United States while securing the fullest possible advantage of this exchange.

Modified. (See Order 102.) JOHN JAMESON, Acting General Supt.

General Order No. 102. WASHINGTON, D. C., September 13, 1882.

Modification of General Order No. 101.—General Order No. 101, Daily Bulletin of August 23, 1882, authorizing a daily exchange of direct pouches between the Canadian post offices of Emerson and Winnipeg, Manitoba, and the Breckenridge and Saint Paul Railway Post Office, is hereby modified to read as follows:

The Canadian post offices of Emerson and Winnipeg, Manitoba, will forward in direct pouches to Breckenridge and Saint Paul R. P. O. all correspondence (except book packets) addressed to all States and Territories within the jurisdiction of the United States—

Except Dakota Territory to Breckenridge and St. Paul R. P. O.  
 Except Pembina county, to Saint Vincent and St. Paul R. P. O.

Except Crystal, } Breckenridge and St. Paul R. P. O.  
 Garded,  
 Richmond,  
 Saint Thomas,

Minnesota to Breckenridge and Saint Paul R. P. O.  
 Except Kittson county, to Saint Vincent and Saint Paul R. P. O.  
 Except Saint Vincent—direct.

Marshall county, } St. Vincent and St. Paul R. P. O.  
 Norman county,  
 Polk county,

JOHN JAMESON, Acting General Supt.

General Order No. 103. WASHINGTON, D. C., December 4, 1882.

Railroad Service Changes and R. P. O. Service Changes.—Rescinded by order No. 104.  
 Note.—The notice in regard to through schedules in Bulletin No. 773, was not a General Order, and hence the foregoing order is numbered 103, the number inadvertently given to that notice.

General Order No. 101. WASHINGTON, D. C., December 8, 1882.

Railroad Service Changes and R. P. O. Service Changes.—General Order No. 50, of April 16, 1881, paragraph 18, page 678, January, 1882, Postal Guide, and General Order No. 103, are hereby rescinded.

Hereafter, before service is placed upon a new railroad, the Second Assistant Postmaster General has decided that he will refer the case to this office (on blank No. 2529) for report as to the necessity of service being placed on such line. This office will refer the same to the proper division superintendent, who will make his report, either recommending that service be established on the line or that it be not established. At the same time he will make an additional and separate report respecting the necessity for the appointment of railway postal clerks, and either recommending that the clerks be appointed, giving the number, or recommending that no clerks be appointed. In case there is an extension of a line the same rule will be followed and the same reports required.

When cases of this kind are referred to superintendents it is desirable that they should pass over the lines and know from personal observations of the necessity for the service.

When reports are received and service authorized on a line notice will be printed in the *Bulletin*, under the head of "Railroad Service Changes;" and as soon as such notice appears division superintendents may authorize the dispatch of closed pouches to such post offices as can be best supplied by the railroad; but this is not intended to grant authority to establish mail messenger service. See January, 1882, Postal Guide, "Mail Messenger Service," page 678, paragraph 19.

Division superintendents must not, however, extend the runs of clerks over extension of railroads or place them upon a new line until authority for so doing is printed in the *Bulletin*, under head of "R. P. O. Service Changes." W. B. THOMPSON, General Superintendent.

General Orders Nos. 105, 106, and 107.—Obsolete. (See General Order No. 134.)

General Order No. 108. WASHINGTON, D. C., January 8, 1883.

Foreign Mail Specially Addressed.—Division superintendents are requested to particularly impress employes with the importance of exercising the closest scrutiny in handling foreign mail, in order that all correspondence specially addressed to go via any particular route may be detected and forwarded strictly in accordance with the address.

This order is issued in consequence of this office having received a complaint from the postmaster at San Francisco, Cal., of mail received at that office for dispatch to Australian destinations, but being specially addressed to go via Brindisi, Italy, should have been forwarded via New York. The result of this misrouting was a delay of four weeks.

W. B. THOMPSON, General Superintendent.

General Order No. 109. WASHINGTON, D. C., January 8, 1883.

Reports of Deaths, Resignations, etc.—Hereafter, when a postal clerk dies or resigns, division superintendents will immediately telegraph the fact to this office, stating in the telegram whether, in their judgment, a successor should or should not be appointed.

W. B. THOMPSON, General Superintendent.

General Order No. 110. WASHINGTON, D. C., January 8, 1883.

Cleveland, Youngstown, and Pittsburg R. P. O.—On this date there will be established on the Pittsburg & Lake Erie Railroad and the New York, Pennsylvania & Ohio Railroad, between Cleveland, Ohio, and Pittsburg, Pa., a railway post office which will be known as the "Cleveland, Youngstown, and Pittsburg," leaving Pittsburg, Pa., 8.23 a. m. and arriving at Cleveland, Ohio, 2.00 p. m.; leaving Cleveland, Ohio, 2.30 p. m. and arriving at Pittsburg, Pa., 8.20 p. m. This railway post office will be daily, including Sundays, and assigned to the Fifth Division. The schedule will be as follows:

SCHEDULE.					
2 20	7 10	L. ....	Cleveland, Ohio ..... A.	2 00	7 00
4 10	8 55	A. } .....	Leavittsburg, Ohio ..... L.	12 20	5 10
4 15	9 05	L. } .....	Warren, Ohio ..... L.	12 15	5 00
4 23	9 13	L. ....	Niles, Ohio ..... L.	12 07	4 51
4 36	9 27	L. ....	Youngstown, Ohio ..... L.	11 55	4 36
5 00	9 50	A. } .....	Mahoning, Pa. .... L.	11 35	4 10
5 20	---	L. } .....	Beaver Falls, Pa. .... L.	11 30	---
6 02	---	L. ....	Beaver, Pa. .... L.	10 42	---
6 57	---	L. ....	Pittsburg, Pa. .... L.	9 50	---
7 12	---	L. ....	---	9 35	---
8 20	---	A. ....	---	8 23	---

Heavy-faced figures indicate p. m. time.

The Sharpsville and Cleveland R. P. O. will run on this line west of Youngstown, thus making double daily service between Youngstown and Cleveland as above indicated.

This R. P. O. will arrive at and depart from the depot of the New York, Pennsylvania & Ohio Railroad at Cleveland, Ohio.

W. B. THOMPSON, General Superintendent.

General Order No. 111. WASHINGTON, D. C., January 8, 1883.

Ashtabula and Pittsburg R. P. O.—The Ashtabula and Pittsburg R. P. O. has this day been continued. Hereafter clerks will run between Ashtabula and Youngstown, Ohio. This R. P. O. will be daily, except Sundays, and assigned to the Ninth Division.

SCHEDULE.			
7 30	L. ....	Ashtabula, Ohio ..... A.	1 50
10 20	A. ....	Youngstown, Ohio ..... L.	10 40

Heavy-faced figures indicate p. m. time. W. B. THOMPSON, Gen'l Supt. R. M. S.

General Order No. 112. WASHINGTON, D. C., January 9, 1883.

Investigation of Losses.—Division superintendents are cautioned to bear in mind that their jurisdiction does not cover the investigation of actual losses by mail, and they should not attempt an investigation of such. If, at any time, when investigating a delay, it points or leads to a loss, papers, together with all the information, forwarded to this office to be referred to the Chief Post Office Inspector. If, in their judgment, immediate action should be taken, they may show necessary, give him a copy of the papers.



When losses are reported to division superintendents they should immediately refer the same to this office, and if in their judgment necessary, notify the local post-office inspector as above indicated.

W. B. THOMPSON, General Superintendent.

General Order No. 113.

WASHINGTON, D. C., January 10, 1883.

Cleveland & Pittsburg R. R. (additional R. P. O.).—On the 4th instant there was established on the Cleveland & Pittsburg Railroad, between Cleveland, Ohio, and Pittsburg, Pa., an additional railway post office; leaving Cleveland, Ohio, 11.40 p. m. daily, except Sundays, and arriving at Pittsburg, Pa., 6.55 a. m.; and leaving Pittsburg, Pa., 11.50 p. m. daily, except Saturdays, arriving at Cleveland, Ohio, 6.25 a. m.; making double daily service between these cities as follows:

LEAVE.		SCHEDULE.	ARRIVE.	
Night Line.	Day Line.		Day Line.	Night Line.
11 40	8 25	Cleveland, Ohio	2 30	6 25
12 50	9 32	Hudson, Ohio	1 24	5 12
1 20	10 06	Ravenna, Ohio	12 58	4 44
2 25	10 49	Alliance, Ohio	12 20	4 05
2 50	11 20	Bayard, Ohio	11 35	3 20
4 35	12 50	Wellsville, Ohio	10 23	1 50
4 45	1 10	Rochester, Pa.	10 18	1 50
5 58	2 05	Pittsburg, Pa.	9 25	12 50
6 55	3 05		8 30	11 50

Heavy-faced figures indicate p. m. time.  
The night line will leave Pittsburg daily, except Saturday.  
The day line will leave Pittsburg daily, except Sunday.  
The night line will leave Cleveland daily, except Saturday.  
The day line will leave Cleveland daily, except Sunday.

W. B. THOMPSON, General Superintendent.

General Order No. 111.

WASHINGTON, D. C., January 12, 1883.

Returning Registry Receipts by Postmasters.—Attention is invited to the following circular from the Third Assistant Postmaster General:

Superseded by General Order No. 11, August 20, 1883, by the Postmaster General. See page 78.

General Order No. 115.

WASHINGTON, D. C., January 18, 1883.

Burlington and Council Bluffs (additional R. P. O.).—On Wednesday, the 17th instant, there was established an additional railway post office on the Iowa Division of the Chicago, Burlington & Quincy Railroad, from Burlington to Council Bluffs, Iowa, to be known as the "Burlington and Council Bluffs R. P. O." The additional railway post office will leave Burlington, Iowa, 8.25 p. m. daily, except Sunday, arriving at Council Bluffs 9.20 a. m. and at Union Pacific Transfer Depot 9.30 a. m. daily, except Monday; and leaving Union Pacific Transfer Depot 5.20 p. m. and Council Bluffs 5.30 p. m. daily, except Saturday, arriving at Burlington, Iowa, 6.05 a. m. daily, except Sunday. This forms double daily service between Chicago, Ill., and Union Pacific Transfer Depot, Iowa, with schedule as follows between Burlington and Council Bluffs:

LEAVE.		SCHEDULE.	ARRIVE.	
Night Line.	Day Line.		Day Line.	Night Line.
8 25	6 40	Burlington, Iowa	10 10	6 05
9 40	7 45	Mt. Pleasant, Iowa	9 02	4 55
10 35	8 35	Fairfield, Iowa	8 10	4 00
11 30	9 30	Ottumwa, Iowa	7 10	3 05
11 40	9 40	Albia, Iowa	6 50	2 55
12 40	10 45	Chariton, Iowa	5 48	2 02
1 50	11 50	Osceola, Iowa	4 35	1 00
2 00	12 10	Creston, Iowa	4 30	12 55
3 05	1 09		3 30	11 53
4 40	2 25		2 15	10 35
4 50	2 35	Villisca, Iowa	2 05	10 25
6 12	3 50	Red Oak, Iowa	12 50	9 05
6 50	4 30	Hastings, Iowa	11 50	8 15
7 32	5 12	Malvern, Iowa	11 10	7 33
7 43	5 25		10 55	7 20
8 20	6 00	Pacific Junction, Iowa	10 15	6 35
8 40	6 20	Council Bluffs, Iowa	10 00	6 20
9 20	7 00		9 20	5 30
9 30	7 10	Union Pacific Transfer Depot	9 05	5 20

Heavy-faced figures indicate p. m. time.  
The day line will run daily, except Sunday.  
The night line will run daily, except Sunday, from Burlington, Iowa, and daily, except Saturday, from Union Pacific Transfer Depot, Iowa.

W. B. THOMPSON, General Superintendent.

General Order No. 116.

WASHINGTON, D. C., January 19, 1883.

Cedar Rapids and Council Bluffs (additional R. P. O.).—There will be established on and after January 20th an additional railway post office on the Iowa Division of the Chicago & Northwestern Railroad, between Cedar Rapids and Council Bluffs, Iowa, to be known as the Cedar Rapids and Council Bluffs R. P. O.

This additional railway post office will leave Cedar Rapids at 8.25 p. m. daily, except Sunday, and arrive at Council Bluffs 9.20 a. m. and at Union Pacific Transfer Depot 9.30 a. m. daily, except Monday, and will leave Union Pacific Transfer Depot 5.05 p. m. and Cedar Rapids 5.15 p. m. daily, except Saturday, arriving at Cedar Rapids, Iowa, 6.05 a. m. daily, except Sunday. This forms double daily service between Cedar Rapids and Council Bluffs, Iowa, with schedule as follows between Cedar Rapids and Council Bluffs, Iowa:

p. m. daily, except Saturday, and arrive at Cedar Rapids 5.45 a. m. daily, except Sunday. This additional railway post office will complete double daily service between Chicago, Ill., and Council Bluffs, Iowa, with schedule as follows between Cedar Rapids and Council Bluffs, Iowa:

LEAVE.		SCHEDULE.	ARRIVE.	
Night Line.	Day Line.		Day Line.	Night Line.
7 00	7 00	Cedar Rapids, Iowa	9 50	5 45
10 57	9 12	Tama City, Iowa	7 20	3 33
		Marshalltown, Iowa	6 35	2 50
11 30	9 57	State Center, Iowa	6 15	
12 15	10 35	Ames, Iowa	5 35	2 15
1 15	11 35	Boone, Iowa	4 35	1 15
1 55	12 10	Ogden, Iowa	3 55	12 40
2 43	1 04	Grand Junction, Iowa	3 14	11 54
		Jefferson, Iowa	2 48	11 23
3 14	1 31	Carroll City, Iowa	2 48	
3 33	1 48	Maple River Junction, Iowa	2 12	11 04
4 59	2 55	Missouri Valley, Iowa	1 07	9 55
5 11	3 06	Council Bluffs, Iowa	12 40	9 34
8 15	5 40	Union Pacific Transfer Depot	10 12	6 04
8 25	6 04			
9 20	6 50			
9 30	7 00			

Heavy-faced figures indicate p. m. time.  
The day line will leave Cedar Rapids, Iowa, daily, except Sunday.  
The night line will leave Cedar Rapids, Iowa, daily, except Sunday.  
The day line will leave Council Bluffs, Iowa, daily, except Sunday.  
The night line will leave Council Bluffs, Iowa, daily, except Saturday.

W. B. THOMPSON, General Superintendent.

General Order No. 117.

WASHINGTON, D. C., January 22, 1883.

Burlington and Council Bluffs R. P. O. (Correction).—Attention is invited to General Order No. 115, Daily Bulletin No. 875, January 18, 1883, and the same is hereby amended to read as follows:

The Burlington and Council Bluffs R. P. O., night line, will run daily between Burlington and Pacific Junction, Iowa, and will run daily, except Saturdays, east, and daily, except Mondays, west, between Pacific Junction and Council Bluffs, Iowa.

At Pacific Junction, Iowa, connection is made daily via Plattsmouth and Oropolis Junction, Nebraska, with Omaha and Hastings R. P. O.

At Burlington, Iowa, connection is made daily for Chicago, Ill., via the Chicago and Burlington R. P. O., day line.

The night line, Chicago and Burlington R. P. O., does not run east or west on Saturdays or Sundays.

W. B. THOMPSON, General Superintendent.

General Order No. 118.

WASHINGTON, D. C., January 23, 1883.

Report of Accidents—Identification of Visitors to Postal Cars.—SECTION 1. Whenever an accident occurs on any line of railroad to train conveying the mails, the superintendent in whose division the accident occurs will make a brief report by telegraph to this office at the earliest moment, giving such information as he may have in his possession. In case that any of the clerks are killed, or injured to any extent, or the mails are burned or injured, the clerk in charge will make a brief telegraphic report to this office; but in no case will this relieve such clerk from making a full report to his division superintendent. As soon as possible, after division superintendents have made a thorough investigation of each case, they will make a full detailed report in writing to this office.

SEC. 2. The attention of superintendents is respectfully called to section 758, Postal Laws and Regulations, 1879, and in connection with said section, you will please instruct employes to examine credentials of persons presenting themselves for admittance, in order that they may be satisfied that they are the persons they represent themselves to be, and are entitled to admittance to the railway postal car.

W. B. THOMPSON, General Superintendent.

General Order No. 119.

WASHINGTON, D. C., January 27, 1883.

Uniform Badge for Postal Clerks.—All railway postal clerks (including clerks detailed to transfer duty) are required to wear the regulation badge while on duty, that is, from the time they register their departure until after registering arrival. The badge required is "a regulation navy cap, three inches deep, one and three-quarter inch front, with black corded silk band; cloth to be full indigo dark navy blue; lining of cap to be silesia, and oil-glazed cover; the cap to bear upon its front the letters 'R. M. S.' in silver, surrounded by a gold wreath." Division superintendents are requested to remind clerks that the uniform badge must be worn, and that neglect to wear the badge or the use of the letters "R. M. S." upon any other than the regulation cap is a violation of the regulations to be treated in the same manner as other violations of regulations.

W. B. THOMPSON, General Superintendent.

General Order No. 120.

WASHINGTON, D. C., January 31, 1883.

West Liberty and Council Bluffs (additional R. P. O.).—On and after the 1st proximo there will be established an additional railway post office on the Iowa Division of the Chicago, Rock Island & Pacific Railroad between West Liberty and Council Bluffs, Iowa, to be known as the West Liberty and Council Bluffs R. P. O.

This additional railway post office will leave West Liberty at 9.00 p. m. daily, except Sunday, arriving at Council Bluffs 9.15 a. m. and at Union Pacific Transfer Depot 9.30 a. m. daily, except Monday, and will leave Union Pacific Transfer Depot 5.10 p. m. and Council Bluffs 5.20 p. m. daily, except Saturday, arriving at West Liberty 5.35 a. m. daily, except Sunday.

The addition of this railway post office will complete double daily service between Chicago, Ill., and Council Bluffs, Iowa via Chicago, Rock Island & Pacific Railroad.

Hereafter clerks on both the night and day lines will run between Chicago and West Liberty.

The schedule between West Liberty and Council Bluffs will be as follows:

LEAVE.		SCHEDULE.	ARRIVE.	
Night Line.	Day Line.		Day Line.	Night Line.
		Junctions.		
9 00	6 55	----- West Liberty, Iowa -----	8 45	5 35
9 50	7 35	----- Iowa City, Iowa -----	8 10	5 00
12 30	10 25	----- Grinnell, Iowa -----	5 40	2 10
1 20	11 15	----- Newton, Iowa -----	4 45	1 20
2 50	12 45	A. } ----- Des Moines, Iowa -----	3 15	11 45
3 10	1 00	L. } -----	3 00	11 30
5 05	3 06	----- Menlo, Iowa -----	1 10	9 43
6 30	4 27	----- Atlantic, Iowa -----	11 50	8 15
7 27	5 20	----- Avoca, Iowa -----	10 56	7 10
8 23	6 12	----- Neola, Iowa -----	10 08	6 12
9 15	6 53	----- Council Bluffs, Iowa -----	9 25	5 20
9 30	7 00	A. ----- Union Pacific Transfer Depot. -----	9 15	5 10

The night line will leave West Liberty daily except Sunday.  
 The night line will leave Union Pacific Transfer Depot and Council Bluffs daily, except Saturday.  
 The day line will leave Union Pacific Transfer Depot and Council Bluffs daily except Sunday.  
 The day line will leave West Liberty daily, except Sunday.

W. B. THOMPSON, General Superintendent.

General Order No. 121.

WASHINGTON, D. C., February 13, 1883.

**Delivery of Mail by Mail Messengers.**—The following ruling of the Second Assistant Postmaster General is published for the information of Superintendents, in connection with rulings 215, 216, and 217, pages 672 and 673, January, 1883, Postal Guide (General Orders Nos. 77 and 92):  
 "It is the duty of the mail messenger to deliver the mail on board the train."  
 Instructions will be given accordingly.

W. B. THOMPSON, General Superintendent.

General Order No. 122.

WASHINGTON, D. C., February 21, 1883.

**Logan and Pomeroy (additional R. P. O.).**—Commencing February 1, 1883, there was established an additional railway post office on the Ohio River Division of the Columbus, Hocking Valley & Toledo Railway, between Logan and Pomeroy, Ohio, to be known as the Logan and Pomeroy R. P. O., leaving Logan at 6.08 p. m. and arriving at Pomeroy 10.05 p. m., and leaving Pomeroy at 4.45 p. m. and arriving at Logan 8.20 p. m., making double daily service between Logan and Pomeroy, as follows:

LEAVE.		SCHEDULE.	ARRIVE.	
No. 3.	No. 1.		No. 2.	No. 4.
		Junctions.		
6 08	10 55	----- Logan, Ohio -----	8 25	8 20
7 21	12 35	----- Dundas, Ohio -----	7 20	7 04
9 18	2 15	----- Gallipolis, Ohio -----	5 42	5 26
10 05	3 00	A. ----- Pomeroy, Ohio -----	4 50	4 45

Heavy-faced figures indicate p. m. time.  
 Trains Nos. 1 and 3 receive direct connection, leaving Columbus, Ohio, at 8.20 a. m. and 3.35 p. m., respectively. Trains Nos. 2 and 4 have direct connection for Columbus, leaving Logan at 8.50 a. m. and 8.45 p. m. respectively.  
 All trains daily, except Sunday.

W. B. THOMPSON, General Superintendent.

General Order No. 123.

WASHINGTON, D. C., February 26, 1883.

**Pouches and Sacks (return of).**—All pouches and sacks labeled to any post office or railway post offices must be returned with the labels (either card or wooden) as soon as possible to the railway post office or post office whence, as shown by the label, they were dispatched.  
 The only exception to this rule allowed is in railway post offices, when such pouches or sacks are needed for immediate use, in which case the labels should be sent back where they belong by the next mail. See sections 680 and 681, Postal Laws and Regulations, edition of 1879.  
 Before pouches and sacks are sent to a depository the labels should always be taken off.

W. B. THOMPSON, General Superintendent.

General Order No. 124.

WASHINGTON, D. C., March 2, 1883.

**Toledo and Cincinnati (additional R. P. O.).**—Commencing March 1, 1883, there was established an additional R. P. O. on the Cincinnati, Hamilton & Dayton, and the Dayton & Michigan Railroads, from Toledo to Cincinnati, Ohio, to be known as the Toledo and Cincinnati R. P. O.

This additional railway post office will leave Toledo at 11.10 p. m. and arrive at Cincinnati 6.25 a. m. daily, and leave Cincinnati at 9.20 p. m., arriving at Toledo 6.35 a. m. daily, completing double daily service between Toledo and Cincinnati, Ohio, as follows:

LEAVE.		SCHEDULE.	ARRIVE.	
Night Line.	Day Line.		Day Line.	Night Line.
		Junctions.		
11 10	11 10	----- Toledo, Ohio -----	4 20	6 35
12 22	12 41	----- Deshler, Ohio -----	2 50	4 55
1 30	2 00	A. } ----- Lima, Ohio -----	1 35	3 30
1 35	2 15	L. } -----	1 20	3 20
2 45	3 30	----- Sidney, Ohio -----	12 06	1 46
3 08	3 54	----- Piqua, Ohio -----	11 42	1 21
3 24	4 10	----- Troy, Ohio -----	11 24	1 00
4 01	5 05	A. } ----- Dayton, Ohio -----	10 35	12 01
4 15	5 10	L. } -----	10 30	11 45
5 25	6 23	----- Hamilton, Ohio -----	9 15	10 24
6 25	7 20	A. ----- Cincinnati, Ohio -----	8 20	9 20

Heavy-faced figures indicate p. m. time.  
 The day line will run daily, except Sundays.  
 The night line will run daily, including Sundays.  
 W. B. THOMPSON, General Superintendent.

General Order No. 125.

WASHINGTON, D. C., March 7, 1883.

**Scheme for Distribution of Mail for Mexico Ecstasy Overland.**—(Superseded by General Scheme of Mexico, January 1, 1884.)

General Order No. 126.

WASHINGTON, D. C., March 13, 1883.

**Jackson and Grand Rapids (additional R. P. O.).**—Commencing March 7, 1883, an additional railway post office was established on the Grand Rapids Division of the Michigan Central Railroad from Jackson to Grand Rapids, Michigan, to be known as the Jackson and Grand Rapids R. P. O., to leave Jackson at 7.50 a. m. and arrive at Grand Rapids 11.50 a. m., and to leave Grand Rapids at 5.50 p. m. and arrive at Jackson 9.30 p. m. The establishment of this additional railway post office will complete double daily service, except Sunday, between Jackson and Grand Rapids, Michigan, with schedule as follows:

LEAVE.		SCHEDULE.	ARRIVE.	
Day Line.	Night Line.		Day Line.	Night Line.
		Junctions.		
7 50	12 50	----- Jackson, Mich. -----	9 45	9 30
8 15	1 15	----- Rives Junction, Mich. -----	9 22	9 10
8 55	1 43	----- Eaton Rapids, Mich. -----	8 55	8 43
9 20	2 05	----- Charlotte, Mich. -----	8 33	8 20
11 50	4 50	A. ----- Grand Rapids, Mich. -----	6 20	5 50

Heavy-faced figures indicate p. m. time.  
 This service will be daily, except Sunday, and will be known as a short run to the Detroit and Grand Rapids R. P. O., running over the same line of railroad between the points named, that is, Jackson and Grand Rapids, but must not be considered as establishing any new railway post office service to and between Detroit and Grand Rapids other than as above mentioned.

JOHN JAMESON, Acting General Sup't.

General Order No. 127.

WASHINGTON, D. C., March 20, 1883.

