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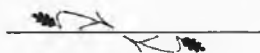
CATALOGUE AND SKETCH

❖ of the ❖

Post Office Department

❖ of the ❖

United States of America.



Compiled and Edited

BY LOUIS MELIUS

FOR THE

CENTENNIAL EXPOSITION OF THE OHIO VALLEY AND CENTRAL STATES,

CINCINNATI, OHIO.

[1883.]



DON M. DICKINSON,
POSTMASTER GENERAL OF THE UNITED STATES.



CATALOGUE OF THE EXHIBIT

OF THE

POST OFFICE DEPARTMENT

OF THE

UNITED STATES OF AMERICA.

No.

1. Case of Stamping Tools used by the Post Office Department for the year ending June 30, 1876.
2. Case of Stamping Tools used by the Post Office Department for the year ending June 30, 1888.
3. Framed collection of Postal Cards. Second Design.
4. Framed collection of Postal Cards. International.
5. Framed collection of Postal Cards. Third Design.
6. Framed collection of Postal Cards. First Design.
7. Framed collection of Postal Cards. Fourth Design.
8. Case of Memoranda of Supplies, Quantities, etc., used by the Post Office Department.
9. Case of Locks which were sent from time to time to the Post Office Department as samples.
10. Case of United States Mail Locks that have been in the service from time to time since the year 1812.
11. Case of Locks which were sent from time to time to the Post Office Department as samples.
12. Case of Sample Twine and Wrapping Paper in use by Post Office Department.
13. Case of Memoranda of Supplies, Quantities, etc., used by the Post Office Department.
14. Framed collection of United States Postage Stamps.
15. Framed collection of Foreign Stamps. British India, Ceylon, China, Cyprus, Egypt, Malta, Mauritius, Natal, New Zealand, Persia, Sierra Leone, Straits Settlements, Surinam, South Australia.
16. Framed collection of Foreign Stamps. Bahamas, Barbadoes, Bermuda, Cuba, Danish West Indies, San Domingo, Hayti, Jamaica, Montserrat, Neth. West Indies, Nevis, Porto Rico, St. Lucia, Trinidad, Virgin Islands, Victoria, N. S. W., etc.
17. Framed collection of Foreign Stamps. Austria, Hungary, Belgium, Bulgaria, Canada, Denmark, France, Germany, Great Britain.

No.

18. Framed collection of Foreign Stamps. Argentine Republic, Brazil, British Honduras, Chili, Ecuador, Grenada, Guatemala, Honduras, Nicaragua, Paraguay, Peru, United States of Colombia, Venezuela, Uruguay.
19. Framed collection of Foreign Stamps. Greece, Iceland, Italy, Luxembourg, Netherlands, Newfoundland, Norway, Portugal, Russia, Sweden, Switzerland, Turkey.
20. Volumes of Post Office Department Blanks.
21. VOLUMES OF "ADMINISTRATION DES POSTES SUISSES." Post Office Department of Switzerland.
22. Case of United States Postage Stamps, 1876.
23. GERMAN POSTAL BOOKS.
24. Bound copy of Postal Treaty (with seal attached) between the United States and the Argentine Republic.
25. Model of United States Mail Vessel.
26. Statistics of Mail Service of the United States.
27. Old Style "Drum" Stage Coach Pouch.
28. "The Indian Question" as it applies to the Post Office Department.
29. Photo of Product of Cutler Manufacturing Company, Rochester, N. Y.
30. Samples of First, Second, and Third Street Letter Boxes used in the service.
31. Japanese Mail Equipments, Instructions, Views, etc.
32. Post Route Maps.
33. ENGLISH EXHIBIT of Stamps and Views connected with English Post Office Department.
34. PRESIDENT GROVER CLEVELAND.
35. DEAD LETTER OFFICE. Case of articles received in the mails.
36. Schedule of articles in the above case.
37. Specimens of Omissions and Misdirections on Foreign Letters corrected and delivered by Dead Letter Office.
38. Specimens of "Blind Reading," by clerks in Dead Letter Office.
39. Specimens of Illegible Addresses on Foreign Letters deciphered and delivered by Dead Letter Office.
40. Examples of Popular Errors corrected by clerks in Dead Letter Office.
41. Case containing Coins.
42. Diagram—Dead Letter Mill.
43. Schedule of Mails for the State of Ohio.
44. Statement Explanatory of the use of Pouches and Mail Bags used in forwarding the United States Mail.
45. Miniature Postal Car, complete.
46. Miniature Postal Car, complete.
47. Library of Books concerning the History and Management of the Post Office Department.
48. English Telegraph Messenger's Suit.