**Lock Haven and Erie (additional R. P. O.).**—Commencing this date there will be established an additional railway post office service between Sheffield and Erie, Pa., on the Lock Haven and Erie R. P. O. line (P. and E. Division, Pennsylvania Railroad), to be known as the Sheffield and Erie R. P. O., leaving Sheffield 11.30 a. m., and arriving at Erie by 3.25 p. m., and leaving Erie 7.30 a. m., and arriving at Sheffield 10.45 a. m. This additional service will make double daily railway post office between Sheffield and Erie, as follows:

LEAVE.		SCHEDULE.	ARRIVE.	
Lock Haven & Erie R. P. O.	Sheffield and Erie R. P. O.		Sheffield and Erie R. P. O.	Lock Haven & Erie R. P. O.
		Junctions.		
9 40		----- Lock Haven, Pa. -----		10 45
4 28	11 30	----- Sheffield, Pa. -----	10 45	3 09
5 00	12 06	----- Warren, Pa. -----	10 08	2 35
5 15	12 25	----- Irvine, Pa. -----	9 52	2 20
6 20	1 45	----- Corry, Pa. -----	9 00	1 25
6 48	2 17	----- Union City, Pa. -----	8 24	1 10
7 45	3 25	A. ----- Erie, Pa. -----	7 30	11 35

Heavy-faced figures indicate p. m. time.  
 This R. P. O. will run daily except Sunday.

JOHN JAMESON, Acting General Sup't.

## General Order No. 128.

Care of Registered Matter.—Superintendents are requested to call the attention of clerks to sections 808 and 939, Postal Laws and Regulations, 1879. Registered packages and pouches must never be left out of sight of the clerk who last received for them until he turns them over to the proper person, taking receipt therefor. Under no circumstances can any exception be made to this order.

JOHN JAMESON, Acting General Sup't.

## General Order No. 129.

Exclusion of Unmailable Matter.—Complaint has been made to this office that samples of fertilizers, paints, ink powders, and other unmailable articles are being sent through the mails from many of the larger post offices, in violation of the regulations. In the hurry of making up and dispatching the mails it may not always be possible to scrutinize every package so as to exclude everything unmailable, but it is believed that no intelligent business man would knowingly offer anything for mailing forbidden by the regulations. Superintendents are therefore requested to confer with the postmasters in their respective divisions as to the best methods of exercising a more rigid scrutiny of all fourth-class matter mailed. It would be well for all postmasters to call the attention of the public, through the press and otherwise, to the class of matter excluded from the mails under the regulations, so that all may understand that it is in their own general interest that the Department is trying by every means to exclude from the mail everything that might, under any circumstances, damage in any way other articles in the mail or the persons of those handling them.

W. B. THOMPSON, General Superintendent.

## General Order No. 130.

Cleveland and Pittsburg (additional R. P. O.)—Commencing May 1, 1883, an additional R. P. O. was established on the Cleveland & Pittsburg R. R., from Cleveland, Ohio, to Pittsburg, Pa., to be known as the Cleveland and Pittsburg R. P. O. Leaving Cleveland at 2 p. m. and arriving at Pittsburg at 7.45 p. m.; leaving Pittsburg at 1.55 p. m. and arriving at Cleveland at 7.30 p. m. This additional service will make three railway post offices on the Cleveland & Pittsburg R. R., as follows:

ARRIVE.			SCHEDULE.			LEAVE.		
R. P. O. No. 36.	INCREASE. R. P. O. No. 4.	R. P. O. No. 2.	Junctions.	R. P. O. No. 1.	INCREASE. R. P. O. No. 3.	R. P. O. No. 41.		
11 40	2 00	8 25	L-----Cleveland, Ohio-----A	2 30	7 30	6 25		
12 50	3 00	9 32	L-----Hudson, Ohio-----L	1 24	6 27	5 42		
1 20	3 26	10 06	L-----Ravenna, Ohio-----L	12 58	6 03	4 44		
2 25	4 05	10 49	L-----Alliance, Ohio-----L	12 20	5 30	4 05		
2 50	4 27	11 20	L-----Bayard, Ohio-----L	11 35	4 57	3 20		
4 45	5 55	1 10	L-----Wellsville, Ohio-----L	10 28	3 50	1 50		
5 58	6 45	2 05	L-----Rochester, Pa-----L	9 25	2 55	12 60		
6 55	7 45	3 05	A-----Pittsburg, Pa-----L	8 30	1 55	11 50		

Heavy-faced type indicates p. m. time. R. P. O. daily, except Sundays.

## CONNECTIONS.

Train No. 4 receives connection from New York and Chicago R. P. O. train No. 15 at Cleveland, and connects with New York and Pittsburg R. P. O. train No. 4, Pittsburg and St. Louis R. P. O. train No. 1, and Pittsburg and Cincinnati R. P. O. train No. 5 at Pittsburg.

Train No. 2 receives connection from New York and Chicago R. P. O. trains 1 and 6 at Cleveland.

Train No. 36 receives connection from New York and Chicago R. P. O. trains 4 and 8, and connects New York and Pittsburg R. P. O. train 8 East, and Pittsburg and St. Louis, Pittsburg and Cincinnati, and Pittsburg and Chicago R. P. O.'s train 7 at Pittsburg.

Train No. 1 receives connection at Pittsburg from Pittsburg and St. Louis and Pittsburg and Cincinnati R. P. O.'s train 2, Pittsburg and Chicago R. P. O. train 4, and Pennsylvania R. R. Express train 7, and connects New York and Chicago R. P. O. train 8 at Cleveland.

Train No. 3 receives connection at Pittsburg from New York and Pittsburg R. P. O. train 9, and connects New York and Chicago R. P. O. trains 4 and 17 at Cleveland.

Train No. 41 receives connection at Pittsburg from New York and Pittsburg R. P. O. train 13 and Pittsburg and St. Louis and Pittsburg and Cincinnati trains 4, connecting at Cleveland with New York and Chicago R. P. O. trains 1 and 6.

W. B. THOMPSON, General Superintendent.

## General Order No. 131.

WASHINGTON, D. C., May 2, 1883.

SECTION 1. Care of Signal Service Instruments.—Complaint has been made to this office by the Chief Signal Officer that a large number of the instruments forwarded by him and registered by this office have been received at destination broken. Superintendents are therefore again requested to call the attention of postal clerks to the importance of exercising the utmost care in handling these instruments while in transit. As it is possible that many of the breakages reported occur after the instruments have passed out of the control of the Railway Mail Service, the clerk who last handles them should make a special report of their delivery in good order to the postmaster at the office where they pass from the care of the Railway Mail Service. This report should give the name of the instrument and of the addressee and the registry number.

SEC. 2. Garfield, D. C.—It has been reported to this office that mail matter addressed "Garfield, D. C.," has in some instances been returned for better direction, in spite of the fact that it is, and appears in the Guide, as a good office, and in other cases has been misssent to Garfield, Md. Superintendents will issue orders to prevent such errors in future.

W. B. THOMPSON, General Superintendent.

## General Order No. 132.

WASHINGTON, D. C., May 8, 1883.

SECTION 1. Postmarking Letters with Date of Receipt.—Superintendents will spare no effort to secure the obedience of all postmasters to section 379, Postal Laws and Regulations, 1879, as amended in ruling 969, page 764, January, 1893, Postal Guide. Postal clerks should be cautioned that section 775, Postal Laws and Regulations, must be strictly complied with. Superintendents will report all violations of these sections by postmasters or postal clerks to this office.

SEC. 2. Reports of Condition of Signal Service Instruments.—The reports called for in section 1 of General Order No. 131, of May 2, 1883, should be made by clerks direct to this office. In case at any time instruments are broken while in the care of this service, a special report of the facts must be made by the clerk in charge, at the time the breakage is discovered, to his superintendent, for transmission to this office, and the broken instrument will be deposited in the post office at the terminus of the run, subject to the order of the Chief Signal Officer in the Army.

W. B. THOMPSON, General Superintendent.

## General Order No. 133.

WASHINGTON, D. C., May 10, 1883.

Mexico.—Matter addressed to Sacramento, State of Chihuahua, Mexico (station on Mexican Central Railroad), should be forwarded via El Paso, Texas.

W. B. THOMPSON, General Superintendent.

## General Order No. 134.—Obsolete. (See General Order 148.)

## General Order No. 135.

WASHINGTON, D. C., May 11, 1883.

Cuba and Mexico.—This office is in receipt of information from the Superintendent of Foreign Mails of the existence of quarantine at Galveston, Texas, and New Orleans, La., and stating that mail for Cuba and Mexico, forwarded from these ports in winter, should now be sent via New York City.

It is therefore ordered that all correspondence for Bagdad, Tampico, Tuxpan, and Vera Cruz, Mexico, and Cuba be forwarded via New York City until further orders.

W. B. THOMPSON, General Superintendent.

## General Order No. 136.

WASHINGTON, D. C., May 18, 1883.

SECTION 1. Nices of Foreign Origin.—Section 4 of General Order No. 9, October 11, 1879, paragraph 230, page 275, January, 1883, Postal Guide, is rescinded. Locals and mixes of foreign origin will hereafter be treated in the same manner as domestic matter of the same character.

SEC. 2. States in Addresses to be Written in Full.—All officers and clerks of the Railway Mail Service in directing letters and other mail matter will write the name of the State in full, without abbreviation.

W. B. THOMPSON, General Superintendent.

## General Order No. 137.

WASHINGTON, D. C., May 24, 1883.

International Exchanges.—An order was issued on the 19th instant establishing an additional daily direct exchange of mails between Kingston, Ontario, and New York City, mail to leave Kingston to connect the train leaving Cape Vincent, N. Y., 8.00 a. m. and arriving at New York City 9.00 p. m., and leaving New York City 4.35 a. m. and arriving at Kingston at — p. m.

Also establishing a daily direct exchange of mails between Kingston, Ontario, and Rome, N. Y., to leave Kingston in time to connect 8 a. m. train leaving Cape Vincent, N. Y., and arriving at Rome, N. Y., 12.55 p. m., and to leave Rome 1.00 p. m. to connect with dispatch from New York City and arriving at Cape Vincent 5.50 p. m. and at Kingston — p. m. same day; these exchanges to go into effect the 1st proximo and continue during the summer months.

W. B. THOMPSON, General Superintendent.

## General Order No. 138.

WASHINGTON, D. C., May 29, 1883.

International Exchange—Correction.—The second paragraph of General Order No. 137 is hereby corrected to read as follows: Also establishing a direct exchange of mails, in one direction only, between the offices of Kingston, Ontario, and Rome, N. Y., to be effected by daily dispatch, to leave Kingston, Ontario, in time to connect 8 a. m. train leaving Cape Vincent, N. Y., and arriving at Rome, N. Y., 12.55 p. m.; to go into effect on the first proximo and continue during the summer months.

W. B. THOMPSON, General Superintendent.

## General Order No. 139.

WASHINGTON, D. C., May 29, 1883.

Florida Mail.—Railway post office service having been established between Jacksonville and Pensacola, Fla., to be known as the Jacksonville and Pensacola railway post office, and Railway post office service having been established between Citmax Junction, Ga. (n. o.), and Chattahoochee, Fla., making railway post office from Way Cross, Ga., to Chattahoochee, Fla., all for the State of Florida on the Charleston and Jacksonville R. P. O.

W. B. THOMPSON, General Superintendent.

## General Order No. 140.

WASHINGTON, D. C., June 11, 1883.

Uniform for the Railway Mail Service.—All clerks (including those detailed to transfer duty) must wear the uniform cap when on duty; that is, from the time they record their departure until they record their arrival, and between the time they go to the post office to receive mail and the time they deliver it at the terminus.

NOTE.—The cap required by this section is the regulation navy cap three inches deep, one and three-quarters inches in front, with black corded silk band; cloth to be of full indigo navy blue, lining to be of selesia; to have upon its front the letters "R. M. S." in silver, surrounded by a gold wreath. It must also have an oil-glazed cover, to be worn only in rainy weather. From June 15th to September 15th of each year, in lieu of the cap, a straw hat with rim not to exceed 3½ inches and crown not exceeding 4 inches may be worn. The straw hat must have upon its front the letters "R. M. S." in silver, surrounded by a gold wreath.

W. B. THOMPSON, General Superintendent.

Fort Dodge and Sioux City R. P. O.—(Extension and Increased Service).—Under date of April 25, 1883, an order was issued extending the Fort Dodge and Sioux City R. P. O., to begin at Dubuque, Iowa, making double daily service between Dubuque and Sioux City, Iowa, via the Iowa division of the Illinois Central R. R. To be known as the Dubuque and Sioux City R. P. O.; leaving Dubuque at 7.45 a. m. and 6.45 p. m., and arriving at Sioux City 10.45 p. m. and 9.50 a. m., respectively, and leaving Sioux City at 6.45 a. m. and 3 p. m., and arriving at Dubuque 9.25 p. m. and 5.30 a. m., with schedule, respectively, as follows:

DUBUQUE AND SIOUX CITY R. P. O.  
(Iowa Div. Illinois Central R. R.)

R. P. O.	R. P. O.	Junctions.	R. P. O.	R. P. O.
6 45	7 45	----- Dubuque, Iowa -----	A 9 25	5 30
7 47	8 47	----- Farley -----	8 22	4 35
8 34	9 33	----- Delaware -----	7 37	3 53
9 47	10 44	----- Independence -----	6 27	2 42
10 45	11 40	----- Waterloo -----	5 30	1 45
10 55	12 00	----- Cedar Falls -----	5 10	1 35
11 13	12 17	----- Ackley -----	4 53	1 20
12 45	1 50	----- Iowa Falls -----	3 25	11 54
1 13	2 20	----- Webster City -----	2 56	11 26
2 33	3 40	----- Fort Dodge -----	1 40	10 11
3 25	4 30	----- Le Mars -----	12 50	9 20
3 35	4 40	----- Sioux City, Iowa -----	12 30	9 10
8 43	9 42		7 48	4 03
9 50	10 45		6 45	3 00

Heavy-faced type indicates p. m.  
Day lines meet at Alden; night lines at Aplington. Run daily, except Sundays.

W. B. THOMPSON, General Superintendent.

General Order No. 142.

WASHINGTON, D. C., June 20, 1883.

Responsibility for Depredations upon Unsealed Registered Package Envelopes.—The following ruling by the Third Assistant Postmaster General is published for the information of this service.

RULING.

When a registered package envelope is forwarded from a post office unsealed, if a depredation is committed on such unsealed package, and the depredation can not be traced directly to the person committing it, the mailing postmaster will be held responsible for the loss because of his neglect of duty. Postmasters and postal clerks should report every instance of this irregularity. The clerk into whose hands any such package comes will make a special report to his superintendent, and seal the package envelope before delivering it.

JOHN JAMESON, Acting General Superintendent.

General Order No. 143.

WASHINGTON, D. C., June 28, 1883.

Mexico, Mail for.—Arrangements have been completed between the Post Office Department and the Republic of Mexico for an overland exchange of mails between the offices of San Diego, California, and Tijuana, Mexico, to commence on the 1st proximo.

The exchange for the present will be semimonthly, and the mails sent from San Diego should include all correspondence for Tijuana and Real del Castillo, and that for other destinations in Lower California may also be forwarded in this exchange, if specially addressed to go via San Diego, California.

JOHN JAMESON, Acting General Superintendent.

General Order No. 144.

WASHINGTON, D. C., June 28, 1883.

Mexican Mail—New Exchange.—This office is in receipt of a letter, under date of the 27th inst., from the Superintendent of Foreign Mails relative to the new exchange of mails overland, between San Diego, California, and Tijuana, Mexico, stating that he is informed by Postmaster at San Diego, Cal., that the mails thence to Tijuana, Mexico, will, according to schedule, leave San Diego at 7 a. m. on the 3d and 17th of each month, arriving at Tijuana at 10 a. m. of the same days. General Order No. 143 is amended accordingly.

JOHN JAMESON, Acting General Superintendent.

General Order No. 145.

WASHINGTON, D. C., July 10, 1883.

Second-Class Matter to be Promptly Forwarded.—Complaint has been made to this Department that second-class mail matter (newspapers and periodicals sent to the regular subscribers) is not in all cases promptly forwarded. To the addressee such matter is of at least equal importance with his letter mail, and it should be treated with equal care by postal clerks. If it is necessary to withdraw second-class matter from its wrapper in order to ascertain its destination, it may be done, but will not be allowed for any other purpose. Second-class nixos will be treated as prescribed by the regulations and orders. If postal clerks find any second-class matter improperly directed, that is to say, addressed to the wrong post office, they should report the fact on the trip report so that the superintendent may notify the publisher, but should not change the address or course of the package.

The Postmaster General desires that the practice of reading newspapers and periodicals passing through the mails be discontinued wherever it exists.

W. B. THOMPSON, General Superintendent.

General Order No. 146.

WASHINGTON, D. C., July 10, 1883.

Helena, Montana.—All mail for Helena, Montana, from all divisions, should be sent via the Northern Pacific R. R., except from the Eighth Division and the States of Colorado, Nebraska, and the Territory of Wyoming.

W. B. THOMPSON, General Superintendent.

General Order No. 147.

WASHINGTON, D. C., July 11, 1883.

Mexico, Overland Exchange.—General Order No. 125 from this office, dated March 7, 1883, "scheme for distribution of mail for Mexico exchanged overland," is hereby amended to include the following destination in the Republic of Mexico, correspondence for which should be forwarded via Laredo, Texas, viz:

Destinations.	State of—
Alaguines -----	San Luis Potosi.
Catorce-Real de -----	San Luis Potosi.
Cedral -----	San Luis Potosi.
Cerritos -----	San Luis Potosi.
Ciudad del Maiz -----	San Luis Potosi.
Guadalcazar -----	San Luis Potosi.
Matculuala -----	San Luis Potosi.
Rio Verde -----	San Luis Potosi.
Salinas del Peñon Blanca -----	San Luis Potosi.
Santa Maria del Rio -----	San Luis Potosi.
Villa de Reyes -----	San Luis Potosi.

Correspondence destined for Sacramento, State of Coahuila, may be forwarded either via Eagle Pass or Laredo, Texas.

W. B. THOMPSON, General Superintendent.

General Order No. 148.

WASHINGTON, D. C., July 13, 1883.

Scheme for Distribution for Montana Territory.—Montana Territory to Bismarck and Billings R. P. O., except the following offices to Deer Lodge and Ogden R. P. O. This scheme is intended to supersede all previous orders for the distribution of mail for the Territory of Montana.

The Fifth, Sixth, Seventh, and Ninth Divisions will work Montana in accordance herewith. The First Division and New York City mass Montana on the Ninth Division. The Second, Third, and Fourth Divisions will include Montana with mail for Minnesota. The latter division in cases where the quantity of mail is sufficient will make separation as indicated herewith. Postmasters exchanging through registered pouches with Ogden, Utah, and Saint Paul, Minnesota, should also use this scheme. Future information for distribution of Montana will appear in the Daily Bulletin.

Montana to Bismarck and Billings R. P. O.—Except the following offices to Deer Lodge and Ogden R. P. O.:

OFFICE.	COUNTY.	OFFICE.	COUNTY.
Adobetown -----	Madison	Levengood's -----	Deer Lodge.
Allerdice -----	Beaver Head.	Martina -----	Missoula.
Ardrum -----	Missoula.	Melrose -----	Silver Bow.
Argenta -----	Beaver Head.	Missoula -----	Missoula.
Bannack City -----	Beaver Head.	New Chicago -----	Deer Lodge.
Basin -----	Jefferson.	Norwood -----	Silver Bow.
Bear's Mouth -----	Deer Lodge.	Phillipsburg -----	Deer Lodge.
Beartown -----	Deer Lodge.	Pioneer -----	Deer Lodge.
Boulder Valley -----	Jefferson.	Fuller Springs -----	Madison.
Butte City -----	Silver Bow.	Quartz -----	Missoula.
Cable -----	Deer Lodge.	Race Track -----	Deer Lodge.
Clancey -----	Jefferson.	Red Rock -----	Beaver Head.
Como -----	Missoula.	Saint Ignatius -----	Missoula.
Corvallis -----	Missoula.	Selish -----	Missoula.
Deer Lodge City -----	Deer Lodge.	Sheridan -----	Madison.
Dillon -----	Beaver Head.	Silver Bow -----	Silver Bow.
Divide -----	Beaver Head.	Silver Star -----	Madison.
Ennis -----	Silver Bow.	Shalkaho -----	Missoula.
Fish Creek -----	Madison.	Stevensville -----	Missoula.
Flat Head -----	Madison.	Stone Station -----	Deer Lodge.
Forest City -----	Missoula.	Sunset -----	Deer Lodge.
Frenchtown -----	Missoula.	Superior -----	Missoula.
Glendale -----	Beaver Head.	Twin Bridges -----	Madison.
Grace -----	Silver Bow.	Vipond -----	Beaver Head.
Gregory -----	Jefferson.	Virginia City -----	Madison.
Gunderson -----	Silver Bow.	Walkerville -----	Silver Bow.
Hocla -----	Beaver Head.	Warm Springs -----	Deer Lodge.
Home Park -----	Madison.	Whitehall -----	Jefferson.
Horse Plains -----	Missoula.	Wickes -----	Jefferson.
Horse Prairie -----	Beaver Head.	Willis -----	Beaver Head.
Lauria -----	Madison.	Willowglen -----	Deer Lodge.
		Woodville -----	Jefferson.

W. B. THOMPSON, General Superintendent.

General Order No. 149.

WASHINGTON, D. C., July 14, 1883.

R. P. O. Service Changes.—The Omaha and Atchison Railway Post Office, together with clerks, is hereby transferred from the Sixth to the Seventh Division Railway Mail Service. The Columbus and Atchison Railway Post Office, together with clerks, is hereby transferred from the Seventh to the Sixth Division Railway Mail Service.

W. B. THOMPSON, General Superintendent.

## General Order No. 150.

WASHINGTON, D. C., August 1, 1883.

SECTION 1. *Post Route Maps (Diagrams).*—Post route diagram maps of all the States for the purpose of this service, are being prepared by the topographer of the Department as rapidly as possible, and the entire issue for all the States will be forwarded to their respective divisions. Division superintendents will interchange in cases where it is found necessary. Only a limited number of these maps can be furnished, and it will necessitate the exercise of the utmost economy in their distribution to the end that the supply may equal the positive needs of the service.

SEC. 2. *National Military Home, Ohio.*—The postmaster at Dayton, Ohio, has made complaint to this office regarding the delay to correspondence intended for the "National Military Home, Ohio." In consequence of such matter frequently being addressed National Military Home, Dayton, Ohio, it is very generally included in the Dayton direct package, especially by clerks in distant divisions. It is therefore ordered that all clerks of this service will examine carefully all packages for Dayton, Ohio, made up in their offices, to detect any matter that may have been inadvertently cased with Dayton direct. All clerks who work Ohio mail will be very particular in this matter, and at all times, when having three or more letters for the "National Military Home," will make a direct package for the same, covered by a slip plainly addressed "National Military Home, Ohio." When there are less than three letters for National Military Home they should be sent to the Cleveland and Cincinnati R. P. O., or to some line connecting that R. P. O.

N. G. SUMMERFIELD, Acting General Superintendent.

## General Order No. 151.

WASHINGTON, D. C., August 9, 1883.

*Galesburg and Quincy R. P. O.*—The Galesburg and Quincy Railway Post Office, together with the clerks thereon, is hereby transferred from the Sixth Division to the Seventh Division of the Railway Mail Service.

N. G. SUMMERFIELD, Acting General Superintendent.

## General Order No. 152.

WASHINGTON, D. C., August 28, 1883.

*Change of Superintendents in Third and Fourth Divisions R. M. S.*—L. M. Terrell, Superintendent of the Fourth Division of the Railway Mail Service, will, on the first proximo, assume charge of the Third Division of the Railway Mail Service, vice C. W. Vickery, who will, on that day, take charge of the Fourth Division of the Railway Mail Service. The headquarters of the respective Divisions will remain as formerly, viz., at Atlanta, Ga., and Washington, D. C.

W. B. THOMPSON, General Superintendent.

## General Order No. 153.

WASHINGTON, D. C., September 8, 1883.

*Through Schedule of Mail Routes (Corrections).*—Division superintendents will please cause corrections to the "Through Schedule of Mail Routes" for October to be forwarded as complete and comprehensive as possible. As there was no issue of the Schedule for September, the corrections to be forwarded should be to the last issue, No. 13, August, 1883. In order that sufficient time may be had to prepare copy, etc., for the printer, it will be necessary that the information reach this office not later than the 15th instant.

W. B. THOMPSON, General Superintendent.

## General Order No. 154.

WASHINGTON, D. C., September 19, 1883.

*Mexico (New Exchange).*—Under date of September 14, 1883, it was ordered by the Postmaster General that, on and after the 1st proximo, the existing exchanges of mails by the post office of Tucson, Arizona, with the Mexican offices of Magdalena and Altar, Sonora, be discontinued, and designating in lieu thereof the offices of Benson and Nogales, Arizona, as exchange offices, on the part of the United States, with the said Mexican offices, or others to be designated by the postal administration of Mexico. General Order (from this office) No. 125, March 7, 1883, is therefore amended as follows: (**Superseded by General Scheme of Mexico, January 1, 1884.**)

JOHN JAMESON, Acting General Superintendent.

## General Order No. 155.

WASHINGTON, D. C., September 28, 1883.

*California Mail (Correction).*—General Order No. 80, July 8, 1881, is hereby modified as follows: Erase "Inyo" from list of counties to be sent to the Deming and San Francisco R. P. O.

JOHN JAMESON, Acting General Superintendent.

## General Order No. 156.

WASHINGTON, D. C., October 5, 1883.

*Instructions to Railway Postal Clerks—Pouches, Sacks, and Locks not to remain in Cars—To Record Arrivals and Departures.*—SEC. 756. Instructions to railway postal clerks, dated October 5, 1883, read as follows: "Clerks will thoroughly examine their cars before leaving them to see that no mail is left therein. No pouches, sacks, or other property of the Department must be left in the cars unless special permission to do so is granted." (**See General Order No. 158.**)

SEC. 756a. Mail locks must not be left in the car. Each superintendent is requested to see that these instructions are strictly enforced. Special permission to leave pouches, sacks, or other property of the Department in the cars at the initial or terminal point must, in each case, be reported to this office, where a record of the same will be kept.

SEC. 749. *Clerk's record of Arrivals and Departures.*—A record of arrivals and departures will be kept at each terminal post office, or at some other place at each terminus of a run, to be designated by the superintendent, in which each clerk is required to sign in his own handwriting his full name and the day and hour of the schedule arrival and departure of the train, and of his own arrival at and departure from the post office or other place where the record is kept. Failure to do so will be regarded as a failure to perform service without excuse, and the clerk will forfeit one day's pay for each failure to so sign, but such forfeiture shall not exceed one day's pay for any number of failures to sign on any one day. *Provided, however,* That clerks may be relieved from the penalties and forfeitures herein imposed upon application, showing good reason therefor, addressed to the division superintendent, who will forward the same to the General Superintendent with his commendation.

A substitute will sign his own name and that of the clerk for whom he is working, thus:  
JOHN SMITH, Clerk, by WILLIAM JONES, Substitute.

The above instructions are to go into effect with this date.

## General Order No. 157.

WASHINGTON, D. C., October 10, 1883.

*Subpoenaed by U. S. Court.*—When railway postal clerks are subpoenaed by the Government to attend a United States court they are entitled, under Section 850 of the Revised Statutes, to their actual expenses. They are not entitled to per diem or mileage. Their actual expenses should all be stated in items, they to receive the regular salary of their grade during the time they are attending court. Where clerks reside at the place at which the court is held, they are not entitled to expenses. When clerks are subpoenaed as above stated, it is the duty of the remaining clerks on the line to keep up the run of the clerk or clerks so absent without expense to the Department. If the remaining clerks on the line are unable to keep up the run, then it is the duty of the Department to employ an acting clerk or clerks at its own expense to keep up the run during the absence of the clerk or clerks so subpoenaed; and, as I said before, the clerk or clerks absent by reason of this subpoena to draw his or their regular salary during the time he or they are absent.

W. B. THOMPSON, General Superintendent.

## General Order No. 158.

WASHINGTON, D. C., October 29, 1883.

*Pouches and Sacks Left in Cars.*—That portion of General Order No. 156, under date of October 5, 1883, which reads as follows: "No pouches, sacks, or other property of the Department must be left in the cars unless special permission to do so is granted," is hereby rescinded.

W. B. THOMPSON, General Superintendent.

## General Order No. 159.

WASHINGTON, D. C., October 30, 1883.

*Pacific Coast Mails.*—All lines east of the Mississippi river will send mail for Oregon, Washington, Alaska, and British Columbia via Saint Paul and the Northern Pacific Railway.

Division superintendents will issue special instructions to lines west of the Mississippi River and east of the Rocky Mountains, so that mail will go via the Union Pacific Railway or the Northern Pacific Railway, selecting the line that makes the best time.

Lines in Oregon and Washington will send mail for points east of the Mississippi river via the Northern Pacific Railway and St. Paul, Minn.

The superintendent of the Eighth Division Railway Mail Service will issue instructions to divert at Blackfoot Junction point for line west of the Mississippi river and east of the Rocky Mountains that will make better time via the Utah Northern division of the Union Pacific Railway.

W. B. THOMPSON, General Superintendent.

## General Order No. 160.

WASHINGTON, D. C., October 31, 1883.

*Cuba and Mexico.*—This office is informed by the Superintendent of Foreign Mails that Quarantine regulations do not now exist at Galveston, Texas, and New Orleans, La. General Order No. 135, May 11, 1883, is therefore hereby rescinded.

W. B. THOMPSON, General Superintendent.

## General Order No. 161.

WASHINGTON, D. C., December 10, 1883.

*Mexico (New Exchange Office).*—Information has been forwarded this office by the Acting Superintendent of Foreign Mails that the international exchange of mails heretofore existing between the Mexican offices of Altar and Magdalena and the United States offices of Benton and Nogales, Arizona, has been discontinued at the instance of the Mexican postal administration, and in lieu thereof the Mexican office of Nogales has been made an exchange office with Benson and Nogales, Arizona.

The Superintendent of the Eighth Division will take the necessary action to carry this change into effect on the part of the United States.

W. B. THOMPSON, General Superintendent.

## General Order No. 162.

WASHINGTON, D. C., December 12, 1883.

*Bristol and Chattanooga R. P. O., Transfer to Third Division.*—The Bristol and Chattanooga R. P. O. is hereby transferred from the Fifth to the Third Division, to take effect on the 15th instant.

W. B. THOMPSON, General Superintendent.

## General Order No. 163.

WASHINGTON, D. C., January 22, 1884.

*Registers. Indorsing of.*—Ordered: That section 845, page 181, Postal Laws and Regulations, 1879, which reads as follows:

"SEC. 845. *Indorsing Registered Packages.*—When a postmaster or railway mail employé signs a receipt for a registered package, he will carefully examine the package, and indorse thereon, in the spaces provided therefor, a statement of its condition, the date of its receipt, the name of his post office or office, and his signature; also indorse statement of condition on package receipt." be added to instructions to railway postal clerks, issued under date of October 5, 1883, and be known as section 956.

W. B. THOMPSON, General Superintendent.

## General Order No. 164.

WASHINGTON, D. C., February 27, 1884.

*Count of Mail Distributed.*—Ordered: Hereafter, in reporting mail distributed clerks should not count packages and sacks merely opened for the purpose of consolidating or verifying the contents of the same. The count should only include matter actually distributed.

W. B. THOMPSON, General Superintendent.

## General Order No. 165.

WASHINGTON, D. C., March 1, 1884.

*Wicks Branch N. P. R. R.*—The Wicks Branch of the Northern Pacific Railway, running south from a point on the Northern Pacific Railway 5 miles east of Helena, via Clancy, Jefferson, and Cobin to Wicks, is hereby assigned to the Sixth Division Railway Mail Service.

JOHN JAMESON, Acting General Superintendent.

## General Order No. 166.

WASHINGTON, D. C., March 4, 1884.

*Economical Use of Twine.*—It being necessary that the use of both large and small twine be as economical as possible, the division superintendents will issue the requisite instructions to the clerks of their respective divisions to the end that its use be curtailed to the lowest possible point to properly perform the service.

JOHN JAMESON, Acting General Superintendent.

General Order No. 167.

WASHINGTON, D. C., March 11, 1884.

**Illegible Postmark.**—The constantly recurring complaints, from business men and others, regarding the failure of postmasters to postmark, in a legible manner, mail matter deposited in their offices render it necessary that some steps should be taken to insure the observance of section 381, Postal Laws and Regulations, 1879. Postal clerks will therefore report to their division superintendents the continued violation of this regulation on the part of any postmaster, and the division superintendent will report the same to this office.

JOHN JAMESON, Acting General Superintendent.

General Order No. 168.

WASHINGTON, D. C., March 13, 1884.

**Additional Information Required in Reporting Failures.**—Hereafter division superintendents are requested, when reporting clerks for failure to record arrival, departure, or perform service, on blank 5047, to add the salary of clerks in addition to giving the class. This information is desired by the Second Assistant Postmaster General, and the report will not be considered complete without it.

JOHN JAMESON, Acting General Superintendent.

General Order No. 169.

WASHINGTON, D. C., March 17, 1884.

**Manner of Reporting Failure of Railroad Companies to Perform Service.**—Hereafter, in reporting the failure of railroad companies to perform service over any R. P. O. or portion of R. P. O., or railroads, you will please give the number of route or routes as well as terminal titles of R. P. O.

JOHN JAMESON, Acting General Superintendent.

Order No. 27.

POST OFFICE DEPARTMENT,  
WASHINGTON, D. C., November 1, 1883.

Section 748, page 169, Postal Laws and Regulations, edition of 1879, and General Order No. 323, dated June 16, 1882, are amended to read as follows:

**Sec. 748. In case of Disability Railway Postal Clerk will Soid Certificate.**—In case a clerk shall be disabled while in the actual discharge of his duties as such, by a railroad or other accident, he shall forward to his division superintendent a certificate of his attending physician or surgeon, sworn to before an officer authorized to administer oaths, who has an official seal, setting forth the nature, extent, and cause of his disability and the probable duration of the same. The division superintendent will forward the certificate with his recommendation to the General Superintendent of the Railway Mail Service, who will make his recommendation thereon, and submit the case to the Postmaster General, who may, in his discretion, grant such disabled clerk leave of absence with pay for periods of not exceeding sixty days each, and not exceeding 365 days in all.

When it becomes necessary for the Department to employ an acting clerk by reason of the absence of an injured clerk, the acting clerk shall be of class one, at an annual salary of not exceeding eight hundred dollars per annum.

W. Q. GRESHAM, Postmaster General.

Order No. 11.

POST OFFICE DEPARTMENT,  
WASHINGTON, D. C., August 20, 1883.

**New Form of Registered Package Receipt.**—A new card form of registered package receipt has been adopted by the Department, with the view of economizing in clerical labor, and also of saving the entire cost of envelopes involved in the use of the old sheet form of registered package receipts, which they will supersede as fast as the old stock of receipts becomes exhausted. The cards printed in yellow color will be sent out by and returned to postmasters. The cards printed in green color will be sent out by and returned to postal clerks. Space is provided in the cards for stating, in the handwriting of the signer the total number of packages for which he gives his receipt. This feature is intended to operate as a check and fix responsibility in cases of doubt. Postal offices will be governed in their use of the cards by the following additional section, to the Postal Laws and Regulations.

**Sec. 830 $\frac{1}{2}$ . Registered Package Card Receipt.**—Postmasters or postal clerks, in using the card forms of registered package receipt, will fill the blanks provided for their own return address, then on the reverse side of the card will enter, in the column arranged for the purpose, a description of the packages dispatched, writing the letter 'R' for the ordinary registered package, the letter 'S' for package of postage stamps, the letter 'E' for package of stamped envelopes, and the letter 'C' for package of postal cards. The number of package, the mailing post office, the date of postmark, and the post office address of, will also be entered, and the package receipt placed with the package dispatched, as instructed in section 831 of the Postal Laws and Regulations.

**Sec. 837 $\frac{1}{2}$ . Return of Registered Package Card Receipt.**—The receiving postmaster or postal clerk will sign the package card receipt, erasing the word postmaster or postal clerk, so that his official title will be properly stated, and will write, in words, within the rectangle after his signature, the total number of packages described in the receipt and received by him. He will then postmark the card on the address side, and return without postage or cover of an envelope, by the next mail.

Postal officers are instructed to copy the foregoing sections in their volume of Postal Laws and Regulations.

(Signed) W. Q. GRESHAM, Postmaster General.

General Order No. 170.

WASHINGTON, D. C., April 15, 1884.

**Toledo and St. Louis R. P. O.**—The Toledo and La Fayette R. P. O. and the La Fayette and Saint Louis R. P. O. are hereby consolidated and will hereafter be known as the Toledo and Saint Louis R. P. O.

Leave Toledo 5 30 p. m.  
Arrive at Saint Louis 8.40 a. m.  
Leave Saint Louis 6.40 p. m.  
Arrive at Toledo 9.45 a. m.

This line will be assigned to the Fifth Division, and will go into effect immediately.

W. B. THOMPSON, General Superintendent.

General Order No. 171.

WASHINGTON, D. C., April 16, 1884.

The Warm Springs & Knoxville R. P. O., the Rogersville and Bull's Gap R. P. O., and the Cranberry Forge and Johnson City R. P. O. are hereby transferred from the Fifth to the Third division; to take effect July 1, 1884.

W. B. THOMPSON, General Superintendent.

NOTICE.

WASHINGTON, D. C., April 19, 1884.

**Toledo and St. Louis R. P. O.**—Referring to General Order No. 170, relative to the consolidation of the Toledo and La Fayette and the La Fayette and Saint Louis R. P. Os. I would state that

NOTICE.

WASHINGTON, D. C., April 24, 1884.

**Warm Springs and Knoxville R. P. O., Rogersville and Bull's Gap R. P. O., Cranberry Forge and Johnson City R. P. O., Transfer of.**—The date specified in General Order No. 171, for the transfer of the Warm Springs and Knoxville, the Rogersville and Bull's Gap, and the Cranberry Forge and Johnson City R. P. O.'s from the Fifth to the Third Division R. M. S., is hereby changed so as to take effect May 1, 1884.

W. B. THOMPSON, General Superintendent.

SPECIAL NOTICE.

POST OFFICE DEPARTMENT,  
OFFICE OF FOREIGN MAILS,  
WASHINGTON, D. C., April 24, 1884.

**Cuba and Mexico.**—Mail service by sea, between New Orleans, La., and Galveston, Texas, respectively, and Mexican ports, having been withdrawn in consequence of quarantine regulations, all correspondence for Mexico properly using sea routes should, for the present, be sent to the New York post office for dispatch. On and after May 1 next, and until further orders, all correspondence for Cuba should be sent also to the New York post office for dispatch, for the same reason.

JAMES S. CRAWFORD, Superintendent of Foreign Mails.

NOTICE.

WASHINGTON, D. C., April 25, 1884.

**Fast Mail—New York and San Francisco.**—Commencing March 9, 1884, the fast mail upon the line of the N. Y. C. & H. R. R. R. and L. S. & M. S. R. R., leaving New York at 8.50 p. m. and arriving at Toledo, Ohio, at 4.57 p. m., was extended to Chicago, Ill., arriving at that point at 12.35 a. m.

Upon March 11 new service was established on the line of the C. B. & Q. R. R. between Chicago, Ill., and Burlington, Iowa, leaving Chicago at 3 a. m. and arriving at Burlington at 8.28 a. m., and, by change of schedule on the Burlington and Council Bluffs R. P. O., forming a through line, arriving at Union Pacific Transfer Depot at 7 p. m. The night railway post office between Chicago and Burlington, leaving Chicago at 10 p. m., was also changed to run from Chicago to Quincy, Ill., arriving at the latter point at 8.20 a. m.

Upon March 15, 1884, a change of schedule was made upon the Central Pacific R. R. whereby the railway post office formerly leaving Ogden, Utah, at 7.15 a. m. and arriving at San Francisco, Cal., at 8.40 p. m. the second day, now leaves Ogden at 5.15 p. m., in connection with the through mail from the east, and arrives at San Francisco at 7.40 a. m. the second day.

Upon March 12 the railway post office between Chicago, Ill., and Minneapolis, Minn., leaving Chicago at 9 p. m. and arriving at Minneapolis at 3.10 a. m., was changed so as to leave Chicago at 3 a. m. and arrive at Minneapolis at 4 p. m. the same day. March 17 new service was established upon this line between Chicago and Milwaukee, Wis., and upon March 28 this new service was extended to Portage City, Wis., leaving Chicago at 9 p. m. and arriving at Portage City at 5.50 a. m.

JOHN JAMESON, Acting General Superintendent.

General Orders No. 172.

WASHINGTON, D. C., May 23, 1884.

**Mexico City, Mexico.**—The Honorable Postmaster General has issued the following order:

POST OFFICE DEPARTMENT,  
WASHINGTON, D. C., May 23, 1884.

All mails heretofore sent to New York, New Orleans, and Galveston to be dispatched to Mexico by sea, will hereafter be sent directly to El Paso, Texas. New York, New Orleans, and Galveston will, however, continue to send pouch mails directly to Mexico via El Paso and the Mexican Central Railroad.

W. Q. GRESHAM, Postmaster General.

SCHEDULE.

NEW YORK, N. Y., TO MEXICO CITY, MEXICO.	MEXICO CITY, MEXICO, TO NEW YORK, N. Y.
Leave New York, N. Y., 8.00 a. m.	Leave Mexico City, Mexico, 9 p. m.
" Philadelphia, Pa., 11.10 a. m.	Arrive El Paso, Texas, 7.35 a. m.
" Pittsburgh, Pa., 10.52 p. m.	Leave El Paso, Texas, 9.00 a. m.
" Columbus, Ohio, 5.37 a. m.	" Rincon, N. Mex., 1.30 a. m.
" Indianapolis, Ind., 11.55 a. m.	" Albuquerque, N. Mex., 11.30 p. m.
Arrive Saint Louis, Mo., 7.30 p. m.	" La Junta, Colo., 7.10 p. m.
Leave Saint Louis, Mo., 8.20 p. m.	Arrive Kansas City, Mo., 5.45 p. m.
" Sedalia, Mo., 4.20 a. m.	Leave Kansas City, Mo., 8.25 p. m.
Arrive Kansas City, Mo., 8.09 a. m.	" Sedalia, Mo., 11.55 p. m.
Leave Kansas City, Mo., 10.10 a. m.	Arrive Saint Louis, Mo., 7.00 a. m.
" La Junta, Colo., 7.40 a. m.	Leave Saint Louis, Mo., 8.00 a. m.
" Albuquerque, N. Mex., 4.00 a. m.	" Indianapolis, Ind., 4.55 p. m.
" Rincon, N. Mex., 12.45 p. m.	" Columbus, Ohio, 11.37 p. m.
Arrive El Paso, Texas, 4.30 p. m.	" Pittsburgh, Pa., 8.35 a. m.
Leave El Paso, Texas, 6.40 p. m.	" Philadelphia, Pa., 7.45 p. m.
Arrive Mexico City, Mexico, 7.10 a. m.	Arrive New York, N. Y., 10.20 p. m.

Trains leave New York, N. Y., and Mexico City, Mexico, daily. Distance from New York City to Mexico City, 3,749 miles; New York, N. Y., to Mexico City, time six days, twenty-three hours, and ten minutes; Mexico City to New York, N. Y., time seven days, one hour, and twenty minutes.

W. B. THOMPSON, General Superintendent.

General Order No. 173.

WASHINGTON, D. C., May 23, 1884.

**Mexican Domestic Mails.**—Hereafter Mexican domestic mails will be carried in closed pouches upon the lines between Nogales, Ariz., and El Paso, Texas, the same as domestic mails of the United States, and should receive the same care and attention at the hands of clerks in this service.

W. B. THOMPSON, General Superintendent.

ORDER.

WASHINGTON, D. C., May 23, 1884.

**Mexico.**—All mails heretofore sent to New York, New Orleans, and Galveston to be dispatched to Mexico by sea, will hereafter be sent directly to El Paso, Texas. New York, New Orleans, and Galveston will, however, continue to send pouch mails directly to Mexico via El Paso and the Mexican Central Railroad.

General Order No. 173½.

Mexico.—All mail for Mexico, in the following States, is now made up direct to Mexico City and forwarded via El Paso, Texas, viz:

Agua Calientes,	Federal District,	Mexico,	Queretaro,
Campeche,	Guamajuato,	Michoacan,	San Luis Potosi,
Chiapa,	Guerrero,	Morelos,	Tlaxcala,
Nombre de Dios, in the	Hidalgo,	Oajaca,	Tlaxcala,
State of Durango.	Jalisco,	Puebla,	Vera Cruz, and Yucatan.

Lower California exchanged via Benson, Ariz., except Real del Castillo and Tijuana, exchanged via San Diego, Cal.

Sinaloa, State of, exchanged via Benson, Ariz.

Sonora, State of, exchanged via Benson, Ariz.

Bagdad exchanged via Brownsville, Tex.

All exchanges with Mexico by sea are discontinued.

These changes are made in conformity with the Postmaster General's order of May 22, 1884.

Mails for Mexico City are made up direct at Chicago, Ill., Galveston, Tex., New Orleans, La., New York, N. Y., and San Francisco, Cal.

JOHN JAMESON, Acting General Superintendent.

General Order No. 174.

WASHINGTON, D. C., June 3, 1884.

Mexico.—Correct scheme of Mexico, dated January 1, 1884, in accordance with General Order No. 173 of June 2, 1884.

JOHN JAMESON, Acting General Superintendent.

POST OFFICE DEPARTMENT,  
OFFICE FIRST ASSISTANT P. M. GENERAL,  
WASHINGTON, D. C., June 13, 1884.

Rates of Postage upon Second-class Matter.—The following act is now in force:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the rate of Postage on newspaper and periodical publications of the second class, when sent by others than the publisher or news agent, shall be one cent for each four ounces or fractional part thereof, and shall be fully prepaid by postage stamps affixed to said matter.

Approved June 9, 1884.

Hereafter postmasters will receive for mailing newspaper and periodical publications of the second class, when sent by other than the publisher or news agents, at the rate of one cent for each four ounces or fractional part thereof.

JAMES H. MARR, Acting First Assistant P. M. General.

## NOTICE.

WASHINGTON, D. C., June 21, 1884.

Fast Mail.—Commencing June 23, 1884, a change of schedules will take effect as follows:

## BALTIMORE AND WILLIAMSPORT R. P. O.

4 00	Leave	Baltimore, Md.	Arrive	6 50
8 10	Leave	Hagerstown, Md.	Leave	2 30
8 30	Arrive	Williamsport, Md.	Leave	2 10

Heavy-faced type indicates p. m. time.

## BALTIMORE AND BRISTOL R. P. O.

No. 11.				No. 10.
4 40	Leave	Baltimore, Md.	Arrive	No. change.
7 45	Arrive	Hagerstown, Md.	Arrive	
2 25	Leave		Arrive	
3 22	Leave	Shen. Junction, W. Va.	Leave	
12 25	Leave	Roanoke, Va.	Leave	
6 00	Arrive	Bristol, Tenn.	Leave	

Heavy-faced type indicates p. m. time.

W. B. THOMPSON, General Superintendent.

Order No. 85.

WASHINGTON, D. C., June 27, 1884.

Postage on Second-class Matter.—The act approved June 9, 1884, provides that the rate of postage on newspaper and periodical publications of the second class, when sent by others than publishers and news agents, shall be one cent for each four ounces, or fractional part thereof, and shall be fully prepaid by postage stamps affixed to such matter.

This act in no wise enlarges the rights of publishers and news agents.

All persons, not of these classes, are entitled to send through the mails, without regard to place of mailing, destination, or distance, newspaper and periodical publications of the second class weighing not more than four ounces, by affixing thereto a one-cent postage stamp.

W. Q. GRESHAM, Postmaster General.

General Order No. 175.

WASHINGTON, D. C., July 8, 1884.

District of Columbia Post Offices.—All letter and circular mail from the District of Columbia, viz: Anacostia, Benning's, Brightwood, Garfield, and Tennallytown should be included in State packages for Maryland, unless the quantity of mail is sufficient to tie out direct.

Lines that center at or pass through Washington should, when the quantity is not sufficient to make a direct package, place the same under a slip to "Washington, D. C., Dis."

JOHN JAMESON, Acting General Superintendent.

General Order No. 176.

WASHINGTON, D. C., July 15, 1884.

Surplus Canvas.—All railway post office lines running south and west from Washington, D. C., will, until further notice, send all surplus canvas sacks to that office.

OFFICE OF POSTMASTER GENERAL,  
WASHINGTON, D. C., July 22, 1884.

Official Business Registry Fee.—Section 812, Postal Laws and Regulations, provides that letters upon official business of the Post-Office Department which require registering shall be registered free of charge. Post-office inspectors, railway mail service superintendents, and other officials of the Department are entitled to register and send without payment of registry fee official matter pertaining to the business of the Post-Office Department when the same is of sufficient importance to warrant registration, and the circular which was issued July 18, 1884, is enlarged accordingly.

W. Q. GRESHAM, Postmaster General.

General Order No. 177.

WASHINGTON, D. C., July 31, 1884.

Division Schedules, Standard Size.—It has been deemed advisable to adopt a standard measurement for future issues of division schedules, in book form, with a view to uniformity in size. Hereafter, therefore, division superintendents will be particular to have their schedules in book form of the following standard dimensions, viz, 8¼ inches by 3¼ inches.

W. B. THOMPSON, General Superintendent.

General Order No. 178.

WASHINGTON, D. C., August 27, 1884.

Accomac and Northampton counties, Va.—The counties of Accomac and Northampton, of the eastern shore of Virginia, heretofore embraced in the Third Division, Railway Mail Service, are transferred to the Second Division, Railway Mail Service, and will hereafter constitute a portion of that division.

JOHN JAMESON, Acting General Superintendent.

General Order No. 179.

WASHINGTON, D. C., September 5, 1884.

Knoxville and Marysville R. P. O. Transfer.—On and after September 15, 1884, the Knoxville and Marysville R. P. O. will be assigned to the Third Division of the Railway Mail Service.

JOHN JAMESON, Acting General Superintendent.

General Order No. 180.

WASHINGTON, D. C., September 5, 1884.

Montana.—General Order No. 148, dated July 13, 1883, is hereby rescinded. Mail for Montana Territory will hereafter be distributed in accordance with General Scheme of Montana of February, 1884. In cases where the quantity of mail is not sufficient to warrant a fine distribution Northern Montana may be included with mail for Minnesota.

JOHN JAMESON, Acting General Superintendent.

General Order No. 182.

WASHINGTON, D. C., October 9, 1884.

The Acting Postmaster General has issued the following order:

POST OFFICE DEPARTMENT,

WASHINGTON, D. C., October 4, 1884.

Mexico Sea Exchanges.—Modify Order No. 172, of May 22d, last, directing the dispatch overland, via El Paso, Texas, of all mails theretofore sent to Mexico by sea from New York, New Orleans, and Galveston, and direct the resumption of dispatches of mails by sea from New York, via Havana, Cuba, or direct to Progreso, Campeche, and Frontera, said mails to comprise all correspondence of the United States origin for the Mexican States of Yucatan, Campeche, Tabasco, and Chiapas.

FRANK HATTON, Acting Postmaster General.

Division superintendents will issue necessary instructions to the end that the above order be carried into effect immediately.

Very respectfully,

W. B. THOMPSON, General Superintendent.

General Order No. 183.

WASHINGTON, D. C., October 8, 1884.

Evansville and Cairo R. P. O. Transfer.—On and after October 15, 1884, the Evansville and Cairo R. P. O. (steamboat service) will be assigned to the Fifth Division R. M. S.

W. B. THOMPSON, General Superintendent.

General Order No. 184.

WASHINGTON, D. C., October 9, 1884.