- No.
49. London Postman's Suit. Winter Pattern.
 50. London Postman's Suit. Summer Pattern.
 51. Coat and Cap of English Mail Guard.
 52. Framed Collection of Warrants and Drafts.
 53. Centennial Post Office Exhibit and Machinery used by Plympton Envelope Company.
 54. Sled Mail Route in Winter in Northern Michigan.
 55. Postmaster General Dickinson and Staff Officers.
 56. Postmaster's Appointment, Mr. John C. Riley.
 57. Postmaster's Commission, Mr. De Witt C. Jones.
 58. Postmaster's Appointment, Mr. De Witt C. Jones.
 59. Blank form of Postmaster's Appointment.
 60. Postal Congress.
 61. Postmaster's Commission, Mr. David Thompson.
 62. United States Post Office Department Exhibit at last Cincinnati Exposition. Outside view.
 63. The United States Post Office Department Exhibit at last Cincinnati Exposition. Interior view.
 64. Postal Congress.
 65. Collection des Empreintes des Timbres.
 66. Specimens of Postal Notes.
 67. United States Postal Statistics.
 68. Specimens of International Money Order.
 69. Oil Painting, "U. S. Mail."
 70. Ruins of the Chicago (Illinois) Post Office, after the great fire.
 71. South-west View of Post Office Department Building, Washington, D. C.
 72. North-east View of Executive Mansion.
 73. Post Office Department, Bale.
 74. East Front of Capitol.
 75. Building at Berne, in which International Postal Congress was held in 1874.
 76. Postmaster General Don M. Dickinson.
 77. View of Post Office Department Building, F Street, front.
 78. Post Office Department, Zurich.
 79. South-west Front Court House and Post Office, New York, N. Y.
 80. Picture of Steamship "Lahn."
 81. Post Office Department, Berne.
 82. Custom House and Post Office, Chicago, Illinois.
 83. Post Office Department, Geneva.
 84. Court House and Post Office, Atlanta, Georgia.
 85. Picture of Steamship "Umbria."
 86. Voiture, Swiss Mail Coach for six passengers.
 87. Court House and Post Office, Covington, Kentucky.

- No.
88. Voiture, Swiss Mail Coach for four passengers.
 89. United States Court House and Post Office, Ogdensburgh, New York.
 90. Voiture à Main, Swiss Mail Coaches.
 91. United States Court House and Post Office, Baltimore, Maryland.
 92. Picture of Steamship "Britannic."
 93. Voiture, Swiss Mail Coach for four passengers.
 94. Court House and Post Office, Albany, New York.
 95. Voiture, Swiss Mail Coach for two passengers.
 96. United States Court House and Post Office, Memphis, Tenn.
 97. Voiture, Swiss Mail Coach for eight passengers.
 98. Oil Painting, "Antipodes."
 99. Record of Passages made by the Steamships "Etruria" and "Umbria."
 100. Picture of Steamship "Westphalia."
 101. Picture of Steamship "Alaska."
 102. Post Remise Chur, collection of Swiss Mail Coaches.
 103. Court House and Post Office, Madison, Wisconsin.
 104. Voiture, Swiss Mail Coach for four passengers.
 105. Barge Office, New York, N. Y.
 106. Voiture, Swiss Mail Coach for ten passengers.
 107. United States Court House and Post Office, Evansville, Indiana.
 108. President and Cabinet.
 109. Voiture, Swiss Mail Coach for six passengers.
 110. Court House and Post Office, Austin, Texas.
 111. Voiture, Swiss Mail Coach for eight passengers.
 112. United States Post Office Department Exhibit at Louisville, Kentucky, Exposition.
 113. Voiture, Swiss Mail Coach for six passengers.
 114. Custom House, Bangor, Maine.
 115. Large picture representing the Mail Carrier of one hundred years ago, and the flight of the "Fast Mail" on the Lake Shore and Michigan Southern Railway.
 116. Price List of Stamped Envelopes. Present series.
 117. Collection of Stamped Envelopes. Series of 1853 to 1870.
 118. Collection of Stamped Envelopes. Series of 1870 to 1874.
 119. Collection of Stamped Envelopes. Series of 1874.
 120. United States Stamped Envelopes in current use. 1888.
 121. Official Envelopes, Post Office Department, 1888.
 122. Statement showing the number and amount of Domestic and International Money Order Transactions, and of Postal Note Transactions of the United States during the fiscal year ended June 30, 1887.
 123. Steamship "Olivette," of Plant Steamship Line.
 124. Stamped Envelope Machine. The machine gums, stamps, folds, dries, and counts the envelopes at the rate of seventy-five per minute.