Mexico Sea Exchanges.—The following offices in Mexico should be sent via New York, N. Y., in accordance with order of the Acting Postmaster General, dated October 4, 1884 (BULLETIN 1400). Care should be taken that offices of the same name but in other States than those shown below be not included with mail going via New York:

## STATE OF CAMPECHE.

Bolonchen,	Campeche,	Champton,	Pallada,
Calkin,	Carmen,	Hecelchakan,	Tenabo.

## STATE OF CHIAPAS.

Cacahuatan,	Micuilapa,	San Bartolome,	Tonala,
Catazaja,	Ocozingo,	San Carlos,	Tuxtla Chico,
Comitan,	Ocozucua,	Santa Efigenia,	Tuxtla Gutierrez,
Chiapa,	Pichucalco,	Simojovel,	Union Juarez,
Chilon,	Progreso,	Tapachula,	Zapaluta,
Galera de Capilla,	San Cristobal las Casas,	Teopisca,	Zapote.
Ixtacomitan,			

## STATE OF TABASCO.

Balancau,	Jalapa,	Nacajuca,	Tacotalpa,
Cardenas,	Jalpa,	Paraiso,	Tenocique,
Comalcalco,	Jonuta,	Raices,	Tepetitlan,
Cunduacan,	Macuspana,	San Carlos,	
Frontera,	Macuspana,		

## STATE OF YUCATAN.

Acanceh,	Huji,	Nolo,	Tekax,
Cacalchen,	Hunucma,	Oxkutzcab,	Temax,
Cansahcab,	Ixil,	Poto,	Ticul,
Citas,	Izamal,	Progreso,	Tispehual,
Citicum,	Kinchil,	Sacalum,	Tiskokob,
Chicxulub,	Maldonado,	Seye,	Tizimin,
Cholul,	Mama,	Sisal,	Tunkax,
Euan,	Maxcanu,	Sitilpech,	Uayma,
Espita,	Merida,	Sitpach,	Valladolid.
Halacho,	Motul,	Sotuta,	

W. B. THOMPSON, *General Superintendent.*

**General Order No. 185.**

WASHINGTON, D. C., October 9, 1884.

*Evansville and Paducah and Paducah and Cairo R. P. O's Transfer.*—Modify General Order No. 183, of October 8, 1884, so as to read as follows: On and after October 15, 1884, the Evansville and Paducah and Paducah and Cairo Railway Post Offices, together with the clerks thereon, will be transferred from the Sixth Division to the Fifth Division of the Railway Mail Service.

W. B. THOMPSON, *General Superintendent.*

**General Order No. 186.**

WASHINGTON, D. C., October 10, 1884.

*Algoma District, Canada.*—All post offices and railway post office lines in the United States handling Canadian mails, should send matter for the Algoma District (Lake Superior and Georgian Bay), Canada, in accordance with the following schedule:

<i>Name of Office.</i>	<i>To be forwarded as follows:</i>
Fort William,	Pic,
Huron Bay,	Port Arthur,
Jackfish Bay,	Red Rock,
Murilla Station,	Silver Islet,
Peninsular Harbor,	Vert Island.
Algoma Mills,	Michipicoten Island,
Ansonia,	Michipicoten River,
Bar River,	Point aux Pins,
Blind River,	Point Mamainse,
Bruce Mines,	Poplar,
Carterton,	Poplar Grove,
Cockburn Island,	Port Finlay,
Day Mills,	Richard's Landing,
Desert,	Rydal Bank,
Echo River,	Sault Ste. Marie,
Evansville,	Spanish River,
Garden River,	Tenby Bay,
Jocelyn,	Thessalon,
Koran,	Thompson,
Marksville,	

W. B. THOMPSON, *General Superintendent.*

**General Order No. 187.**

WASHINGTON, D. C., October 29, 1884.

*Mexico.*—All mail for Mexico should be forwarded in strict conformity with the list of distribution contained in the Official Postal Guide of September, 1884, and subsequent numbers, except when specially addressed to go forward otherwise.

This order is in consequence of frequent complaints to this office of delays to mail for Mexico resulting from erroneous distribution.

Division superintendents are respectfully requested to give this matter particular attention.

W. B. THOMPSON, *General Superintendent.*

**General Order No. 188.**

WASHINGTON, D. C., November 12, 1884.

*Guatemala.*—All correspondence addressed to Livingston, Port Barrios, and Saint Thomas, in the Republic of Guatemala, should be forwarded to New Orleans, La., for dispatch thence in direct mails by steamer.

W. B. THOMPSON, *General Superintendent.*

*Mexico—Circular.*—General Order No. 187, BULLETIN 1429, should be read in connection with the circular of the Superintendent of Foreign Mails, October 22d, November Postal Guide, page 23, directing that all correspondence for the States of Campeche, Chiapas, Tabasco, and Yucatan, in the Republic of Mexico, should be forwarded, by sea exchanges, from New York, New Orleans, and Galveston.

W. B. THOMPSON, *General Superintendent.*

**General Order No. 189.**

WASHINGTON, D. C., November 13, 1884.

*Algoma District, Canada—Modification.*—Modify General Order No. 186, of October 10, 1884, so as to read "from May 1st to November 15th," instead of "during the season of navigation," and "from November 16th to April 30th," instead of "in winter."

W. B. THOMPSON, *General Superintendent.*

**Order No. 61.**

WASHINGTON, D. C., November 17, 1884.

*Unclaimed Letters, Disposition of.*—ORDERED: That rule number 798, Postal Guide for January, 1884, be and the same is hereby amended so as to read as follows:

Unclaimed letters inclosed in envelopes upon which hotel cards are printed should not be returned to the mailing office unless such envelopes have written or printed thereon the words "return to" in addition to the hotel card.

Proprietors of hotels should omit the usual return request from envelopes supplied to their guests, and guests using such envelopes should be careful to designate what disposition should be made of letters sent by them in case they can not be delivered.

**General Order No. 190.**

WASHINGTON, D. C., November 25, 1884.

*Guatemala.*—Modify General Order No. 188, of November 12th, to read as follows:

All mail for the Republic of Guatemala should be forwarded to New York, N. Y., or San Francisco, Cal., except Livingston, Port Barrios, Saint Thomas, Isabal, Zacapa, Chiquimula, and Coban. Mail for the latter destinations should be forwarded to New Orleans, La., for dispatch in direct mails.

Mail for Guatemala forwarded otherwise than as herein indicated will be subjected to serious delay.

W. B. THOMPSON, *General Superintendent.*

**General Order No. 191.**

WASHINGTON, D. C., December 8, 1884.

*Mexico.*—Railway post offices in the Fifth and Sixth Divisions, centering at Saint Louis, Mo., will forward to the Saint Louis and Texarkana R. P. O. all mail for the Republic of Mexico that is not distributed and labeled via the regular border exchange offices as indicated in the Official Postal Guide.

JOHN JAMESON, *Acting General Superintendent.*

**General Order No. 192.**

WASHINGTON, D. C., December 11, 1884.

*Daily Special Reports.*—Daily special reports of trains to this office should have the words "Train Report" plainly written on the right-hand upper corner of the envelope.

Division superintendents will please cause this order to be observed.

JOHN JAMESON, *Acting General Superintendent.*

**General Order No. 193.**

WASHINGTON, D. C., December 22, 1884.

*Mexico (Zacatecas).*—All mail for Zacatecas, in the State of Zacatecas, Mexico, should be forwarded via El Paso, Texas, unless specially addressed to go forward otherwise.

JOHN JAMESON, *Acting General Superintendent.*

**General Order No. 194.**

WASHINGTON, D. C., January 31, 1885.

*Missent Mail, postmark.*—Section 775, Postal Laws and Regulations, prescribes that all missent matter should be so marked and the postmark of the office receiving the same affixed. Division superintendents will please see that this regulation is strictly enforced. This is necessary in order that the responsibility for delays to mail matter may be definitely located.

JOHN JAMESON, *General Superintendent.*

**General Order No. 195.**

WASHINGTON, D. C., February 24, 1885.

*Failures by R. R. Co's.—Give Route Number.*—Hereafter, in reporting failures on the part of railroad companies to perform service, division superintendents will give the number of route or routes upon which the failures occurred.

JOHN JAMESON, *General Superintendent.*

## SPECIAL NOTICE.

POST OFFICE DEPARTMENT,  
OFFICE OF POSTMASTER GENERAL,  
WASHINGTON, D. C., March 31, 1885.

*Tenure of Office.*—Railway postal clerks who have become efficient and valuable men, against whom no just complaint of neglect, inattention, or want of fidelity, honesty, or efficiency can be brought, and who have not turned their attention to political labors during their service, need have no fear of being disturbed so long as they continue to render meritorious and faithful service.

WM. F. VILAS, *Postmaster General.*

**General Order No. 196.**

WASHINGTON, D. C., April 2, 1885.

*Shieldsboro, Miss. (n. o.)*—Shieldsboro, Miss. (n. o.), is a United States Revenue Marine Station, and matter addressed to Shieldsboro, Miss., should be included with mail for Bay St. Louis, Miss.

JOHN JAMESON, *General Superintendent.*

**General Order No. 197.**

WASHINGTON, D. C., April 4, 1885.

*Mexican Domestic Mails.*—Hereafter Mexican domestic mails will be forwarded in closed pouches via the Mexican Central Railroad to El Paso, Texas, to be forwarded to destination by means of the United States railroads and the post offices at Eagle Pass, Laredo, and Brownsville, Texas, and other intermediate offices. These mails will be promptly forwarded to destination intact by employes of this service.

JOHN JAMESON, *General Superintendent.*

**General Order No. 198.**

WASHINGTON, D. C., April 22, 1885.

*Michipicoten River, Canada.*—Modify General Order No. 186, October 10, 1884, to indicate mail for Michipicoten river, Algoma District, Canada, from New York and other Eastern States, to be forwarded via Prescott, Ontario, during the winter season (November 16th to April 30th).

JOHN JAMESON, *General Superintendent.*

**General Order No. 199.**

WASHINGTON, D. C., April 27, 1885.

*Registers in Exchange Mails.*—Hereafter register mail must not, under any circumstance, be included in "Exchange" or "Go back" mails from one train to another. Return registers must be carried to terminal offices for return, unless they can be turned back from some point where hand-to-hand delivery and receipt can be effected through a postmaster or transfer clerk.

JOHN JAMESON, *General Superintendent.*

**General Order No. 200.**

WASHINGTON, D. C., May 2, 1885.

*Registers in Exchange Mails.*—General Order No. 199 is not intended to prohibit the exchange of return register mail at meeting point of trains when direct hand-to-hand delivery and receipt can be made.

JOHN JAMESON, *General Superintendent.*



## General Order No. 201.

*Bristol and Chattanooga R. P. O., Tennessee.*—Railway post office lines and post offices in the First, Second, and Third Divisions, making a separation of mail for the State of Tennessee, will forward the following counties to the Bristol and Chattanooga R. P. O., viz:

Anderson,	Hamilton,	Monroe,
Blount,	Hancock,	Polk,
Bradley,	Hawkins,	Roane,
Campbell,	James,	Sovier,
Carter,	Jefferson,	Sullivan,
Clairborne,	Johnson,	Union,
Cocke,	Knox,	Washington,
Grainger,	Landon,	
Green,	McMinn,	
Hamblen,	Meigs,	

JOHN JAMESON, General Superintendent.

## General Order No. 202.

*Slips in Paper Sacks.*—Numerous complaints are received at this office of the failure of clerks to place slips in paper sacks. Division superintendents will please see that the requirements of section 728, Postal Laws and Regulations, are rigidly enforced.

JOHN JAMESON, General Superintendent.

## General Order No. 203.

*Register Locks and Pouches, Care of.*—Complaint is made that locks and pouches used in the transmission of registered matter are often damaged by careless handling while in the custody of railway postal clerks. Great care should be exercised by all persons handling these pouches to the end that they be delivered in as good condition as when received.

JOHN JAMESON, General Superintendent.

## General Order No. 204.

*Foreign Mails.*—The Postmaster General has directed that the following changes be made in the dispatch of correspondence for foreign countries, to take effect on the 1st day of August, proximo, viz:

*Cuba.*—Mails for Cuba, heretofore dispatched by sea from New York, to be forwarded to Key West, Fla., via Tampa, Fla., for dispatch from Key West to Havana, by steamer, which leaves Key West for Havana every Wednesday and Friday.

*New Zealand and Australian Colonies.*—Correspondence for New Zealand and the Australian Colonies, heretofore included in mails made up at San Francisco, Cal., for dispatch to those colonies direct, to be forwarded exclusively via Great Britain, in mails made up at New York, N. Y., as well as San Francisco, California.

*China and Japan.*—There being only one dispatch during August next (on the first proximo) from San Francisco for China and Japan direct, correspondence for China, Japan, and the East Indies to be also forwarded, until the 20th of August, via Great Britain, in mails made up at New York, N. Y., as well as San Francisco, California.

The mails made up at New York to contain all registered correspondence for the destinations above named.

Division superintendents will please give this matter immediate and particular attention, and issue such special instructions as may be necessary to fully carry into effect the above order of the Honorable Postmaster General.

JOHN JAMESON, General Superintendent.

## General Order No. 205.

*Cuba.*—All correspondence originating in the United States and destined for Cuba should be forwarded to Tampa, Fla., for dispatch via Key West to Havana.

All post offices of the first class having twenty or more pieces of mail for Cuba will forward in sealed canvas, labeled Cuba, otherwise; make package under facing slip addressed Cuba.

JOHN JAMESON, General Superintendent.

## General Order No. 204.—(Correction).

*Cuba.*—In General Order No. 204, Daily Bulletin, July 31st, the sailing days of steamers from Key West, Fla., for Havana, Cuba, are incorrectly stated as Wednesdays and Fridays, instead of Wednesdays and Saturdays.

JOHN JAMESON, General Superintendent.

## General Order No. 206.

*Japan, China, and the East Indies.*—Modify paragraph 4, General Order 204, as follows: Correspondence for Japan, China, and the East Indies to be forwarded to New York, N. Y., for dispatch via Great Britain, until further notice.

JOHN JAMESON, General Superintendent.

## General Order No. 207.

*New Zealand, Australian Colonies, Etc.*—The 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.

Until further notice all correspondence for the destinations above indicated will be dispatched from San Francisco direct, unless specially addressed to be forwarded via Brindisi, Italy.

Paragraph 3, General Order 104, is modified in accordance herewith.

JOHN JAMESON, General Superintendent.

## General Order 208.

*Foreign via San Francisco.*—General Order 204 of July 31st, and 206 of August 16th, are modified as follows: Hereafter, and until further notice, all mail for China, Japan, and East Indies, excepting British India, will be forwarded via San Francisco, California, to be dispatched in direct mails from that office.

JOHN JAMESON, General Superintendent.

## General Order No. 209.

*Special Delivery System.*—Pursuant to the order of the Postmaster General, bearing date of August 11, 1885, in reference to the introduction of the Special Delivery System (see pp. 14, 15, 16, 17, and 18, Postal Guide for September, 1885), the following rules are issued for the guidance of post-

1. When dispatched in direct or express pouch from one post office to another post office, or from a railway post office to a post office, a separate package should be made when there are five or more letters. When there are less than five letters they should be placed together upon the outside of the letter package, so as to be readily discovered by the person opening the pouch.

2. When dispatched from the post office to a railway post office, or from one railway post office to another, a separate package should be made when there are five or more of these letters addressed to the same post office; when there are less than five letters they should be placed upon the outside of a direct package, or immediately under the label slip of a route or State package.

3. Postmasters and railway postal clerks will report to their division superintendent all failures to comply with the above rules.

JOHN JAMESON, General Superintendent.

## General Order No. 210.

*Benson, Arizona, and Nogales, Mexico.*—The Postmaster General has this day ordered that the exchange of mails between the post offices of Benson, Arizona, and Nogales, Mexico, be discontinued, and that all Mexican mails heretofore forwarded via Benson, Arizona, be sent via Nogales, Arizona, to be included in the exchange between that office and Nogales, Mexico.

JOHN JAMESON, General Superintendent.

## Order No. 185.

*Inner Registered Sack Exchanges.*—Post offices will be governed by the following additional sections to the Postal Laws and Regulations:

## TITLE V, CHAPTER SIX.—THE TRANSMISSION OF INNER REGISTERED SACKS.

1. Inner registered mail sacks will be used, in connection with the rotary through registered-pouch lock, for the establishment of inner registered sack exchanges, as an adjunct to the system of through registered pouch exchanges.

2. When the registered matter in transit is sufficient to justify it, inner registered sack exchanges may be established between post offices on the lines of railway mail service, one or both of which are nonterminal; also between post offices supplied by railway mail service and post offices supplied by star service.

3. In conducting inner registered sack exchanges, postal officers will be governed by Chapter Three, Title V, of the Postal Laws and Regulations, excepting sections 922, 923, 931, and 937, which are not applicable. They will also be governed by supplementary sections 921½, 921¾, 928½, and 930½, published on pages 636, 637, and 724 of the Official Postal Guide for January, 1885.

4. Where an inner registered sack can not be delivered direct and a hand-to-hand receipt obtained, postal officers must invariably bag the inner registered sack with the mail dispatched in locked pouches. They will place within the outer mail bag a registered package card receipt, describing the inner registered sack according to label, and giving the fixed and rotary numbers of the lock. They will be governed by instructions for the use of registered package receipts contained in section 831 of the Postal Laws and Regulations, and in supplementary sections 830½ and 837½, published on pages 631 and 632 of the Official Postal Guide for January, 1885. In signing registered package receipts each inner registered sack will be counted in the totals, as one piece.

5. Inner registered sacks may be pouched with other registered packages when in transit, and should be entered on all bills and transit records by the description shown on labels, and by the fixed and rotary numbers on locks.

WILLIAM F. VILAS, Postmaster General.

## General Order No. 211.

*California.*—General Order No. 69, of July 8, 1881, modified by General Order No. 155, of September 28, 1883, is further modified as follows:

Kern county,	} Albuquerque and Mojave R. P. O.
Tulare "	
San Bernardino county,	} Albuquerque and Mojave R. P. O.
Calico,	
Daggett,	
Hawley,	
Ivanpah,	
Needles, Providence, Waterman,	

JOHN JAMESON, General Superintendent.

## General Order No. 212.

*Inner Registered Sack Exchange.*—Pursuant to Order 158 of the Postmaster General of the 18th ultimo, relative to the introduction of the inner registered sack exchange, I have to request that division superintendents will confer with postmasters in their respective divisions, and make recommendation to this office for the establishment of such exchanges as may be necessary.

In all cases where the number of registers is equal to eight (8) pieces in one direction, the inner registered sack may be established.

There are at present in operation quite a number of through registered pouch exchanges, which have been established from time to time, to afford relief to the Railway Mail Service, but which have been productive of considerable trouble and difficulty in the observance of the regulations relative to the custody and protection of the same while in transit. The inner registered sack affords a remedy, and the through registered pouch should be superseded by the inner registered sack at once, in all such cases.

Recommendations to this office for the establishment of the inner registered sack exchange should be the same in detail as the through registered pouch recommendations.

Postmasters will be instructed from this office regarding contents of sack and changes in schedule of dispatch.

JOHN JAMESON, General Superintendent.

## General Order No. 213.

*Mexico via Vera Cruz.*—Mails for the Mexican States of Campeche, Chiapas, Tabasco, and Yucatan are forwarded in direct mails from Vera Cruz, Mexico, by steamer. All correspondence for destinations in the above-named Mexican States (see General Order No. 184, October 9, 1884)

**General Order No. 214.**

Mexico via Nogales, Arizona.—All mails for the Mexican States of Sinaloa and Sonora should be forwarded via Nogales, Arizona.

JOHN JAMESON, *General Superintendent.*

**General Order No. 215.**

WASHINGTON, D. C., November 2, 1885.

Algoma District, Canada.—All post offices and railway post office lines handling Canadian mail should send matter addressed to the undermentioned destinations in the Algoma (Lake Superior and Georgian Bay) District, Canada, as follows:

Algoma Mills,  
Ansonia,  
Bar River,  
Blind River,  
Bruce Mines,  
Carterton,  
Cockburn Island,  
Day Mills,  
Desert,  
Echo River,  
Garden River,  
Goulais Bay,  
Hilton,  
Jocelyn,  
Korah,  
Little Rapids,  
Marksville,  
Michipicoten Island,  
Michipicoten River,  
Point Mamainse,  
Point aux Pins,  
Poplar Grove,  
Port Finlay,  
Richards Landing,  
Rydal Bank,  
Sault de Ste. Marie,  
Sea Gull,  
Serpent River,  
Spanish River,  
Tenby Bay,  
Thessalon,  
Thompson,

Via Toronto, Canada, from May 1st to November 30th, inclusive, and via Sault de Ste. Marie, Michigan, from December 1st to April 30th, inclusive.

Barric Island,  
Big Lake,  
Collin's Inlet,  
Evansville,  
Gore Bay,  
Green Bay,  
Hilly Grove,  
Kagawong,  
Killarney,  
Lehman's Landing,  
Lilly Lake,  
Little Current,  
Long Bay,  
Manitowaning,  
Meldrum Bay,  
Michael's Bay,  
Mindemoya,  
Perivale,  
Providence Bay,  
Sandfield,  
Shegouanlah,  
Silver Water,  
Tehkummah,

Via Toronto, Canada, at all times.

General Orders Nos. 186 and 189, of October 10, and November 13, 1884, respectively, and General Order No. 198, of April 22, 1885, are modified accordingly.

JOHN JAMESON, *General Superintendent.*

**General Order No. 216.**

WASHINGTON, D. C., November 18, 1885.

Catch Station, Delivery at.—Several instances have been brought to the attention of this office where persons have been injured or property destroyed by the careless throwing off of mail at catch stations.

Division superintendents can not too strongly urge upon clerks the necessity of exercising great care in this respect, and instructions regarding the same should appear from time to time in general orders as a caution, especially for the benefit of new clerks.

Whatever destruction of property occurs as the result of carelessness on the part of any clerk in throwing off the mail at catch stations, such clerk will be required to make good the loss.

JOHN JAMESON, *General Superintendent.*

**General Order No. 217.**

WASHINGTON, D. C., December 3, 1885.

Evansville and Saint Louis R. P. O., Division Transfer.—The Evansville, Ind., and Saint Louis, Mo., Railway Post Office, now in the Sixth Division, together with the clerks thereon, will be assigned to the Fifth Division R. M. S.; to take effect December 15, 1885.

JOHN JAMESON, *General Superintendent.*

**General Order No. 218.**

WASHINGTON, D. C., December 15, 1885.

Registered Matter, Classification of.—Division superintendents in future reports to this office of the registered matter handled in their respective divisions will please report the number for each of the following classes:

Registered Packages.  
Through Registered Pouches.  
Inner Registered Sacks.  
Registered Cases.

JOHN JAMESON, *General Superintendent.*

Receipting for Registers.—The following extract from the opinion of the Third Assistant Postmaster General is published for the information of postal clerks and other postal employes handling registered mail:

"Any sworn employe of a post office competent to handle registered matter may be authorized by a postmaster to receipt for the same, but in all cases the receipts should be signed with the postmaster's name first and the name of the subordinate written underneath, as follows:

"JOHN JONES,  
Postmaster.  
"per JOHN BROWN,  
"Assistant Postmaster,

"or clerk, as the case may be.

"Registry receipts signed simply with the subordinate's name should never be accepted."

**Order No. 219.**

WASHINGTON, D. C., December 29, 1885.

Colorado and California—Miscellaneous.—Much complaint exists on account of matter for offices in Colorado being misdirected to California on account of the similar manner in which the above States are abbreviated in addresses. All clerks distributing mail for these States will therefore consult the Postal Guide in cases where the address is not distinct. When it is impossible to determine from the address whether mail is intended for Colorado or California on account of the same being addressed to offices common to both States, clerks must be guided by the name of the county, which is usually given.

The Superintendents of the Seventh and Eighth Divisions will instruct the Albuquerque and

**General Order No. 220.**

WASHINGTON, D. C., January 9, 1886.

Mexico (Copalquin).—Correspondence addressed to Copalquin, State of Durango, Mexico, should be forwarded via El Paso, Texas.

JOHN JAMESON, *General Superintendent.*

**General Order No. 221.**

WASHINGTON, D. C., January 19, 1886.

Algoma District, Canada.—General Order 215, dated November 2, 1885, is modified for the forwarding of mails for Algoma district, Canada, from the First and Second Divisions, as follows:

Algoma Mills,  
Ansonia,  
Bar River,  
Batchewana,  
Blind River,  
Bruce Mines,  
Carterton,  
Cockburn Island,  
Day Mills,  
Desert,  
Echo River,  
Garden River,  
Hilton,  
Jocelyn,  
Korah,  
Little Rapids,  
Marksville,  
Neobish,  
Point Mamainse,  
Point aux Pins,  
Poplar Grove,  
Port Finlay,  
Richards Landing,  
Rydal Bank,  
Sault de Ste. Marie,  
St. Joseph's Island,  
Sea Gull,  
Serpent River,  
Spanish River,  
Tenby Bay,  
Thessalon,  
Thompson,

Via Sault de Ste. Marie, Michigan, from December 1st to April 30th, inclusive.

Barric Island,  
Big Lake,  
Collin's Inlet,  
Evansville,  
Gore Bay,  
Green Bay,  
Hilly Grove,  
Kagawong,  
Killarney,  
Lehman's Landing,  
Lilly Lake,  
Little Current,  
Long Bay,  
Manitowaning,  
Meldrum Bay,  
Michael's Bay,  
Mindemoya,  
Perivale,  
Poplar,  
Providence,  
Sandfield,  
Shequindah,  
Silver Water,  
Tehkummah,

Via Montreal, Canada, from December 1st to April 30th, inclusive.

This order applies to the First and Second Divisions only, otherwise General Order 215 continues in effect.

JOHN JAMESON, *General Superintendent.*

**General Order No. 222.**

WASHINGTON, D. C., January 21, 1886.

Loose Fasteners on Canvas Sacks.—I am informed that many of the new tie sack fasteners are coming off in consequence of the knots at the end of the cord not being well tied. This new fastener, when it comes into general use, will be a great accommodation to everybody connected with our service; and I trust that clerks will take sufficient interest in the matter when they discover a knot untied to tie it up again and thus prevent the fastener from becoming detached. All loose fasteners should be forwarded immediately to the Department, Division of Mail Equipments.

JOHN JAMESON, *General Superintendent.*

**General Order No. 223.**

WASHINGTON, D. C., January 28, 1886.

Candy Mailable.—Section 339, January, 1887, Postal Guide, has been modified so as to admit candy, confectionery, and dried fruit, when put up in accordance with paragraphs 1 and 2, section 341, January, 1886, Guide.

JOHN JAMESON, *General Superintendent.*

**General Order No. 224.**

WASHINGTON, D. C., February 2, 1886.

No. 1 Leather Pouches.—The No. 1 leather pouches provided for the transmission of the No. 1 inner registered sacks between certain post offices, and which leather pouches are delivered to railway postal clerks to be used in pouching registered sacks and other mail to the proper office, are plainly labeled as reserved for special use in connection with the inner registered sack system, and must not be retained or used for any but the exchange for which they are issued, as indicated by the label on the pouch. This office is advised by the Honorable Third Assistant Postmaster General that considerable inconvenience and trouble is experienced in consequence of the failure by railway postal clerks to properly observe the instructions pasted on the pouches. Division superintendents will take such action as will insure a proper observance of the label instructions in the handling of the reserved No. 1 leather pouches.

JOHN JAMESON, *General Superintendent.*

**General Order No. 225.**

WASHINGTON, D. C., March 17, 1886.

Saint Paul and Council Bluffs R. P. O.—Commencing March 7th a line of forty-foot postal cars was placed upon this line, leaving Saint Paul at 5.45 p. m., arriving at Council Bluffs at 9.25 p. m.; leaving Council Bluffs at 6.33 p. m., arriving at Saint Paul at 11.20 a. m., making full R. P. O. service between those points.

**General Order No. 226.**

WASHINGTON, D. C., March 17, 1886.

California.—General Order No. 211, of October 6, 1885, is modified to include the following offices in San Bernardino county to the Albuquerque and Mojave R. P. O.:

Colton, Halleck, Lugonia,  
Riverside, Reche, San Bernardino,  
San Salvador and Tomesca.  
Also, San Diego county, Albuquerque and Mojave R. P. O.  
Ex. Cactus, Deming and Los Angeles R. P. O.  
This order does not apply to the Fourth Division.

General Order No. 227.

WASHINGTON, D. C., April 20, 1886.

*Reports of Failures to Perform Service.*—Hereafter division superintendents, in reporting failures to perform service by railroads, care must be taken to have the following items fully noted, together with other necessary information:

- Dimensions of cars.
- Number of cars, if more than one, and dimensions of each.
- Points between which failures occur.
- Route number or numbers, and date upon which failures occur on any route or portions of route.

This latter is particularly necessary, as reports are frequently received stating failure of train giving route number, and leaving time. This, as will be seen, is somewhat indefinite, as a train may leave any given point on a route before midnight, but the failure to perform service may occur after midnight, and, unless the date upon which the failure actually occurs is stated, it is a difficult matter for this Inspection Division to treat the matter understandingly.

Train numbers should also be given, and, to further assist the Inspection Division, I have to request that division superintendents will cause one copy of Division Schedules, successive issues, to be sent direct to the Honorable Second Assistant Postmaster General, Inspection Division.

ALEX. GRANT, Acting General Superintendent.

General Order No. 228.

WASHINGTON, D. C., April 21, 1886.

*Republic of Honduras, etc.*—Correspondence for the Republic of Honduras, as well as for British Honduras (Belize), and Guatemala, is dispatched exclusively by steamers sailing from New Orleans, in mails made up at New York and New Orleans, respectively.

Correspondence for countries named should, therefore, be forwarded by the most direct route to New Orleans.

ALEX. GRANT, Acting General Superintendent.

General Order No. 229.

WASHINGTON, D. C., April 26, 1886.

*California Mail to be Separated.*—Lines in the Fifth, Seventh, and Ninth Divisions, and all of the Sixth Division except Dakota, Nebraska, and Wyoming, will make a separation of mails for the State of California, and forward all for the following-named counties via Atchison, Topeka, & Santa Fé Railroad, made up as follows:

Kern Co.,	} Albq. and Mojave R. P. O.
Los Angeles,	
San Bernardino Co.,	} Dem. and Los Ang. R. P. O.
Ex. Banning,	
San Geronimo,	} Dem. and Los Ang. R. P. O.
San Diego Co.,	
Ex. Cactus, Dem. and Los Ang. R. P. O.	} Dem. and Los Ang. R. P. O.
San Luis Obispo Co.,	
Santa Barbara Co.,	} Dem. and Los Ang. R. P. O.
Tulare Co.,	
Ventura Co.,	} Dem. and Los Ang. R. P. O.
Ventura Co.,	

This order supersedes all previous orders regarding the disposition of mail for Southern California.

ALEX. GRANT, Acting General Superintendent.

General Order No. 229b.

WASHINGTON, D. C., April 30, 1886.

*California.*—All mail for Southern California, indicated in General Order No. 229, should be forwarded via El Paso, Tex., and the Deming and Los Angeles R. P. O., from the Fourth Division, and lines in the State of Texas.

JOHN JAMESON, General Superintendent.

General Order No. 230.

WASHINGTON, D. C., May 4, 1886.

*Registered Pouches and Sacks, Compare Numbers.*—In receipting for registered pouches and inner registered sacks, clerks should be very careful to see that the numbers on the locks compare with the numbers on the book, and should not depend upon any memoranda or list furnished by the dispatching office. Every effort should be made to have the records of registered matter, and especially of these valuable pouches and sacks, as accurate as possible. I trust that division superintendents and clerks will give this matter the careful attention which it merits.

JOHN JAMESON, General Superintendent.

General Order No. 231.

WASHINGTON, D. C., May 21, 1886.

*Atchison, Topeka & Santa Fé R. R.*—Modify General Order 229, April 26, 1886, by omitting Atchison, Topeka & Santa Fé Railroad.

JOHN JAMESON, General Superintendent.

General Order No. 232.

WASHINGTON, D. C., June 1, 1886.

*Inner Registered Sacks, Discontinue Recommendations.*—Division superintendents will discontinue recommendations for inner registered sack exchanges until otherwise ordered.

JOHN JAMESON, General Superintendent.

General Order No. 233.

WASHINGTON, D. C., June 17, 1886.

*China and Japan.*—All correspondences for China and Japan is dispatched in direct mails from San Francisco, Cal., unless specially addressed to go otherwise. The proper disposition of mail for these countries is not fully understood by employes of this service.

Division superintendents will please issue instructions to prevent the forwarding of mails for China and Japan to New York, N. Y., instead of direct to San Francisco, Cal.

JOHN JAMESON, General Superintendent.

General Order No. 234.

WASHINGTON, D. C., July 16, 1886.

*Diversion of Mails.*—The attention of division superintendents is invited to General Order No. 25, dated April 20, 1880, and a strict compliance therewith requested.

JOHN JAMESON, General Superintendent.

General Order No. 235.

WASHINGTON, D. C., September 27, 1886.

*British Columbia.*—Hereafter all mails for British Columbia (including that of British origin landed at New York, N. Y.) should be forwarded via St. Paul, Minn., to Winnipeg, Manitoba. This order applies to all divisions of this service, except the Eighth Division, and Wyoming, Colorado, and New Mexico.

WASHINGTON, D. C., August 20, 1886.

*Canadian Exchanges.—Ogdensburg and Utica R. P. O. and Prescott, Ontario.*—The Postmaster General has this day made the following order, viz:

ORDERED: The Canadian office having concurred therein, that a daily exchange of mails be established between the United States R. P. O., Ogdensburg and Utica, and the Canadian post office at Prescott, Ontario, the mails from Prescott to comprise correspondence of all kinds (except book packets) for the Middle and Southern States, and for the States of Massachusetts, Connecticut, and Rhode Island, and the Ogdensburg and Utica R. P. O., will include in the exchange for Prescott correspondence of all kinds for the Canadian post offices, as follows, viz:

## PRESCOTT.

## DISTRIBUTION LIST.

A.	Dunbar.	K.	Oxford Station.
Aultsville.	Dundela.	Kemptville.	Oxford Mills.
Algonquin.	Donville.	Kars.	Ozabruk Centre.
Avonmore.	Dickson.	Kenmore.	P.
Archer.	E.	L.	Pleasant Valley.
B.	East Williamsburg.	Lancaster.	Pittston.
Bowesville.	Emor's Corners.	Lunenburg.	R.
Bray's Crossing.	Elma.	Lodi.	Reid's Mills.
Burritt's Rapids.	F.	Lockville.	Russell.
Bunston's Corners.	Farran's Point.	Leitrim.	Rewena.
Beckstad.	G.	M.	Roebuck.
Bouck's Hill.	Glen Donald.	Morrisburg.	S.
Bishop's Mills.	Glen Walter.	Monckland.	Summerstown.
Berwick.	Gravel Hill.	Malakoff.	South Gloucester.
Bronseville.	Glen Small.	Manotick.	South Gower.
C.	Glen Stewart.	Metcalfe.	South Mountain.
Camerontown.	Glenmore.	Millar's Corner.	South Finch.
Cardinal.	Glen Becker.	Martintown.	South Lancaster.
Cornwall.	Grantley.	Maitland.	Spencerville.
Cashion's Glen.	Garretton.	Mille Roaches.	St. Andrews, West.
Carsonby.	Goldfield.	Moulinette.	St. Regis.
Christie's Corner.	H.	Moose Creek.	Shanley.
Cornwall Centre.	Hainesville.	Morewood.	T.
Cannamore.	Harrison's Corners.	Maynard.	Toy's Hill.
Cass Bridge.	Hoasic.	N.	Tayside.
Colquhoun.	Hallville.	North Branch.	V.
Connaught.	Heckston.	North Gowler.	Ventnor.
Centre Augusta.	Harlem.	North Mountain.	Vernon.
Charleville.	Hyndman.	New Ross.	W.
Crysler.	I.	North Williamsburg.	Williamstown.
D.	Iroquois.	North Winchester.	West Winchester.
Dalmoney.	Inkerman.	Newington.	Winchester Springs.
Dawson.	Irena.	North Valley.	Woodlands.
Dickenson's Landing.	J.	Ormond.	Varina.
Dixon's Corners.	Jockvale.	Osgoode Station.	Waller.

This order takes effect at once.

JOHN JAMESON, General Superintendent.

General Order No. 236.

WASHINGTON, D. C., October 9, 1886.

*Violation of Sections 749, 751, 754, 759, and 761.*—The continued violation of various sections of the Instructions to Railway Postal Clerks, notably 749, 751, 754, 759, and 761, has compelled the Department to take decisive action to the end that clerks may understand that these instructions must be complied with in every instance.

Within the last few days the salaries of five clerks in the Sixth Division have been reduced from one thousand to six hundred dollars per annum for the months of October, November, and December for failing to perform service over the entire length of their lines and properly record their arrivals and departures. The salaries of two clerks have been reduced from nine hundred to six hundred dollars per annum for the same period for like offenses. Another clerk has been reduced from nine hundred to six hundred dollars per annum for the month of October for signing the record of arrivals and departures for a fellow clerk, and being a party to the carrying of an unauthorized person in a mail car. Another clerk has been reduced from one thousand to six hundred dollars per annum for three months for carrying an unauthorized person in his car, also for carrying liquor in his car and using it to excess. Several clerks have been suspended from service for from two to six days for careless handling of registered matter; and in this connection I desire to again impress upon all employes of this service the necessity for using the utmost caution in the handling of this valuable matter. Clerks should never receipt for registered packages, pouches, or sacks, without carefully comparing them to see that those received are the ones signed for and that they are properly addressed. They should never depend upon a memorandum or list furnished by the dispatching postmaster, and if it can be proven that any clerk is guilty of carelessness in this respect his removal from the service will speedily follow. The Department can not and will not allow the property of its patrons to be jeopardized by the carelessness and inattention of its employes.

JOHN JAMESON, General Superintendent.

General Order No. 237.

WASHINGTON, D. C., November 18, 1886.

*No. 1 Leather Pouches.*—All post offices exchanging inner registered sacks are furnished with a supply of No. 1 leather pouches in which to inclose the No. 1 inner registered sacks, with a quantity of registered matter demands the use of the same.

The No. 1 leather pouches are plainly labeled as reserved for special use in connection with the inner registered sack system, and must not, under any circumstances, be retained or used for any but the exchange for which they are issued, as indicated by the label on the pouch.

Division superintendents will give this matter special attention in General Orders to insure the proper treatment of the leather pouches, as in the absence of a thorough understanding by railway postal clerks and others interested, considerable confusion and annoyance will occur, particularly during the heavy registered parcel business of the approaching holiday season.

See General Order 224, February 2, 1886.

## General Order No. 233.

*Cannas Sacks, Misuse of*—It is reported to this office that many clerks fail to properly observe section 770 of the Instructions, but that canvas sacks are frequently used for various purposes other than the transportation of mails, such as stamping pads, mats, cushions, aprons, etc., for the convenience of the clerks. Division superintendents and chief clerks will see that these irregularities are discontinued.

WASHINGTON, D. C., November 20, 1886.

JOHN JAMESON, General Superintendent.

## General Order No. 239.

*House and Senate, Make Up Direct*.—All lines at present making a separation of mail for Washington, D. C., and all other lines receiving a sufficient amount of such mail to do so, will make separate packages and sacks for the United States Senate and House of Representatives; such packages and sacks to include all mail for Senators or Members, whether addressed to the Capitol or otherwise, and all other mail specially addressed to either the Senate or House of Representatives.

Lists of names of Senators and Members of the House of Representatives will be furnished division superintendents, to be placed in railway post offices working this mail.

WASHINGTON, D. C., November 24, 1886.

JOHN JAMESON, General Superintendent.

## General Order No. 240.

*Trip Permits*.—Hereafter, when trip permits are forwarded to the offices of division superintendents with trip reports, they shall be attached to, and filed with, such reports instead of being returned to the office from which they were issued.

WASHINGTON, D. C., November 26, 1886.

JOHN JAMESON, General Superintendent.

## General Order No. 241.

*California Distribution*.—Corrections to the scheme for distribution of mail for the State of California will be indicated by the General Orders of the Eighth Division.

WASHINGTON, D. C., November 26, 1886.

JOHN JAMESON, General Superintendent.

## General Order No. 242.

*Foreign Mails, Made Up as Follows*.—Commencing at once railway post offices will open all packages of mail received labeled "Foreign," except those made up by other railway post offices and first-class post offices, and make packages as follows:

Canada,	} In one package.
Cuba,	
Australia,	
China,	
Japan,	
Mexico.	

Foreign.—To include all, except the above-described.

Where the quantity of the above mail is not sufficient to warrant making a package it should be included in the package to connecting railway post office. It should be remembered that "Foreign Mail" specially addressed for dispatch via any particular route, must, in all cases, be forwarded in strict conformity with such special address.

The above does not in any way affect the present orders respecting the distribution and dispatch of mails for foreign countries.

It is expected that first-class post offices will separate foreign mail as above indicated.

WASHINGTON, D. C., November 26, 1886.

JOHN JAMESON, General Superintendent.

## General Order No. 243.

*City Mail Worked, Report of*.—It is hereby ordered that the number of pieces of letter and paper mail separated or distributed in railway post offices for city delivery be reported monthly, in the usual form, by division superintendents to the superintendent of this service within the limits of whose division the city for which the separation is made is located. This order also applies to Congressional mail for Washington, D. C., covered by General Order No. 239.

WASHINGTON, D. C., January 6, 1887.

JOHN JAMESON, General Superintendent.

## General Order No. 244.

*Registered Mail, R. M. S., Receipt for Direct*.—This office is in receipt of a communication from the Third Assistant Postmaster General, as follows:

"I am decidedly of the opinion that at every post office on railway lines where the postmaster can conveniently and in person or by deputy deliver registered matter into the hands of postal clerks, and where the stoppage of the train will permit of a receipt being given at once for such matter, the practice should be required, and a form of book similar to that used in the Railway Mail Service should be provided for the purpose. Hand-to-hand receipts for registered matter are always desirable, affording as they do the opportunity to accurately trace such matter through every step of its journey.

"If, therefore, you will furnish this office with a list of post offices where books of the character referred to can be used, the necessary steps will be taken to have them put into use as soon as practicable."

Division superintendents will please ascertain at what offices on railroad lines in their respective divisions a hand-to-hand receipt can be obtained, and furnish this office with a list of the same, as suggested by the Third Assistant Postmaster General, that the necessary receipt books may be furnished the postmasters at such offices.

ALEX. GRANT, Acting General Superintendent.

## General Order No. 245.

*Registered Mail, Witness to Pouching of*.—Hereafter railway postal clerks in charge of registered matter will, whenever practicable, have a witness to the number of registered packages put off where a hand-to-hand receipt can not be taken. The witness should compare the number of packages with the clerk's book and see that they are placed in the proper pouch. When this is done he should place his name or initials on the book for the purpose of identification only, it being understood that he assumes no responsibility thereby.

WASHINGTON, D. C., February 21, 1887.

T. E. NASH, General Superintendent.

## General Order No. 246.

*Station "A," Kansas City, Mo.*—Mail addressed as above must not be sent in packages labeled "Kansas City, Mo.," but must be tied out direct or massed on connecting lines.

WASHINGTON, D. C., February 24, 1887.

## General Order No. 247.

*Mexico*.—The scheme for the distribution of mail for the Republic of Mexico, issued by this office in August, 1886, should be corrected to show the following additional exchange offices, viz:

Mexican Offices.  
Mier.  
Guerrero.

WASHINGTON, D. C., March 5, 1887.

United States Offices.  
Roma, Tex.  
Carrizo, Tex.

T. E. NASH, General Superintendent.

## General Order No. 248.

*Mexico—Dispatch Saint Louis, Mo., Stump Point*.—All mails for Mexico, labeled "City of Mexico," "Paso del Norte," "Mexico via El Paso, Texas," "Mexico via Paso del Norte," or "Mexico via Nogales, Arizona," dispatch via Saint Louis and Atchison R. P. O. at all times.

All mails labeled via exchange offices other than El Paso, Texas, Nogales, Arizona, dispatch via Saint Louis and Texarkana R. P. O. at all times.

Mails not distributed and not labeled via regular border exchange offices as indicated in the Official Postal Guide forward to Saint Louis and Texarkana R. P. O. at all times for distribution by that line.

The particular attention of clerks in the Fifth, Sixth, and Seventh Divisions is called to this order.

ALEX. GRANT, Acting General Superintendent.

## General Order No. 249.

*House and Senate Mail, Rescind*.—General Order No. 239, of November 24th, 1886, is hereby rescinded.

WASHINGTON, D. C., March 15, 1887.

ALEX. GRANT, Acting General Superintendent.

## General Order No. 250.

*Canada, Separation of*.—Commencing at once, all railway and other post offices will open all packages of mail labeled Canada, and make up as follows, viz:

Province of Ontario.  
Province of Quebec.  
Provinces.

General Order No. 242, of November 26th, 1886, is modified in accordance herewith.

WASHINGTON, D. C., March 31, 1887.

T. E. NASH, General Superintendent.

## General Order No. 251.

*Indianapolis and Decatur R. P. O., Transfers to Fifth Division*.—On and after May 1, 1887, the Indianapolis, Ind., and Decatur, Ill., R. P. O. will be assigned to the Fifth Division, R. M. S.

WASHINGTON, D. C., April 27, 1887.

T. E. NASH, General Superintendent.

## General Order No. 252.

*Hail Ridge, Kansas*.—The post office at Hail Ridge, Linn Co., Kans., having been destroyed by a cyclone, mail addressed to that office should be forwarded to Mound City, Kans., until otherwise ordered.

WASHINGTON, D. C., April 28, 1887.

T. E. NASH, General Superintendent.

## General Order No. 253.

*Defective Rotary Locks, Report of*.—It having been claimed that, in some cases, the rotary locks used upon through registered pouches and inner registered sacks become unlocked without the use of a key, as, for instance, by striking against some hard substance, the Third Assistant Postmaster General desires that a report be made to him of all cases wherein the circumstances would indicate that the lock is defective.

Division superintendents will, therefore, instruct clerks to give this matter close attention and report all cases that may come under their observation.

WASHINGTON, D. C., April 30, 1887.

T. E. NASH, General Superintendent.

## General Order No. 254.

*Georgetown, D. C., Rescind*.—General Order No. 26, of April 23d, 1880, is hereby rescinded. Matter addressed to Georgetown, D. C., should be included with mail for Washington, D. C.

WASHINGTON, D. C., May 3, 1887.

ALEX. GRANT, Acting General Superintendent.

## General Order No. 255.

*Salamanca and Kent R. P. O. Transfer to Second Division*.—The Salamanca, N. Y., and Kent, Ohio, railway post office has been transferred from the Fifth to the Second Division, to take effect June 1, 1887.

WASHINGTON, D. C., May 27, 1887.

T. E. NASH, General Superintendent.

## General Order No. 256.

*Registered—New Brunswick, Nova Scotia, Etc.*—This office is advised that many postmasters throughout the New England Section are in the habit of making up and addressing registered packages direct to postmasters in New Brunswick, Nova Scotia, and Prince Edwards Island. The above-described practice is a direct violation of the Postal Laws and Regulations, section 898; and it is therefore—

ORDERED: That postal employes shall turn in all United States registered packages addressed to Postmasters in Canada, to the nearest post office for registry exchange with Canada. (See Postmaster General's Order No. 99, of May 16, 1887, *Daily Bulletin* 2198a.)

Every instance of this kind must be reported to Superintendent Dume, who will cause a detailed report to be forwarded to this office for the information and action of the Department.

WASHINGTON, D. C., June 3, 1887.

T. E. NASH, General Superintendent.

## General Order No. 257.

*Registers, Indorsement of*.—In indorsing the condition of registered packages clerks should, in all cases, write plainly the word "good" or "bad." This is necessary in consequence of two systems having sprung up among the clerks, one of checking the word "good" or "bad," the word checked indicating the condition of the package; others checking in the same manner as the first, but intending the check to be in the nature of an erasure, leaving the word not checked to indicate the condition of the package.

WASHINGTON, D. C., July 14, 1887.

General Order No. 258.

WASHINGTON, D. C., November 16, 1887.

**Damaged Rotary Locks.**—Complaints are frequently received at this office of the use by postmasters of defective rotary locks for registered pouches and sacks. It has recently been brought to my attention that rotary locks are sometimes used when the mica face covering the rotary number is so badly defaced and scratched by long use that it is difficult to determine positively the rotary number.

Sections 1186 and 1198, Postal Laws and Regulations, are not properly observed if rotary locks, damaged as above described or in any other manner, are not at once withdrawn from use by postmasters, and disposed of as required by section 1197, Postal Laws and Regulations.

In order to see that the requirements of these sections are enforced, as well as to insure the safety of registered matter dispatched in registered pouches and sacks, it is of the utmost importance that both postmasters and postal clerks in receipting for pouches and sacks bearing rotary locks, thoroughly examine the locks, both to see if they are securely fastened and to test the accuracy of the lock numbers given in the receipts which are to be signed.

Division superintendents will please give this matter special attention and report promptly to this office all postmasters and postal clerks who fail to fully observe this order.

T. E. NASH, General Superintendent.

General Order No. 259.

WASHINGTON, D. C., November 22, 1887.

**Foreign Mails Specially Addressed.**—Mail for "Ensenada, Lower California, Mexico," specially addressed to be forwarded via "San Diego, Cal.," should be sent to San Diego for dispatch thence by steamer "Carlos Pacheco," which leaves San Diego every Monday, Wednesday, and Friday with mails for Ensenada, Mexico. It is reported to this office that mail addressed as above described is being mis sent to Nogales, Arizona, for dispatch thence to Guaymas, Mexico, entailing a delay to correspondence of three weeks.

All postal clerks and postmasters should understand, as indicated in previous orders from this office, that foreign mail specially addressed for dispatch via any particular route, must, in all cases, be forwarded in strict conformity with such special address.

T. E. NASH, General Sup't R. M. S.

General Order No. 260.

WASHINGTON, D. C., November 25, 1887.

**Indian Territory, Disputed Land.**—The post offices of Frazer, Mangum, and Navajoe, Indian Territory, are on a strip of land in dispute between the United States and the State of Texas. Mail for these offices is frequently addressed "Texas," and when so addressed should not be turned in as nixes but allowed to go forward to Vernon, Texas.

T. E. NASH, General Sup't R. M. S.

General Order No. 261.

WASHINGTON, D. C., November 28, 1887.

**Mail Tendered at Cars, Reception of.**—Papers received at this office indicate that some misapprehension exists in relation to the treatment of mail matter received at the cars by postal clerks. Division superintendents will issue notice in their next General Orders that section 718 of the Postal Laws and Regulations does not conflict with section 978, and the instructions given in the last section must be followed.

T. E. NASH, General Superintendent.

General Order No. 262.

WASHINGTON, D. C., November 28, 1887.

**R. M. Thomas, Superintendent Seventh Division.**—Robert M. Thomas has this day been appointed Superintendent Railway Mail Service for the Seventh Division, with headquarters at Saint Louis, Mo. Chief clerks and railway postal clerks in that division will take notice and obey his instructions accordingly.

T. E. NASH, General Superintendent.

General Order No. 263.

WASHINGTON, D. C., December 7, 1887.

**Colima and Manzanillo, Mex.**—It is reported to this office that correspondence originating in the United States and addressed to Colima and Manzanillo, the State of Colima, Republic of Mexico, is being mis sent via Nogales, Ariz., to Guaymas, New Mexico. Correspondence for Colima and Manzanillo should be forwarded via El Paso, Tex., in accordance with scheme from this office, dated July 22, 1886, unless specially addressed to be sent via San Francisco.

T. E. NASH, General Superintendent.

General Order No. 264.

WASHINGTON, D. C., December 13, 1887.

**Canada, Separation of.**—Commencing at once, an additional separation of mail for Canada should be made to contain British Columbia, Manitoba, and Northwest Territories, to be labeled "Canada Northwest Territories via Saint Paul," the remaining provinces, except Quebec and Ontario, to be labeled "Canada Eastern Provinces." General Order 250 of March 31, 1887, is modified in accordance herewith.

General Order 250, as modified by the above, provides for four separations of mail for Canada, as follows:

- Province of Ontario.
- Province of Quebec.
- Province of Northwest Territories.
- Eastern Provinces.

Division superintendents will issue necessary instructions in their respective divisions relative to the proper forwarding by railway post offices and post offices of mail for Canada separated as above described.

T. E. NASH, General Superintendent.

General Order No. 265.

WASHINGTON, D. C., December 22, 1887.

**Leather Pouches No. 1.**—Complaint is made that No. 1 leather pouches used in the transmission of inner registered sacks are not returned to the offices to which they belong, in conformity with General Order 224, issued February 2, 1886. Division superintendents will cause a search to be made throughout their respective divisions; have these pouches returned to inner registered sack offices, and take such measures as will insure their prompt return in the future.

T. E. NASH, General Superintendent.

General Order No. 266.

WASHINGTON, D. C., December 23, 1887.

**Stamps, Count of, by Request of P. O. Inspector.**—When called upon by post-office inspectors to keep a count of the number of stamps canceled at any post office for a specified time, railway postal clerks should comply with such request and see that such count is carefully and accurately taken and promptly reported to the inspector calling for the information.

General Order No. 267.

WASHINGTON, D. C., January 31, 1888.

**Dodge, F. B., Superintendent R. M. S., Ninth Division.**—Frederick B. Dodge has this day been appointed Superintendent Railway Mail Service for the Ninth Division, with headquarters at Cleveland, Ohio, vice John M. Baker, resigned. Chief clerks and railway postal clerks in that division will take notice and obey his instructions accordingly.

T. E. NASH, General Superintendent.

General Order No. 268.

WASHINGTON, D. C., March 30, 1888.

**Mexico, from First, Second, Third, Fourth, Fifth, and Ninth Divisions.**—Commencing at once all mails for the Republic of Mexico, from the First, Second, Third, Fourth, Fifth, and Ninth Divisions will be forwarded via New Orleans, La., and Eagle Pass, Tex., except Chihuahua, Durango, Sonora, and Sinaloa, which latter States should continue being forwarded as at present, viz: Chihuahua and Durango via El Paso, Tex., and Sonora and Sinaloa via Nogales, Ariz.

This change is ordered to secure the expedition afforded by the recently completed Mexican International Railroad from Eagle Pass, Tex., to Torreon, Mexico, reducing the transit time twenty-four hours between the above divisions and Mexico City.

The mails from Mexico for Europe and the eastern portion of the United States will be received via Eagle Pass, Tex., for dispatch via New Orleans.

T. E. NASH, General Superintendent.

General Order No. 269.

WASHINGTON, D. C., April 10, 1888.

Mexico.—Modify General Order No. 268 as follows:

Chihuahua to El Paso, Tex.  
Coahuila to Eagle Pass, Tex.

Ex.

Abasolo,  
Allende,  
Caudela,  
Jimenez,  
La Ventura,  
Ramos Arizpe,  
Saltillo,  
San Buenaventura,  
Villa de Arteaga,  
Durango via El Paso, Tex.  
Nuevo Leon via Laredo, Tex.  
Sinaloa via Nogales, Ariz.  
Sonora via Nogales, Ariz.  
Tamaulipas via Brownsville, Tex.

} via Laredo, Tex.

Ex.

Aldama,  
Antiguo Morelos,  
Nuevo Laredo,  
Camargo,  
Reynoso,  
San Miguel,  
Camargo,  
Guerrero via Carrizo, Tex.  
Mier via Roman, Tex.  
Altamira,  
Tamplico,  
Tancansiqui,  
Xicotencatl,

} via Laredo, Tex.

} via Rio Grande City, Tex.

} via Eagle Pass, Tex.

ALEX. GRANT, Acting General Superintendent.

General Order No. 270.

WASHINGTON, D. C., April 16, 1888.

**Mexico—Baja California.**—Modify General Order No. 269 of April 10, 1888, to include Baja, (Lower) California, to be dispatched via Nogales, Ariz. This order does not conflict with General Order No. 259 of November 22, 1887.

T. E. NASH, General Superintendent.

General Order No. 271.

WASHINGTON, D. C., May 10, 1888.

**Mexico.**—Mails for Mexico must be forwarded in accordance with General Orders 268, 269, and 270, recently issued. All mails made up direct for Mexico City, whether of domestic or foreign origin, must be forwarded from the First, Second, Third, Fourth, Fifth, and Ninth Divisions, via Eagle Pass, Tex., notwithstanding such direct mails may be labeled for dispatch via El Paso, Tex.

T. E. NASH, General Superintendent.

General Order No. 272.

WASHINGTON, D. C., May 14, 1888.

**Division Schedules—Standard of Measurement.**—It is noticed that General Order 177, of July 31, 1884, is not being generally observed. Division superintendents will please give this matter such attention as will insure the schedules being prepared of a uniform size as prescribed in General Order 177, i. e., 8½ x 3¼ inches.

T. E. NASH, General Superintendent.

General Order No. 273.

WASHINGTON, D. C., June 6, 1888.

**Mexico—Detached Label.**—The postmaster at New Orleans, La., received, the a. m. of the 29th ultimo, a sealed canvas from New York, N. Y., for Mexico without address, the label evidently becoming detached while in transit from New York.

The greatest care must be exercised in the handling of all sealed mails from and to foreign countries to prevent the destruction or detachment of the address labels, and postal employes will immediately replace any labels which may become detached by accident.

The seals upon closed mails, however, must not be broken under any circumstances by postal clerks, not even to determine a compliance with the requirements of the above paragraph.

W. L. BANCROFT, General Superintendent.

WASHINGTON, D. C., June 5, 1888.

**Notice.**—W. L. Bancroft has this day been appointed General Superintendent of the Railway Mail Service, vice Thomas E. Nash, resigned. Mr. Bancroft commences service with this date, and all officers and employes of the postal service will govern themselves accordingly.

DON M. DICKINSON, Postmaster General.

General Order No. 274.

WASHINGTON, D. C., June 22, 1888.

**Registers, Personal Charge of, Between Office and Cars.**—Information received at this office leads me to believe that section 1220 of the Postal Laws and Regulations of 1887 is being persistently and flagrantly violated in many sections of the country. Division superintendents will please give

WASHINGTON, D. C., July 24, 1888.

*Reduction of the Rate of Postage on Seeds, etc.*—The following provision of law, extracted from the act of Congress, this day approved by the President, "making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1889," is published for the information and guidance of postmasters and the public:

"That hereafter the postage on seeds, cuttings, bulbs, roots, scions, and plants shall be charged at the rate of one cent for each two ounces or fraction thereof subject in all other respects to the existing laws."

This enactment applies to all packages of the articles mentioned, deposited in any post office for mailing, on and after this date.

Except as to the change in the rate of postage, all existing regulations affecting fourth-class matter, in the limitation of weight, the manner of wrapping, the restrictions as to printing and writing upon wrappers, the prepayment of postage, etc., will continue to apply.

DON M. DICKINSON, *Postmaster General.*

General Order No. 275.

WASHINGTON, D. C., July 20, 1888.

*Register Records, Use Ink or Indelible Pencil.*—The present method of making out lead pencil the records of registered matter handled is not deemed as secure as the importance of these records demands. All persons connected with this service will, therefore, on and after August 1, 1888, discontinue the use of ordinary lead pencils in making out their records for registered matter, and use either ink or indelible pencil.

W. L. BANCROFT, *General Superintendent.*

General Order No. 276.

WASHINGTON, D. C., September 19, 1888.

*Empty Pouches when Exchanged must be Locked.*—The practice obtains in different sections of the country of simply slipping the strap through one or two staples and snapping on a lock when returning pouches empty. As this is held to be a violation of section 1013 of the Postal Laws and Regulations of 1877, division superintendents will see that it is discontinued in this service and notify all postmasters returning pouches in this manner that the practice must be discontinued and the pouches locked the same as though they contained mail matter.

W. L. BANCROFT, *General Superintendent.*

General Order No. 277.

WASHINGTON, D. C., September 20, 1888.

*Jackson, R. C., Resigns.*—The resignation of R. C. Jackson, Superintendent of the Second Division of this service, having been accepted, J. B. Gwin, Superintendent of the Fifth Division, has been assigned as Superintendent of the Second Division temporarily, and Mr. D. P. Davis has been placed temporarily in charge of the Fifth Division. All persons connected with the service will note these changes and govern themselves accordingly.

W. L. BANCROFT, *General Superintendent.*

General Order No. 278.

WASHINGTON, D. C., October 2, 1888.

*Mexico, Matamoros, Coahuila, and Matamoros, Tamaulipas.*—It is reported to this office that mail plainly addressed "Matamoros, Coahuila, Mexico, via Eagle Pass, Texas," is frequently misent to Matamoros, Tamaulipas, Mexico. All offices and railway post offices, in the handling of Mexican mail, will be particular to distinguish between these two offices in order that Matamoros, Coahuila, may be forwarded in accordance with instructions, via Eagle Pass, Texas, to avoid the serious delay which occurs when misent to Matamoros Tamaulipas, which latter office is served via Brownsville, Texas.

ALEX. GRANT, *Acting General Superintendent.*

General Order No. 279.

WASHINGTON, D. C., October 20, 1888.

*Tenth Division R. M. S.*—Pursuant to authority contained in order of the Postmaster General, dated September 21, 1888, and notice from this office, dated September 22, 1888, the Tenth Division of Railway Mail Service will be organized to commence November 1, 1888; Walter H. Butler, Superintendent; headquarters, Saint Paul, Minn.

All matters pertaining to the Railway Mail Service in the States of Wisconsin, the Upper Peninsula of Michigan, Minnesota, and the Territories of Dakota and Montana, will be under the jurisdiction of the Superintendent of the Tenth Division.

The following is a detailed list of the lines in that division:

LINE.	MILES.	No. CLERKS.
Aberdeen and Orient, Dak	83.04	1
Ashland and Abbottsford, Wis	133.70	2
Ashland and Milwaukee, Wis	480.69	7
Ashland, Wis., and St. Paul, Minn	184.22	3
Austin, Minn., and Mason City, Iowa	40.74	1
Boundary Line and St. Paul, Minn	391.80	8
Breckenridge, Minn., and Aberdeen, Dak	136.78	2
Bristol and Madison, Dak	103.34	3
Bruce, Wis., and Minneapolis, Minn	122.27	2
Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn	473.60	9
Chicago, Ill., and Minneapolis, Minn	423.15	82
Chicago, Ill., and North McGregor, Iowa	281.00	11
Chicago, Ill., and Winona, Minn	297.70	16
Crookston, Minn., and Minnetonka, Dak	231.62	4
Duluth and Brainerd, Minn	114.67	1
Duluth, Minn., and Eau Claire, Wis	160.00	2
Duluth and St. Paul, Minn	151.83	3
Eau Claire, Wis., and Wabasha, Minn	49.40	1
Egan, Dak., and Sioux City, Iowa	125.98	2
Fargo, Dak., Brainerdville and St. Paul, Minn	43.98	4
Fargo and La Moure, Dak	88.15	1
Fargo and Minnewankon, Dak	183.25	3
Fond du Lac and Milwaukee, Wis	64.18	1
Fort Howard, Wis., and Chicago, Ill	243.33	10

LINE.	MILES.	No. CLERKS.
Great Falls and Helena, Mont	99.14	2
Hastings and Cologne, Minn	55.88	1
Hayfield, Minn., and Dubuque, Iowa	172.70	3
Helena and Basin, Mont	47.70	1
Helena and Pipestone, Minn	55.33	1
Heron Lake and Portage, Wis	53.17	1
Horicon and Portage, Wis	209.94	3
Iron Mountain, Mich., and Milwaukee, Wis	179.50	5
Ishpeming, Mich., and Fort Howard, Wis	69.31	1
Jamestown and Oakes, Dak	73.42	1
Kenosha, Wis., and Rockford, Ill		
La Crosse and Dubuque	400.45	9
La Crosse, Wis., and Woonsocket, Dak	110.48	2
Lake Crystal, Minn., and Eagle Grove, Iowa	76.19	1
Langdon and Larimore, Dak	131.40	2
Larimore, Dak., and Breckenridge, Minn	88.33	1
Little Falls and Morris, Minn	681.23	10
Mandan, Dak., and Helena, Mont	228.25	3
Manilla, Iowa, and Mitchell, Dakota	38.26	1
Mankato and Wells, Minn	62.72	1
Marion and Running Water, Dak	252.65	4
Mackinaw City and Houghton, Mich	180.85	2
Menominee, Mich., and Milwaukee, Wis	107.50	2
Merrill and Tomah, Wis	86.14	4
Milwaukee, Wis., and Chicago, Ill	164.40	4
Milwaukee and Lancaster, Wis	202.32	3
Minneapolis, Minn., Hayfield and Waterloo, Iowa	425.76	11
Neche, Dakota, and St. Paul, Minn	280.67	5
Oakes, Dak., and Hawarden, Iowa	66.76	1
Oconto and Clintonville, Wis	104.90	2
Oshkosh and Milwaukee, Wis	199.61	3
Pembina, Dak., and Winnipeg Junction, Minn	40.61	1
Portage and Madison, Wis	42.40	1
Powers, Mich., and Florence, Wis	197.88	4
Racine, Wis., and Rock Island, Ill	75.84	1
Redfield and Gettysburg, Dak	94.62	1
Red Wing and Mankato, Minn		
Reno and Preston, Minn	58.61	1
Saint Cloud and Wilmar, Minn	477.00	23
Saint Paul, Minn., and Mandan, Dak	286.07	4
Saint Paul, Minn., and Oakes, Dak	368.67	14
Saint Paul, Minn., and Council Bluffs, Iowa	310.00	6
Saint Paul, Minn., and Des Moines, Iowa	197.08	5
Saint Paul, Minn., and Elroy, Wis	426.99	5
Saint Paul, Minn., and Mitchell, Dak	307.32	4
Saint Paul, Ortonville, Minn., and Fargo, Dak		
Saint Paul, Minn., and McGregor, Iowa	236.23	4
Saint Paul, Minn., and Watertown, Dak	163.04	2
Sault de St. Marie and Gladstone, Mich	79.22	2
Sheboygan and Princetown, Wis	35.65	1
Sparta and Viroqua, Wis	73.84	1
Stephens Point and Portage, Wis	265.69	6
Tracy, Minn., and Pierre, Dak	164.14	3
Tracy, Minn., and Redfield, Dak	59.20	1
Wabasha and Zumbrota, Minn	53.36	1
Wadena and Fergus Falls, Minn	38.97	1
Watertown and Madison, Wis	229.43	6
Winona and Tracy, Minn	62.60	1
Worthington, Minn., and Sioux Falls, Dak	52.14	1
Garrison and Butte, Mont		

W. L. BANCROFT, *General Superintendent.*

WASHINGTON, D. C., October 20, 1888.

General Order No. 280.

*New York and Rochester R. P. O., from Second to Ninth Division.*—On and after November 1, 1888, the New York and Rochester R. P. O., together with the clerks therein, will be detached from the Second Division on Railway Mail Service and assigned to the Ninth Division. All persons connected with this service will govern themselves accordingly.

W. L. BANCROFT, *General Superintendent.*

WASHINGTON, D. C., November 8, 1888.

General Order No. 281.

*Mexico via Mexican National R. R.*—The Mexican National Railroad, between Laredo, Texas, and Mexico City, being completed and in operation, commencing the 1st instant, it is hereby ordered that all direct mails for the City of Mexico at present being forwarded via Eagle Pass, Texas, shall hereafter be dispatched via Laredo, Texas.

ALEX. GRANT, *Acting General Superintendent.*

WASHINGTON, D. C., November 10, 1888.

General Order No. 282.

*Eleventh Division R. M. S.*—Pursuant to authority contained in order of the Postmaster General dated September 21, 1888, and notice from this office dated September 22, 1888, the Eleventh Division of Railway Mail Service will be organized to commence November 15, 1888, George W. Hunter, superintendent; headquarters, Fort Worth, Texas. All matters pertaining to the Railway Mail Service in the States of Louisiana, Arkansas, and Texas, and the Indian Territory will be under the jurisdiction of the Superintendent of the Eleventh Division.

The following is a detailed list of the lines in that division:

Cairo, Ill., and Texarkana, Ark.  
Colmesneil and Trinity, Tex.  
Commerce and Sherman, Tex.  
Bramond and Albany, Tex.



## General Order No. 294.

*Special Delivery Letters, R. P. O. Imprmt.*—Hereafter and until further notice, railway postal clerks will place the imprint of their postmarking stamp upon all special delivery letters received by them in packages for distribution.

WASHINGTON, D. C., May 3, 1889.

J. LOWRIE BELL, General Superintendent.

## General Order No. 295.

*Cars, Special Reports by Clerks to Division Superintendents.*—Clerks in charge will report to their division superintendents all cases where cars smaller than those regularly authorized are substituted upon any line, whether for one day or trip, or for a longer period; and division superintendents will report the facts to this office, giving the cause of the change and the period during which such cars are substituted for the regular cars. This for the information of the Honorable Second Assistant Postmaster General.

WASHINGTON, D. C., May 9, 1889.

J. LOWRIE BELL, General Superintendent.

## General Order No. 296.

*R. M. S., General Treatments of.*—In connection with the future management of the Railway Mail Service the General Superintendent wishes to convey to those engaged in it his determination to advance its efficiency and usefulness, the accomplishment of which can only be attained by the earnest and intelligent co-operation of superintendents and postal clerks.

WASHINGTON, D. C., June 10, 1889.

Every one attached to the organization will be expected to perform his full duty, closely observing and obeying the postal laws and regulations, as well as the orders and instructions that from time to time are issued for his information and guidance. A partial enforcement of the discipline of the service will not be satisfactory; neither can excuses be accepted for neglect of duty, for irregularities resulting from carelessness or inattention, nor for misdemeanors of any kind.

Clerks are required to keep themselves posted upon the distribution assigned to them; to be familiar with the schedule of connections and with the book of instructions; to study the Weekly Bulletin of General Orders prepared in each division; and to closely examine and note the special orders issued by those who have authority over them.

It is a prevalent belief that instructions relating to the checking of errors are not strictly followed; and it is supposed in many instances that clerks have agreed among themselves not to check each other, thus defeating the purpose of one of the most essential methods which have been instituted for the betterment of the general service. It should be understood that measures will be taken to ascertain who disregard these orders and to replace them with those who are more diligent and faithful.

To those who perform their full duty and by their capability and interest merit advancement, every consideration will be given in the filling of advanced positions. Particular attention, in selecting for promotion, will be paid to the records for efficiency in distribution, obedience to orders, and good moral character.

J. LOWRIE BELL, General Superintendent.

## General Order No. 297.

*Signal Service Instruments, Handling of.*—This office finds it necessary to again call the attention of all clerks in the service to the necessity for careful handling of Signal Service instruments, the Signal Office having reported that many of these instruments are damaged in transit. These instruments are registered, and a letter from this office accompanies each package directing the clerks specifically how to handle the same. These instructions must be literally observed in every instance.

WASHINGTON, D. C., June 13, 1889.

J. LOWRIE BELL, General Superintendent.

## General Order No. 298.

*Nices Improperly Turned in to be Charged as Errors.*—Complaint is made that mail, the address upon which is incorrectly spelled, but the destination of which is undoubtedly, is often withdrawn and treated as nices. Section 1005, Postal Laws and Regulations of 1887, is very plain in its intent, and clerks should not withdraw and unnecessarily delay, upon a mere technicality in spelling, any matter passing through the mails. Any and all such matter hereafter diverted from its course must be treated as indicated in section 1007, Postal Laws and Regulations.

WASHINGTON, D. C., June 17, 1889.

J. LOWRIE BELL, General Superintendent.

## General Order No. 299.

*Trip Reports, Destroy after Five Years.*—The retention of trip reports for long periods having, in some instances, encroached upon the space furnished for the storage of such papers, it is hereby decided that such completed reports may be treated as waste after being held five years.

WASHINGTON, D. C., July 19, 1889.

J. LOWRIE BELL, General Superintendent.

## General Order No. 300.

*Sixth and Seventh Divisions, Transfer of R. P. O's.*—From and after September 1, 1889, the Quincy and Kansas City R. P. O. will be detached from the Seventh Division and assigned to the Sixth Division Railway Mail Service.

WASHINGTON, D. C., August 16, 1889.

The St. Louis and Cairo R. P. O., St. Louis and El Dorado R. P. O., St. Louis and Paducah R. P. O., Tanaroa and Chester R. P. O., and the Burlington and St. Louis R. P. O., will be detached from the Sixth Division and assigned to the Seventh Division of this service.

All persons connected with this service will make note of the above change, and the division superintendent interested will attend to the detail necessary to put this order into effect upon the date mentioned.

J. LOWRIE BELL, General Superintendent.

## General Order No. 301.

*Permits, Issuance of.*—Superintendents will not issue permits for use outside of their own division, nor for use in their own division to clerks of other divisions unless requested by the superintendent of the division in which the application originates.

WASHINGTON, D. C., September 13, 1889.

J. LOWRIE BELL, General Superintendent.

## General Order No. 302.

*Rotary Locks, Damaged.*—The Mail Equipment Division has called the attention of this office to the fact that many of the rotary locks used on registered pouches are returned to the Department with the mica covering the rotary number broken and the cap torn off, presumably the result of rough usage while in transit. All persons handling this class of matter should see that due care is exercised and that these locks are protected as much as possible.

WASHINGTON, D. C., October 4, 1889.

J. LOWRIE BELL, General Superintendent.

## General Order No. 303.

*Facing Slips, Preparation of.*—Hereafter all slips used to address pouches and sacks must bear, underneath the regular address and in smaller letters, the name of the line from whence the

WASHINGTON, D. C., December 28, 1889.

## General Order No. 304.

*Santiago, Cuba.*—All correspondence addressed to Santiago, Cuba, must be forwarded to New York, N. Y., to be included in the closed mails for dispatch thence by steamers sailing to Santiago direct.

WASHINGTON, D. C., January 4, 1890.

The foregoing supersedes all previous instructions affecting the disposition and dispatch of mail for Santiago, unless specially addressed otherwise, and division superintendents will please issue necessary special instructions in their respective divisions to ensure a compliance herewith.

J. LOWRIE BELL, General Superintendent.

## General Order No. 305.

*R. P. O. Transfer to Seventh District.*—An order has been issued transferring the Villisca, Iowa, and St. Joseph, Mo., R. P. O. together with the clerk thereon, from the Sixth to the Seventh Division R. M. S. to take effect January 20, 1890.

WASHINGTON, D. C., January 14, 1890.

J. LOWRIE BELL, General Superintendent.

## General Order No. 306.

*Washington, D. C., and Washington State.*—To avoid the missending of matter intended for Washington State to Washington, D. C., and vice versa, all slips on packages of letters and sacks of papers, should read "Washington State" or "Washington, D. C.," as the case may be.

WASHINGTON, D. C., January 27, 1890.

J. LOWRIE BELL, General Superintendent.

## General Order No. 307.

*Fourth and Eleventh Divisions, Transfer.*—From and after March 1, 1890, the Memphis and Friar's Point, Memphis and Arkansas City, and Arkansas City and Vicksburg R. P. O's, (steamboat service), will be detached from the Fourth Division R. M. S., and assigned to the Eleventh Division; and from the same date railroad service between New Orleans and Bohemia, La., Pearl River and Covington, La., Woodville and Slaughter, La., and Clinton and Port Hudson, La.; and steamboat service between New Orleans and Port Vincent, La., and Bohemia and Port Eads, La., will be transferred from the Eleventh to the Fourth Division R. M. S.

WASHINGTON, D. C., February 4, 1890.

The superintendents interested will make necessary transfer of records and issue needed instructions to the clerks.

J. LOWRIE BELL, General Superintendent.

## General Order No. 308.

*Medals, Postmaster General.*—I have much pleasure in announcing to the railway postal clerks throughout the entire Railway Mail Service that the Honorable Postmaster General has decided at the close of this year (1890) to present twelve gold medals to the clerks in the Railway Mail Service.

WASHINGTON, D. C., February 6, 1890.

They will be known as "The Postmaster General Medal," one of which will be awarded to the clerk in each of the eleven divisions who shall, during the year 1890, have made the best general record on the largest number of cards, representing post offices, distributed by routes or by counties; modified by the class of the clerk, the number of separations, the cards per minute cases correctly, the error slip record, and the car work of the clerk.

The twelfth medal will be awarded to the clerk of any class in any division who shall, during the year, correctly distribute in the shortest time and with the largest number of separations, cards representing the greatest number of post offices. In awarding this medal special consideration will be given the rapidity with which the distribution has been accomplished.

The examinations will be conducted in accordance with the general rules adopted at the Convention of Superintendents in September, 1889, and approved by this office.

There must be no duplication of the cards handled, as for example, the number of offices in a section or sections of a State can not be added to an examination on the whole State. Local schemes will not be taken into account, nor will a State be counted by both routes and counties. The reading test will be considered in the clerk's general record, but must not be included in the case examinations.

Committees to determine the award of the division medals will be selected by the clerks in their respective divisions in a manner to be arranged by the division superintendent, and a committee to award the twelfth medal will be designated by the General Superintendent.

J. LOWRIE BELL, General Superintendent.

## General Order No. 309.

*New Service via Pennsylvania Railroad between New York and Chicago.*—Commencing to-day, an apartment car will be placed on train one, Pennsylvania Railroad, leaving New York, N. Y., at 9:00 a. m., to run through to Crestline, Ohio, where it will take up the present Crestline and Chicago R. P. O., making through railway post office service on this train between New York, N. Y., and Chicago, Ill.

WASHINGTON, D. C., February 10, 1890.

J. LOWRIE BELL, General Superintendent.

## General Order No. 310.

*Fourth-Class Matter in Pouches.*—It is reported that in many cases leather pouches are used to convey printed third-class and fourth-class matter instead of the jute sacks that are furnished for this purpose. Division superintendents will please issue such orders as are necessary to bring about a discontinuance of this practice.

WASHINGTON, D. C., March 10, 1890.

J. LOWRIE BELL, General Superintendent.

## General Order No. 311.

*North and South Dakota.*—Complaint reaches this office that mails for the Dakotas are not separated under the proper designation of North Dakota and South Dakota in making up State mails. Division superintendents will please give this matter such notice as will insure the correct making up of these mails under slip bearing the proper address of North or South Dakota.

WASHINGTON, D. C., April 9, 1890.

J. LOWRIE BELL, General Superintendent.

## General Order No. 312.

*Assistant General Superintendent and Chief Clerk of R. M. S.*—In conformity with the law recently enacted the Postmaster General has this day commissioned Wm. P. Campbell, of Illinois, as Assistant General Superintendent of the Railway Mail Service, and Alexander Grant, of Michigan, as Chief Clerk of the Railway Mail Service. All persons connected with this service will please

WASHINGTON, D. C., April 30, 1890.



## General Order No. 313.

WASHINGTON, D. C., May 8, 1890.  
*Foreign via San Francisco, Cal.*—All offices and railway post office lines handling foreign mail for dispatch for San Francisco, Cal., will make up the same in packages properly labeled when there are six (6) or more letters for foreign dispatch; when there are less than six (6) letters they should be included with California State mail. The present practice of including this foreign matter with the San Francisco city mail must be discontinued at once.

Failures to comply with the above order should be promptly reported to the Superintendent R. M. S., San Francisco.

J. LOWRIE BELL, *General Superintendent.*

## General Order No. 314.

WASHINGTON, D. C., August 7, 1890.  
*Louisiana, East of Mississippi River, Assigned to Fourth Division.*—From and after August 15, 1890, that portion of the State of Louisiana east of the Mississippi River will be detached from the Eleventh Division, Railway Mail Service, and assigned to the Fourth Division, Railway Mail Service. All persons connected with this service will please take notice and govern themselves accordingly.

J. LOWRIE BELL, *General Superintendent.*

## General Order No. 315.

WASHINGTON, D. C., August 22, 1890.  
*Unavailable Matter Must be Forwarded to Division Superintendents*—Division superintendents will impress upon all clerks under their charge the necessity for a strict compliance with section 1005 of the Postal Laws and Regulations, so far as it relates to turning in at division headquarters all miscellaneous unavailable matter that may be found in their offices. It is a violation of the Postal Laws and Regulations, sections 1447 and 1448, for a clerk to appropriate to his own use any matter, however small, that may be found in the mail; and the practice of taking papers that may be found without address, or any article, even though of no apparent value, must be stopped. Violations of the regulations in this respect will call for the immediate removal of the clerk at fault.

J. LOWRIE BELL, *General Superintendent.*

## General Order No. 316.

WASHINGTON, D. C., August 29, 1890.  
*Transfer of Nixie Matter.*—From and after Monday, September 8, 1890, all such nixie matter as may heretofore have been turned in by railway postal clerks of the Eleventh Division for treatment at Fort Worth, Texas, will be forwarded to and treated at Saint Louis, Mo. The Superintendents of the Seventh and Eleventh Divisions will issue all necessary orders to carry out these instructions.

J. LOWRIE BELL, *General Superintendent.*

## General Order No. 317.

WASHINGTON, D. C., October 27, 1890.  
*Helena, Montana, Assignment of Lines to Chief Clerk.*—The following-named railway post offices and railroads, heretofore under the immediate jurisdiction of the Chief Clerk R. M. S. at Portland, Oregon, are hereby assigned to the Chief Clerk R. M. S. at Helena, Montana, to take effect November 1, 1890:

Spokane Falls and Pendleton R. P. O.  
 Spokane Falls and Almira R. P. O.  
 Spokane Falls and Genesee R. P. O.  
 Spokane Falls and Davenport R. P. O.  
 Wallace and Spokane Falls R. P. O.  
 Marcus and Spokane Falls R. R.  
 La Crosse Junction and Connell R. R.  
 Walla Walla and Unatilla R. R.  
 Seltice Junction and Winona Junction R. R.  
 Pomeroy and Starbuck R. R.  
 Pasco and Wallula R. R.  
 Moscow and Colfax R. R.  
 Mullan and Wallace R. R.  
 Dayton and Hunts Junction R. R.  
 Dayton and Bolles Junction R. R.  
 Hauser and Coeur d'Alene R. R.  
 Burke and Wallace R. R.

All persons interested will govern themselves accordingly.  
 These lines being in the Eighth Division, the chief clerk at Helena will transact the business relating to them with the superintendent of that division.

WM. P. CAMPBELL, *Acting General Superintendent.*

## General Order No. 318.

WASHINGTON, D. C., November 10, 1890.  
*Canvas Sacks, Properly Labeled.*—In returning empty canvas sacks and pouches to the mail-bag storehouse at Washington, D. C., or to the various depositories throughout the country, clerks should see to it that in all cases these supplies are properly labeled, and that the label indicates from what line they are forwarded. Division superintendents will see that suitable labels are furnished clerks for this purpose.

WM. P. CAMPBELL, *Acting General Superintendent.*

## General Order No. 319.

WASHINGTON, D. C., November 17, 1890.  
*Uniform Cap and Badge.*—It is reported to this office that section 904, "Instructions to Railway Postal Clerks," is ignored by many employes. The original orders respecting the use of uniform cap with badge have been considerably modified in the section referred to, and implicit obedience of the order must be insisted upon. Division superintendents will copy this notice in the next issue of their respective General Order Bulletin, and will hereafter report to this office each infraction to the regulation referred to.

WM. P. CAMPBELL, *Acting General Superintendent.*

## General Order No. 320.

WASHINGTON, D. C., February 4, 1891.  
*Long Letters, Tie Separate From Smaller Ones.*—In order to prevent damage to mail matter inclosed in long envelopes, by such letters being doubled up to conform to the size of small letter packages, it is ordered that hereafter all long letters be tied out in separate packages when there are two or more such letters for a railway post office or a post office; when there is only one such letter it should be folded neatly around the package of short letters in such a way as to prevent damage to the contents.

## General Order No. 321.

WASHINGTON, D. C., April 23, 1891.  
*Canvas Sacks as Hammocks.*—The attention of this office is called to the fact that, in many cases, postal clerks are in the habit of lacing mail sacks together and using the same as hammocks. This practice is in violation of section 951 of the Postal Laws and Regulations of 1887, and must be discontinued.

JAMES E. WHITE, *General Superintendent.*

## General Order No. 322.

WASHINGTON, D. C., June 1, 1891.  
*Flint, Samuel, Superintendent, Appointment of.*—The Postmaster General has appointed Mr. Samuel Flint, of San Francisco, Cal., as Superintendent of the Eighth Division of the Railway Mail Service, vice James L. Wilder, resigned, said appointment to take effect with this date. All persons interested will please note above and govern themselves accordingly.

ALEX. GRANT, *Acting General Superintendent.*

## General Order No. 323.

WASHINGTON, D. C., July 21, 1891.  
*Catcher Pouches Mutilated.*—The Mail Equipment Division frequently receives for repairs catcher pouches the bottoms of which have needlessly been cut, in order to pass through the openings a string or cord with which to secure the pouches to the crane. Division superintendents will issue such instructions as will result in an inspection of each such pouch received in any car or apartment, and a prompt report, by the clerk in charge, of each defacement or injury discovered. In making such report the clerk should forward the pouch in question and state the direction in which he was moving and the name of the post office from which the pouch was received. All such reports, together with the injured pouches, should then be forwarded to this office.

WM. P. CAMPBELL, *Acting General Superintendent.*

## General Order No. 324.

WASHINGTON, D. C., July 30, 1891.  
*Mails No. 1 and No. 2.*—Whenever mail for any line is separated into packages or canvas marked No. 1 and No. 2, all mail for the dividing office, its "Dis." and connections (when not made up direct), should be placed in the No. 1 packages or canvas. Similar action should be taken with mail made up in packages or canvas for No. 2 and No. 3.

JAMES E. WHITE, *General Superintendent.*

## General Order No. 325.

WASHINGTON, D. C., August 6, 1891.  
*Biltmore, N. C., Misseting of.*—Complaints reach this office frequently of the misseting of mail addressed Biltmore, N. C., to Baltimore, Md. This irregularity has assumed such annoying proportions that it is desired correspondence for Biltmore, N. C., shall receive such special attention as will remove all cause for future complaint.

Division superintendents will please note the above and take proper action.

JAMES E. WHITE, *General Superintendent.*

## General Order No. 326.

WASHINGTON, D. C., August 8, 1891.  
*Mexico City, Mex., via Laredo, Tex.*—It is reported that correspondence addressed for delivery at Mexico City, Mex., is, to a considerable extent, dispatched via Eagle Pass, Tex., via Eagle Pass, Tex., and the Mexican International Railroad mail for Mexico City is delayed one day in arrival at destination, as compared with the Mexican National Railroad and Laredo, Tex. Particular attention should be given this matter to insure the dispatch via Laredo, Tex., of all mail for Mexico City that can make connection with the Mexican National Railroad.

JAMES E. WHITE, *General Superintendent.*

## General Order No. 327.

WASHINGTON, D. C., October 26, 1891.  
*Spliced Straps on Pouches.*—Division superintendents will please instruct postal clerks to withdraw from use and forward to the mail bag repair shop, Washington, D. C., all pouches with straps that have been cut or broken and afterwards spliced.

JAMES E. WHITE, *General Superintendent.*

## General Order No. 328.

WASHINGTON, D. C., November 18, 1891.  
*Pouches and Sacks Sent to Storehouse.*—The attention of division superintendents and others is called to the fact that clerks do not, in all cases, comply with the provisions of section 994 of the Postal Laws and Regulations, in sending empty sacks and pouches to the mail-bag storehouses. The labels of these sacks and pouches should always bear the imprint of the line and the name of the clerk sending same in. A strict compliance with this regulation is expected.

WM. P. CAMPBELL, *Acting General Superintendent.*

## General Order No. 329.

WASHINGTON, D. C., December 7, 1891.  
 The Postmaster General has issued the following order:

POST OFFICE DEPARTMENT,  
 OFFICE OF POSTMASTER GENERAL,  
 WASHINGTON, D. C., November 30, 1891.

## Order No. 380.

*Transfer from R. M. S. to Department Service.*—That hereafter vacancies in the classified service of the Post Office Department at Washington, D. C., to which promotions from lower grades can not be made, shall, in all cases where there are eligible candidates therefrom, be filled by transfer from the Railway Mail Service, or the classified post offices, within the limits of the regulations fixing the quota of each state. The Second Assistant Postmaster General is hereby instructed to give notice of this regulation to the superintendent of each division of the Railway Mail Service, to be by him promulgated throughout his division, and to cause proper records to be kept in each division, and on the first day of each quarter to report to the Postmaster General the names of the persons in that service who deserve and desire transfer to the Departmental service at Washington, with a detailed record of the person in each case. And the postmaster at every post office having fifty or more officers and employes is likewise hereby instructed to give notice to them, and to make like reports on the first day of each quarter to the

It is further ordered that vacancies in the sea post office service shall hereafter be filled by transfer from the Railway Mail Service, or classified post offices, under the same regulations which are above applied to selections for vacancies in the Departmental Service.

The offices records above mentioned shall embrace the following subjects: Regularity and promptness of attendance, ability, application, and industry, habits, adaptability, health, and such others as may be approved by the Postmaster General.

JOHN WANAMAKER, *Postmaster General.*

In conformity with this order division superintendents are hereby directed to furnish to this office on the first day of each quarter the names of the persons in the Railway Mail Service who *deserve* and desire transfer to the Departmental Service at Washington, D. C., together with a detailed record in each case.

Very respectfully,  
JAMES E. WHITE, *General Superintendent.*

General Order No. 330.

WASHINGTON, D. C., January 15, 1892.

*Medal, General Superintendent, Committee of Award.*—A committee consisting of Superintendents Jackson, Ryan, and Vickery is hereby appointed to determine who is entitled to the gold medal offered by the General Superintendent of the Railway Mail Service to the clerk making the best case examination record during the year ended December 31, 1891. Superintendent Jackson will be chairman of the committee, and will call upon division superintendents for the records necessary to enable the committee to reach a decision.

JAMES E. WHITE, *General Superintendent.*

NOTICE.

WASHINGTON, D. C., April 21, 1891.

*Medal Given by General Superintendent.*—The General Superintendent Railway Mail Service will present a gold medal to the clerk in the whole service who makes, during the year ending December 31, 1891, the best case examination record.

RULES.

*First.*—The examinations first in order will be upon those States for which the clerk competing distributes mail when on regular duty.

*Second.*—Clerks below class five, after having passed upon the States regularly distributed by them, will take up such other States as are distributed by clerks in higher grades upon their own lines. After which they can make their own selection from such other States as may be distributed in their own division, and, after that, may make selections from adjoining divisions.

*Third.*—Only the last examination upon any scheme or State will be placed to the credit of the clerk competing.

*Fourth.*—Knowledge of connections and obedience to orders will be prime consideration in making the award.

*Fifth.*—None but clerks regularly employed in railway post offices can compete for this medal.

JAMES E. WHITE, *General Superintendent.*

General Order No. 331.

WASHINGTON, D. C., March 10, 1892.

*Catch Stations, Failures, etc.*—As the practice of charging clerks with failures to catch or deliver mails at catch stations does not appear to be uniform in the various Divisions, it is hereby ordered that in such cases the clerk shall be charged with a missent pouch for each failure to catch or deliver a pouch at a catcher station, and with two missent pouches if there is a total failure to exchange; provided, always, that the failure can properly be chargeable to carelessness or inattention on the part of the clerk.

JAMES E. WHITE, *General Superintendent.*

General Order No. 332.

WASHINGTON, D. C., March 23, 1892.

*Canvas Sacks, Mutilation of.*—The attention of this office has been called to a practice that prevails in some R. P. O.'s of folding canvas sacks in the middle, in order that they may be suspended along the wall above the rack and under the boxes which extend along the side of the car above the racks. The mouth of the bag is attached to the underside of the boxes and the center of the sack is drawn down and attached to hooks on the side wall of the car, or on the back of the rack. In order to suspend the sacks in this manner, it is necessary to force the hooks through the sack about midway between the top and bottom.

This practice is very destructive to the equipment and must be discontinued at once. This office regrets to state further that previous orders in regard to forcing holes through the tops of the sacks instead of using the eyelets is not being complied with in all cases. There is absolutely no necessity for this mutilation of sacks and if continued it will certainly result in the retirement from the service of the clerks at fault.

Division superintendents and chief clerks will please give this matter their personal attention and report to the office every case where this order is not complied with.

JAMES E. WHITE, *General Superintendent.*

General Order No. 333.

WASHINGTON, D. C., April 5, 1892.

*Portland, Oregon, Stations A and B.*—Taking effect March 31, 1892, an order was issued establishing Station A and Station B, of the Portland, Oregon, office, in lieu of the offices of East Portland and Albina, respectively, which offices were by the same order discontinued. All lines and post offices making up packages of letters and sacks of papers for Portland, Oregon, will be careful not to include in such packages or sacks mail for Station A (East Portland) or Station B (Albina). All lines distributing Oregon mail should make up separate packages of letters for these two stations. In paper mail a separate tie sack should be made for Station A; paper mail for Station B may be included with that for Portland City.

JAMES E. WHITE, *General Superintendent.*

WASHINGTON, D. C., April 5, 1892.

General Order No. 334.

*Sacks and Pouches, Failures to Empty, Report to this Office.*—Division superintendents will please instruct clerks in their respective divisions to report all instances where mail matter is found in empty sacks dispatched from any post office or from any other R. P. O. line. Also all cases where mail matter is returned from a post office or R. P. O. line indicating the failure on the part of the postmaster or postal clerk to comply with Sections 550 and 984 of the Postal Laws and Regulations of 1887. All such reports to be forwarded to this office once a week.

JAMES E. WHITE, *General Superintendent.*

General Order No. 335.

WASHINGTON, D. C., April 11, 1892.

*Bristol, Tenn. and Va.*—The office of Bristol, Tenn., will be hereafter known as Bristol, Tenn. and Va.

Railway postal clerks receiving mail matter addressed Bristol, Tenn., Bristol, Va., or Bristol, Tenn. and Va., will dispatch it to the post office heretofore known as Bristol, Tenn.

JAMES E. WHITE, *General Superintendent.*

General Order No. 336.

WASHINGTON, D. C., May 3, 1892.

*Portland, Oreg., Assignment of Lines to Chief Clerk.*—General Order No. 317, published in the *Daily Bulletin* of October 27, 1890, is hereby revoked, the effect being the restoration to the jurisdiction of the Chief Clerk at Portland, Oreg., of the following-named lines:

Burke & Wallace R. R.  
Dayton & Bolles Junction R. R.  
Dayton & Hunts Junction R. R.  
Drummond & Rumsey R. R.  
Dunlor & Connell R. R.  
Hauser & Coeur d'Alene R. R.  
Marcus & Spokane R. P. O.  
Moscow & Colfax R. R.  
Pasco & Wallula R. R.  
Pomeroy & Starbuck R. R.  
Pullman Junction & Genesee R. R.  
Seltic Junction & Winona R. R.  
Spokane & Coulee City R. P. O.  
Spokane & Pendleton R. P. O.  
Spokane & Juliaetta R. P. O.  
Wallace & Tekoa R. P. O.  
Walla Walla & Umatilla R. R.

This order will take effect May 15, 1892.

JAMES E. WHITE, *General Superintendent.*

General Order No. 337.

WASHINGTON, D. C., May 3, 1892.

*Damaged Equipment.*—Postal clerks and postmasters are becoming very careless in the matter of complying with section 994 of the Postal Laws and Regulations when sending damaged equipment to the Mail Bag Repair Shop, Washington, D. C., or to the various depositories for surplus equipment throughout the country. These supplies when forwarded should be regularly labeled the same as a sack or pouch of mail, and the label should bear the imprint of the post-marking stamp of the office or railway post office in which the same is put up.

JAMES E. WHITE, *General Superintendent.*

General Order No. 338.

WASHINGTON, D. C., May 3, 1892.

*Cars, Examination of, at Terminal Points.*—A number of cases have been reported to this office recently which indicate that clerks are not careful to examine their cars when leaving them at the terminal of their runs to see that there is no mail left therein either in the letter or paper boxes or lying on the floor. Division superintendents will, in their General Orders, caution clerks to be more careful in this regard, and chief clerks will make a practice of inspecting cars whenever they can do so to see that this order is complied with.

JAMES E. WHITE, *General Superintendent.*

General Order No. 339.

WASHINGTON, D. C., May 13, 1892.

*Drummond & Rumsey R. R. Assigned to Tenth Division.*—General Order No. 336, of May 3, is hereby modified so as to omit the Drummond & Rumsey Railroad from the list of lines transferred from the Tenth to the Eighth Division Railway Mail Service. This line will remain in the Tenth Division.

WM. P. CAMPBELL, *Acting General Superintendent.*

General Order No. 340.

WASHINGTON, D. C., May 17, 1892.

*Mullan & Wallace R. R. Assigned to Chief Clerk at Portland, Oreg.*—Include in list of lines assigned by General Order No. 336, of May 3, 1892, to the jurisdiction of the chief clerk, Portland, Oreg., the Mullan & Wallace R. R.

JAMES E. WHITE, *General Superintendent.*

General Order No. 341.

WASHINGTON, D. C., May 20, 1892.

*Davis, Supt., Appointment of.*—The Postmaster General has accepted the resignation of Alonzo Burt as Superintendent of the Fifth Division Railway Mail Service, to take effect with May 31, 1892, and has promoted to be Superintendent Fifth Division, vice Burt, David P. Davis, formerly Assistant Superintendent, and has promoted to be Assistant Superintendent Railway Mail Service, Fifth Division, vice Davis, Frederick M. Burr, formerly railway postal clerk, class 5, Pittsburg & Cincinnati R. P. O., detailed to the office of the Superintendent Fifth Division as examiner and chief clerk. These promotions to take effect June 1, 1892. All persons connected with this service will please take notice and govern themselves accordingly.

JAMES E. WHITE, *General Superintendent.*

## General Order No. 342.

WASHINGTON, D. C., June 8, 1892.

*Transfer of Lines—Fourth to Third Division.*—From and after July 1, 1892, Route 120022, Elloroe and Vance, and Route 120036, Eutawville to Ferguson, will be detached from the Fourth Division and assigned to the Third Division Railway Mail Service.

JAMES E. WHITE, General Superintendent.

## General Order No. 343.

WASHINGTON, D. C., September 3, 1892.

*Surplus and Damaged Equipment—Disposition of.*—The attention of this office has been called to the fact that some postal clerks are in the habit of instructing postmasters to hold empty pouches and sacks until they accumulate a sack full, instead of forwarding them as fast as received, as directed by the Department. This practice must be stopped and the instructions of the Department in regard to turning in surplus and damaged equipment strictly carried out.

JAMES E. WHITE, General Superintendent.

## General Order No. 344.

WASHINGTON, D. C., September 27, 1892.

*China and Japan, Specially Addressed via Vancouver, B. C.*—The attention of this office has been called to the fact that many letters for China and Japan, specially addressed to go via Vancouver, British Columbia, are forwarded to San Francisco, California. Division Superintendents will issue such orders as will insure the dispatch of mails, as addressed, when intended for any country and marked to go by any particular route.

JAMES E. WHITE, General Superintendent.

## General Order No. 345.

WASHINGTON, D. C., October 3, 1892.

*Mail Found in Supposed Empty Canvas Not to be Reported to this Office.*—That portion of General Order No. 334, issued April 5, 1892, which requires reports of matter left in pouches by postmasters and postal clerks to be forwarded to this office is hereby rescinded.

WM. P. CAMPBELL, Acting General Superintendent.

## General Order No. 346.

WASHINGTON, D. C., October 18, 1892.

*Transfer of Lines from Second to Third Division.*—Route 110033, East Berlin to Berlin Junction (n. o.), Pa., and Route 110102, between Hanover Junction and Valley Junction, are hereby transferred from the Second Division to the Third Division Railway Mail Service.

JAMES E. WHITE, General Superintendent.

## General Order No. 347.

WASHINGTON, D. C., November 11, 1892.

*Commission No. 75 Lost (R. M. Thomas).*—Post Office Inspector's Commission, No. 75, issued to R. M. Thomas, has been lost. Division Superintendents will notify railroad officials and postal clerks of the fact, to the end that the same may be taken up if presented, and if found returned to this office at once.

WM. P. CAMPBELL, Acting General Superintendent.

## General Order No. 348.

WASHINGTON, D. C., November 26, 1892.

*Surplus Equipment—Dispose of Daily.*—It has come to the knowledge of this office that, in a number of instances, postal clerks have requested postmasters to hold surplus pouches and sacks in their offices until they accumulate a sack full and then forward them, instead of forwarding surplus equipment each day. Division Superintendents will issue such instructions in their General Orders as will put a stop to this practice, it being contrary to the instructions issued direct by the Second Assistant Postmaster General to all postmasters regarding the disposal of surplus equipment. All such requests heretofore made by postal clerks should be countermanded.

JAMES E. WHITE, General Superintendent.

## General Order No. 349.

WASHINGTON, D. C., December 28, 1892.

*Medal Award Committee for 1892.*—A committee, consisting of Superintendents Lindsay, Troy, and Davis, is hereby appointed to determine, by an examination of the records, which will be presented to it, who is entitled to the medals offered by the Postmaster General to the clerk in each of the eleven divisions of the Railway Mail Service who has established the best case examination record in his division for the calendar year ending December 31, 1892. The committee will be governed by the rules which were announced in Bulletin No. 3571, dated Washington, D. C., March 16, 1892. Superintendent Lindsay will be chairman of the committee and will call upon the Division Superintendents for the records necessary to enable the committee to reach a decision. It is important that these records be compiled and placed in the hands of the chairman as soon as possible.

JAMES E. WHITE, General Superintendent.

## General Order No. 350.

WASHINGTON, D. C., December 28, 1892.

*Uniform Cap and Badge.*—This office finds it necessary to call the attention of all connected with this service to Section 904 of the Postal Laws and Regulations in regard to clerks wearing the uniform cap and badge while on duty. Division Superintendents will see that this regulation is complied with and will forward to this office the names of clerks failing to do so.

WASHINGTON, D. C., December 29, 1892.

## General Order No. 351.

*Registered Matter, Care and Custody of, at Terminals.*—It has become necessary to call the attention of all connected with this service to the necessity for a strict compliance with Section 1223, of the Postal Laws and Regulations in handling registered matter. Clerks taking registered packages, sacks, or pouches from a terminal office should in each case carefully check off all packages and not merely sign by totals; and the locks on inner registered sacks and through registered pouches should be carefully tried before leaving the office. After leaving the post office this matter should be kept in the personal custody of the clerk who receipted for it, and he should know absolutely that the same is taken into his car, and must at all times preserve his records so that if called upon to account for any particular package he shall know positively how the same was handled by him.

JAMES E. WHITE, General Superintendent.

## General Order No. 352.

WASHINGTON, D. C., December 30, 1892.

*California—Separation of.*—Commencing at once, all lines in the First, Second, Third, Fifth, and Sixth Divisions, except Nebraska and Wyoming, Seventh, Ninth, and Tenth Divisions, except North and South Dakota, and Montana, will make up mail to include the following counties in the State of California, viz: Los Angeles County, Orange County, San Bernardino County, San Diego County, Santa Barbara County, and Ventura County, to be labeled "Albuquerque & Los Angeles R. P. O., California," and to be forwarded via Kansas City, Mo., for connection. California mail, except as above described, should be forwarded to the "Ogden & San Francisco R. P. O." at all dispatches.

JAMES E. WHITE, General Superintendent.

## General Order No. 353.

WASHINGTON, D. C., February 18, 1893.

*Mail Catcher, Defective.*—All broken and defective mail catchers should be promptly forwarded to the Mail Bag Storehouse, Washington, D. C., and not allowed to accumulate at Division Headquarters or elsewhere.

ALEX. GRANT, Acting General Superintendent.

## Order No. 24.

WASHINGTON, D. C., February 23, 1893.

*Special Delivery Letters.*—Hereafter, in tying up packages containing special delivery letters, the postmasters, postal clerks, and others, in addition to placing the special delivery letters on the top of the package, as prescribed by Section 654 of the Postal Laws and Regulations of 1893, will, in cases where the package requires a facing slip, place such slip upon the package crosswise, the lower third being turned in so as to inclose the special delivery matter, instead of wise, the lower third being turned in so as to inclose the special delivery matter, instead of placing the slip lengthwise on the package, as is the ordinary custom. This will, of itself, displacing the slip lengthwise on the package, as is the ordinary custom. In addition to leaving the special delivery stamp more exposed to view. In offices where the ordinary slips with the address across the end are not used, the practice of simply placing the special delivery letters on the top of the package, as heretofore, will be continued.

JOHN WANAMAKER, Postmaster General.

## General Order No. 354.

WASHINGTON, D. C., March 8, 1893.

*Providence, R. I., Make Direct for.*—In view of the fact that a very large percentage of the mail for the State of Rhode Island is for the office of Providence, R. P. O. lines and post offices making up packages for that State will, where the amount justifies it, make up separate packages for Providence.

JAMES E. WHITE, General Superintendent.

## General Order No. 355.

WASHINGTON, D. C., March 28, 1893.

*Loose Articles (Coins, etc.), in Mails.*—Section 995, Postal Laws and Regulations of 1893 (1003, Book of Instructions to Railway Postal Clerks), directs railway postal clerks to intercept and withdraw from the mail all articles found loose in any pouch or sack, and to send the same, under cover, to their Division Superintendent. When the article so found is money, the identical notes or coin found must be turned in. No substitution of other notes or coin is allowed, as such substitution is liable to embarrass the proper identification of the money when such action becomes necessary.

JAMES E. WHITE, General Superintendent.

## General Order No. 356.

WASHINGTON, D. C., March 30, 1893.

*Weaver, Superintendent, Resignation of.*—The Postmaster General has accepted the resignation of J. S. Weaver as Superintendent of the Eleventh Division Railway Mail Service to take effect March 31, 1893, and has promoted O. L. Teachout, Assistant Superintendent of the same Division, to the Superintendency, vice Weaver. All persons connected with this service will please take notice and govern themselves accordingly.

JAMES E. WHITE, General Superintendent.

## General Order No. 357.

WASHINGTON, D. C., May 31, 1893.

*Uncanceled Stamps, Report.*—The attention of all connected with the Railway Mail Service is called to section 505, page 216, of the Postal Laws and Regulations of 1893, which was inadvertently omitted from the Book of Instructions to Railway Postal Clerks, and which reads as follows: "Matter dispatched from a post office on which the stamps were not properly canceled is not to be stopped in transit, nor the stamps thereon canceled at any office but that of destination. The statute makes it the duty of the postmaster at the office of delivery to deface them and report the delinquent postmaster."

In this connection see Section 471. As it will be impossible for the offices of delivery to determine the offices of origin if the imprint of the postmarking stamp of such offices does not appear upon the envelope, superintendents will instruct all railway post offices in their respective divisions in such instances to note on the trip report the name of the office violating the first portion of section 471. Division superintendents will please promulgate this order and report to this office such failures to cancel as may be brought to their attention.

JAMES E. WHITE, General Superintendent.

General Order No. 358.

WASHINGTON, D. C., June 8, 1893.

*Catch-Stations, Delivery at.*—It is gratifying to be able to chronicle the fact that fewer mails are being run over by trains at this time than in the past, but as it is important that such accidents be reduced to the minimum, it is necessary that every precaution possible be taken to insure a successful delivery at "catch stations." It is therefore

ORDERED, That whenever the mails to be delivered at a "catch station" exceed in quantity a full "catcher pouch" the delivery must be made by two clerks, one standing in the doorway at which the "catches" are made and the other in the remaining doorway on the same side of the car.

The office does not desire to be understood as directing that in every case where more than one pouch is to be delivered two clerks shall perform that act, but rather that the weight or bulk of the mail to be so treated shall determine the necessity for help in delivery. If there are two or more pouches or sacks to be delivered at the same time, and the combined weight does not apparently exceed that of a "catcher pouch" full of mail, the delivery may be made by one clerk; but in every case the clerk or clerks assigned to this duty should be familiar with the point of delivery, should have sufficient judgment to take into consideration the speed of the train, the direction and force of the wind, the suction power of the undercurrent, and to determine the action necessary, on his or their part, to overcome them.

JAMES E. WHITE, *General Superintendent.*

General Order No. 359.

WASHINGTON, D. C., June 17, 1893.

*Empty Canvas and Pouches, Examination of.*—It is necessary for this office to again call the attention of division superintendents and others to the fact that mail of various classes is found daily in the sacks and pouches turned into the Mail Bag Storehouse as "empties," and to urge that every precaution be exercised by railway post offices and the mailing division of post offices to examine all sacks and pouches thoroughly after opening them to prevent mail being left in them. If the irregularities stated above continue it will be necessary to revive the order requiring those opening sacks to reverse them after emptying them of their contents.

Division superintendents will not be content with issuing an order on this subject, but will in addition follow the matter up and see that the trouble ceases.

JAMES E. WHITE, *General Superintendent.*

General Order No. 360.

WASHINGTON, D. C., July 1, 1893.

*Newfoundland, Make-up for.*—Hereafter all lines and offices making up mail for eastern provinces of Canada will make a separate package for Newfoundland, or if they have not sufficient mail to do this, send it to Boston, Mass., dis.

JAMES E. WHITE, *General Superintendent.*

General Order No. 361.

WASHINGTON, D. C., July 8, 1893.

*Terminal Office.*—The Inspection Division is subjected to considerable inconvenience at times by the discontinuance by division superintendents of the only exchanges with offices at the termini of routes by which the postmaster is enabled to report service on said routes. This should never be done without reporting the facts to the Department, in order that some other provision may be made to obtain reports of service.

JAMES E. WHITE, *General Superintendent.*

General Order No. 362.

WASHINGTON, D. C., July 29, 1893.

*Barclay, Superintendent, Appointment of.*—Robert H. Barclay, Chief Clerk Railway Mail Service, Helena, Mont., has been promoted by the Postmaster General to the position of Superintendent of the Tenth Division Railway Mail Service, with headquarters at Saint Paul, Minn., vice Norman Perkins. All persons connected with the postal service will please take notice.

ALEX. GRANT, *Acting General Superintendent.*

General Order No. 363.

WASHINGTON, D. C., July 29, 1893.

*Manitoba, Make-up Direct.*—All post offices of the first class making up Canadian mail for dispatch via Saint Paul, Minn., will make separate packages for Manitoba, in letters and papers, R. P. O. lines on which full postal-car service is operated will also make up mail for Manitoba as above described. In cases of insufficient mail to warrant separation, mass on connecting R. P. O. lines.

ALEX. GRANT, *Acting General Superintendent.*

General Order No. 364.

WASHINGTON, D. C., August 16, 1893.

*Annual Admits and Trip Permits Revoked.*—ORDERED: That all admits to railway post offices issued for the current year, except those in favor of Members of the United States Senate and House of Representatives, ex-Postmaster Generals, and those granted railroad employes to enable them to ride in exclusive mail trains, be and are hereby revoked;

That all permits issued prior to this date which have not expired by limitation are hereby declared void, and that when presented they must be taken up by the clerk-in-charge and returned by him to his Division Superintendent for cancellation;

That admits presented by those who do not come within the exceptions of this order must be taken up by the clerk-in-charge and be forwarded by him to his Division Superintendent; those covered by the exceptions of this order must be honored when presented;

That admits and permits issued in favor of railroad employes will be good only on mail trains not provided with a baggage car or coach;

That in addition to those included in the above exceptions, only the following persons will be permitted to enter railway post offices hereafter: The clerks on actual duty, including city distributors assigned to duty as such; the Postmaster General; Post Office Inspectors, who will be required by the clerk-in-charge to show their commissions; Chief Clerks, Assistant Chief Clerks, and Examiners of the Railway Mail Service, who will be required by the clerk-in-charge to exhibit proper credentials; transfer clerks in the performance of their official duties only, such as supervising the loading and unloading of mails and receiving and delivering registered matter; conductors and other railroad employes in the performance of their official duties only, and those presenting permits issued subsequent to this date—August 16, 1893;

That, whenever the necessities of the service require the temporary assignment of an extra

the railway post office to which he is assigned, who will accept it as authority for him to enter and perform duty therein. When it is not possible to give a written order an oral one must be accepted;

That clerks not on duty, though accredited to the line over which they are passing, must not be permitted to enter or ride in the railway post office;

If a clerk becomes so ill while on his run as to be unable to discharge his duties he should call upon the nearest clerk for assistance, who should respond promptly and be permitted to enter the car and to discharge the duties of his disabled comrade. The transaction, however, must be entered upon the trip report and a special report made of it to the Chief Clerk or Division Superintendent in immediate charge of the line.

Permits must not be considered as entitling the holder to transportation. When a person is riding in a railway post office by authority of an admit or permit the clerk-in-charge must notify the conductor of the train, so that he may take up his ticket or pass, or collect fare.

Every clerk in the service should study this order carefully, to the end that he may understand it thoroughly and execute it intelligently. No excuse will be accepted for a violation of it.

By order of the Postmaster General.

JAMES E. WHITE, *General Superintendent.*

General Order No. 365.

WASHINGTON, D. C., August 19, 1893.

*Admits, Exceptions.*—The admits to railway post offices held by Councilor Charles Durr, Postal Secretary Dr. Guillaume Hager, Superior Councilor Ringer, and District Engineer Bieringer, representatives of the post office departments of Hungary and Bavaria, now traveling in the United States, will be regarded as exceptions to General Order No. 364 and be honored when presented.

JAMES E. WHITE, *General Superintendent.*

General Order No. 366.

WASHINGTON, D. C., September 5, 1893.

*British Columbia, Make Up Direct.*—Hereafter post offices of the first class and railway postal lines operating full postal cars, in making up mails for the western provinces of Canada, for dispatch via Saint Paul, Minn., will make a direct package and sack for British Columbia, to contain mail for that province only. In cases of insufficient quantity of mail to warrant separation mass on connecting R. P. O. lines.

JAMES E. WHITE, *General Superintendent.*

General Order No. 367.

WASHINGTON, D. C., September 14, 1893.

*Neilson, Asst Gen'l Supt., Appointment of.*—The Postmaster General has appointed Mr. Charles Neilson Assistant General Superintendent of Railway Mail Service. All persons connected with the postal service will please take notice and govern themselves accordingly.

JAMES E. WHITE, *General Superintendent.*

General Order No. 368.

WASHINGTON, D. C., December 11, 1893.

*Casualties to be Published in Division Orders.*—It is in the interest of the service that the officers and employes of the Railway Mail Service have knowledge of all casualties as soon as possible after they occur. Division superintendents are therefore instructed to publish in their General Orders all casualties occurring in their respective divisions in which mails are lost or delayed in transit.

JAMES E. WHITE, *General Superintendent.*

General Order No. 369.

WASHINGTON, D. C., December 23, 1893.

*Schemes, Standpoint, etc., Preparation of.*—Hereafter standpoint schemes of the various States shall be prepared by the superintendent in whose division the particular State is located, who will be held responsible for the correctness of the same and required to publish all necessary corrections in the same. He will, before preparing a standpoint scheme that is to be used by the clerks in other divisions, consult the superintendents of such other divisions as to the number of separations that should be shown in the scheme, and, if possible, comply with any suggestions that may be made by said superintendents.

When the superintendent of a division desires a standpoint scheme of a State in another division, he will call upon the superintendent of that division to prepare it, and the call must be responded to as quickly as possible. Any differences arising between superintendents in regard to the preparation or character of these schemes will be referred to this office.

This order does not apply to any standpoint schemes now in existence, but, as it becomes necessary to renew them or to issue additional ones, they will be prepared in accordance with above instructions.

JAMES E. WHITE, *General Superintendent.*

General Order No. 370.

WASHINGTON, D. C., December 30, 1893.

*Hauser and Cœur d'Alene Transfer to Tenth Division.*—On and after January 1, 1894, the Hauser and Cœur d'Alene branch of the Northern Pacific Railroad, Route 170002, will be transferred from the Eighth and assigned to the Tenth Division Railway Mail Service.

JAMES E. WHITE, *General Superintendent.*

General Order No. 371.

WASHINGTON, D. C., January 3, 1894.

*Australia, Hawaiian Kingdom, Fiji Islands, etc.*—Hereafter articles mailed in the United States destined for the Hawaiian Kingdom, Fiji Islands, and Australia, except New Zealand or West Australia, should be forwarded via the most direct route to Vancouver, British Columbia, to be included in mails made up at that office for dispatch, thence to destination by means of the steamers of "the Canadian-Australian Steamship Line," to sail from Vancouver on the 16th of each month; provided the article in question can be forwarded to Vancouver in time for dispatch thence by a steamer to sail from Vancouver at an earlier date than the sailing date of the regular mail steamers scheduled to sail from San Francisco.

The object of this arrangement is to secure the dispatch by steamers sailing from San Francisco of all articles destined for the Australasian Colonies, the delivery of which will not be thereby delayed; but to forward to Vancouver all articles for those colonies, except New Zealand and West Australia, the delivery of which at destination will be expedited by reason of dispatch via Vancouver; in any case, however, in which it is not reasonably certain that Vancouver route will be the most expeditious, the articles should be invariably forwarded to San

General Order No. 372.

*Day Notation.—Consolidated Schedules.*—It is requested that hereafter the day notations (indicating time in transit) used in connection with consolidated schedules of mail trains, shall designate the initial point as zero (0) instead of 1st day (1). It is noticed both methods are employed and it is concluded to prescribe zero (0) with the view to uniformity.

JAMES E. WHITE, General Superintendent.

General Order No. 373.

*Mail Keys, Care of, etc.*—This office is again compelled to call the attention of Division Superintendents, and others connected with this service, to the necessity for exercising the greatest care in the safe-keeping of mail keys. Hereafter, when a clerk is to be absent from duty sixty days or more, his mail key will be taken up by his Division Superintendent, and held during the period he is on leave. This applies particularly to clerks who are absent from duty for long terms in consequence of sickness or injuries received in the line of duty, and who, in consequence, are often unable to personally guard and protect their mail keys. Mail keys issued to acting clerks should also be given special attention and taken up as soon as the acting clerks are relieved from duty. Division Superintendents are personally charged with these keys, and should therefore not lose sight of the responsibility that rests upon them for the protection of the same.

C. NEILSON, Acting General Superintendent.

General Order No. 374.

*Norton, Superintendent, Appointment of.*—The Postmaster General has promoted Frank D. Norton, a clerk of class 5, Chicago & Kansas City R. P. O., to the position of Superintendent, Seventh Division Railway Mail Service, with headquarters at St. Louis, Mo., vice J. P. Lindsay, resigned. Mr. Norton has qualified and assumed the duties of the office this date. All persons connected with the postal service will take due notice of this change and govern themselves accordingly.

C. NEILSON, Acting General Superintendent.

*New Zealand and West Australia.*—Attention is called to the fact that the Colonies of New Zealand and West Australia are expressly excepted from the requirements of General Order 371, regarding the dispatch of mails via Vancouver, B. C. It is represented to this office that mails for New Zealand and West Australia are being forwarded in considerable quantities, by Eastern lines, for dispatch via Vancouver, B. C., and it is therefore requested that Division Superintendents will give this matter such attention as may be necessary to secure an intelligent observance, by clerks and others, of General Order 371.

C. NEILSON, Acting General Superintendent.

*Trans-Pacific Mails via Vancouver, B. C.*—Referring to General Order 374, *Daily Bulletin* of January 3, 1894, attention is invited to the fact that provision is therein made for the dispatch from Vancouver, B. C., in the mails MADE UP AT THAT OFFICE, of articles mailed in the UNITED STATES for the Hawaiian Kingdom, Fiji Islands, and Australia, except New Zealand and West Australia, and that, therefore, closed mails (sealed sacks) for Trans-Pacific destinations are not included in General Order No. 371, such closed mails being at all times forwarded via San Francisco, Cal., for dispatch thence. Division superintendents will make reference to this notice in such manner as will explain to clerks the difference between open and closed mails, the latter being only those forwarded in sealed sacks.

JAMES E. WHITE, General Superintendent.

General Order No. 375.

*China and Japan, Make Up Mail for.*—Hereafter mails for China and Japan (letters and papers) must be made up and labeled "San Francisco, Cal., Foreign," or "Tacoma, Washington, Foreign," instead of being included in packages and sacks with mails for California as is the present prevailing practice. In cases where the quantity of mail will not warrant being made up it should be massed on connecting R. P. O. The foregoing applies to post offices as well as postal car lines.

JAMES E. WHITE, General Superintendent.

## INSTRUCTIONS TO ALL POSTMASTERS.

*Newfoundland—Parcels Post Convention.*—A Parcels Post Convention has been concluded between the United States and Newfoundland which took effect on April 1, 1894. The terms of the convention are described in circular from the Superintendent of Foreign Mails, published in the Postal Guide for April, 1894.

New York is the only United States post office authorized to make up and exchange Parcels Post mails for Newfoundland, and any Parcels Post package which has been duly registered at any post office in the United States should be sent by registered mail to the New York post office, to be thence forwarded at times when steamers sail direct from New York to St. Johns, Newfoundland.

All other registered matter for Newfoundland originating at any post office in the United States will be billed under domestic registration to the postmaster at Boston, Mass., as instructed on page 820 of Postal Guide for January, 1894.

KERR CRAIG, Third Ass't Postmaster General.

*Newfoundland—Parcels Post Mails for.*—Attention is called to the fact that all registered Parcels Post packages from the United States destined for Newfoundland must be forwarded to New York, N. Y., for dispatch thence in the direct mails for St. Johns, Newfoundland, in accordance with the provisions of the recently concluded Parcels Post Convention which took effect the 1st instant, publication of which is contained in *Daily Bulletin* of April 14th instant. There is no provision for the transmission of Parcels Post packages from the United States to Newfoundland, via Canada.

General Order No. 376.

*Pouches Received and Dispatched—Lists of.*—Lists of pouches received and dispatched by postal clerks, transfer clerks, etc., should be kept on file for one year, after which they may be destroyed.

JAMES E. WHITE, General Superintendent.

General Order No. 377.

*Railroad Routes, Transfer from Tenth to Sixth Divisions.*—The following railroad routes have been transferred from the Tenth to the Sixth Division Railway Mail Service:

Route No. 159023, Lead to Piedmont, 37.29 miles, Black Hills &amp; Fort Pierre R. R.

Route No. 159025, Buffalo Gap to Hot Springs, 13.67 miles, Fremont, Elkhorn &amp; Missouri Valley R. R.

Route No. 159027, Minnekahta to Hot Springs, 13.88 miles, Burlington &amp; Missouri River R. R. in Nebraska.

Route No. 159029, Whitewood to Belle Fourche, 18.96 miles, Fremont, Elkhorn &amp; Missouri Valley R. R.

All persons interested will take due notice.

JAMES E. WHITE, General Superintendent.

General Order No. 378.

*Residence, Place of.*—ORDERED: That all clerks in the Railway Mail Service performing duty in railway post offices take up their residence at some point on the route to which they are assigned satisfactory to their Division Superintendent on or before May 1, 1895.

Those who can do so, without considerable pecuniary loss or sacrifice of home property, will be expected to comply with this order at once; the others at the earliest moment possible; none later than the date named.

By order of the Postmaster General.

JAMES E. WHITE, General Superintendent.

General Order No. 379.

*Voting, Make Arrangements for.*—Division Superintendents of the Railway Mail Service are hereby directed to issue such instructions to the Chief Clerks and clerks of their respective divisions as will enable those who desire to vote at the approaching election to do so, irrespective of party affiliations: *Provided*, That no instructions shall be issued that will interfere with the proper distribution and dispatch of the mails, lessen the security of registered matter in transit, or confuse the records of the same.

The runs of some of the clerks will begin at their places of residence on the day of election before the polls are opened, but in many such cases the opposite runs will arrive at the same places before the polls are closed. Therefore, if clerks so situated are permitted to double back from meeting points they will have an opportunity to vote. Where this can be done without detriment to the service, it should be authorized, and to this end Section 915, Postal Laws and Regulations of 1893 will stand suspended for that occasion. It is also to be understood that such agreements as may be entered into between clerks who have voted, or who are not legal voters, or who may not desire to vote, and those who are eligible and desire to vote, will be approved by the officers of the service if the conditions mentioned in the provision of the first paragraph of this order are not abrogated thereby. In short, it is expected that Division Superintendents and Chief Clerks will do whatever is possible and not inconsistent with satisfactory service to accommodate those of their subordinates who may desire to vote, and that whatever arrangements are made shall be clearly understood by the clerks and their officers, and that impartiality shall characterize all orders and instructions issued on the subject.

By order of the Postmaster General.

JAMES E. WHITE, General Superintendent.

General Order No. 380.

*Holzappel, Superintendent, Appointment of.*—The Postmaster General has promoted William Holzappel, Chief Clerk Railway Mail Service, Toledo, Ohio, to the position of Superintendent of the Fifth Division Railway Mail Service with headquarters at Cincinnati, Ohio, vice D. P. Davis, resigned, to take effect January 31, 1895. Mr. Holzappel has qualified and assumed the duties of the office this date. All persons interested will take due notice of this change and govern themselves accordingly.

JAMES E. WHITE, General Superintendent.

General Order No. 381.

*California, Separation of.*—Hereafter all lines and post offices east of the Missouri River making a separation of mail for the State of California will combine mail for offices in Del Norte Co., Cal., with mails for the State of Oregon.

JAMES E. WHITE, General Superintendent.

General Order No. 382.

*China and Japan, Make up Mails for.*—Commencing at once the following Railway Post Office lines, west-bound, will distribute all foreign mails, except the closed mails (sealed sacks), and make up the same to the proper office for dispatch, viz:

New York and Chicago R. P. O.

Pittsburg and Chicago R. P. O.

Chicago and Cincinnati R. P. O.

Omaha and Ogden R. P. O.

Spokane and Portland R. P. O.

The Superintendents of the Fifth, Sixth, Eighth, and Ninth Divisions will issue a schedule each month, on receipt of the Foreign Steamship Schedule, for the information and guidance of clerks, and also take such further action as may be deemed necessary to secure the transmission of the China-Japan mails via the office affording first dispatch. It is expected a compliance with the foregoing will insure mails for China and Japan being properly made up and labeled, east of Cheyenne, Wyo., for dispatch from the latter point to either San Francisco, Cal., or Tacoma, Washington.

WASHINGTON, D. C., February 19, 1894.

WASHINGTON, D. C., March 20, 1894.

WASHINGTON, D. C., March 26, 1894.

WASHINGTON, D. C., March 27, 1894.

WASHINGTON, D. C., March 31, 1894.

WASHINGTON, D. C., April 9, 1894.

WASHINGTON, D. C., April 14, 1894.

WASHINGTON, D. C., April 25, 1894.

WASHINGTON, D. C., May 4, 1894.

WASHINGTON, D. C., May 29, 1894.

WASHINGTON, D. C., June 2, 1894.

WASHINGTON, D. C., October 18, 1894.

WASHINGTON, D. C., February 1, 1895.

WASHINGTON, D. C., February 16, 1895.

WASHINGTON, D. C., February 21, 1895.

*General Order No. 383.*

WASHINGTON, D. C., February 28, 1895.

*Residence, Place of (H. R. Bill 8272).*—The amendment to the bill (H. R. 8272) providing "that all clerks hereafter appointed to the Railway Mail Service and to perform duty in railway post offices shall reside at some point on the route to which they are assigned, but railway mail clerks heretofore appointed and now performing such duty shall not be required to change their residence," having become a law, General Order 378 is hereby revoked. Clerks now living upon the lines to which assigned will retain their present residences.

By order of the Postmaster General.

JAMES E. WHITE, *General Superintendent.*

*General Order No. 384.*

WASHINGTON, D. C., April 10, 1895.

*Trans-Pacific Mails.*—In connection with General Order 382, dated February 21st last, it is hereby ordered that hereafter all lines and post offices making up mails (letters and papers) for China, Japan, and other Trans-Pacific countries, will label the same "Trans-Pacific Foreign," except in cases where the quantity will justify separate packages or sacks for China and Japan, which should be labeled "China and Japan." The practice of labeling these mails "via San Francisco Cal.," or "Tacoma, Washington," must be discontinued, except for correspondence "Special Addressed."

The foregoing is not intended to apply to the R. P. O. lines enumerated in General Order 382. The latter R. P. O's. should label the Trans-Pacific Mails to the office of dispatch to avoid unnecessary rehandling by connecting lines.

JAMES E. WHITE, *General Superintendent.*

*General Order No. 385.*

WASHINGTON, D. C., August 2, 1895.

*Foreign Mail—Specially Addressed.*—This office is in receipt of complaints indicating that Section 1028 of the Postal Laws and Regulations of 1893 is not observed in forwarding foreign correspondence.

Division Superintendents are directed to give this matter their particular attention, and to take such action as will insure the forwarding of foreign correspondence in strict accordance with the superscription thereon. Section 1028 should be reproduced in Division Orders, from time to time, with the view to familiarizing clerks with its meaning, and the importance of its observance.

As the failure to observe the section in question has been the subject of several previous Bulletin publications, it is concluded to have recourse to punitive action in future cases where responsibility can be fixed.

JAMES E. WHITE, *General Superintendent.*