The Post Office Department

OF THE

UNITED STATES OF AMERICA.

PERHAPS one of the most effective instruments of civilization, deserving to be ranked with the art of printing and the mariner's compass, is the means of communicating intelligence from one to another. The first posts of which history makes mention were those of the Persian empire, but they were intended only for governmental notices and military orders. Couriers, with saddled horses, were made use of, stationed one day's journey from each other. The name of *posts* is said to be derived from the Latin *positus* (placed), because horses were *put* at certain distances to transport letters or travelers.

A letter post was established in the Hanse towns in the thirteenth century; but mails for the benefit of the public date from the year 1516, when Roger, Count of Thurn, introduced riding-posts into the Tyrol, connecting Germany and Italy. Afterwards the Emperor Charles V made them general throughout his dominions, and appointed Leonard, Count of Thurn, his Postmaster General.

The beginning of the English post system is first noticed in the statutes of Edward III. It was originally introduced from Italy, but has, of course, undergone great changes and modifications. The present English establishment dates from the reign of Henry VIII, who created the office of "Master of Postes;" but it was not until the time of Queen Anne (1710) that a general post office was established in London for all of the British dominions, including the American Colonies, and the office of Postmaster General authorized by royal sanction.

THE POST OFFICE IN AMERICA.

In 1672 the post office first made its appearance in this country. Governor Lovelace, of the New York Colony, established a mail, "to goe monthly" between New York and Boston.

In July, 1683, William Penn established a post office in Philadelphia, with weekly mails to various places near that city, and about the same time opened mail routes between Philadelphia and the larger towns of Pennsylvania and Maryland. In the year 1700 Colonel John Hamilton, of New Jersey, was authorized by the British government to establish post offices,

and open post routes in the American Colonies for twenty-one years; but very soon thereafter the Colonial establishment was consolidated with that of Great Britain and Ireland, with head-quarters in London, and a deputy appointed by the Postmaster General, to reside at New York. It seems that the date of the beginning of the American post office may be set down at about the year 1710.

In the following year there was a weekly mail in operation between Boston and Maine, and a fortnightly exchange between Boston and New York. In 1717 the mail ran weekly between New York and Williamsburg, Virginia, and ten years later there was a fortnightly mail between Philadelphia and Annapolis, Maryland.

The period of activity in the establishment of postal facilities began when Benjamin Franklin was appointed postmaster at Philadelphia. This was in 1737. At the request of the Deputy Postmaster General for the Colonies, he assisted him in the regulation and management of the various post offices then established, and when that official died (1753), Franklin, in company with Mr. William Hunter, was appointed to succeed him. Franklin made many improvements in the system, and the revenues began to increase; but in consequence of some difficulty with Governor Hutchinson, of Massachusetts, he was removed in 1774.

But Franklin was not to remain idle, for when the Continental Congress met at its second session in Philadelphia, July 26, 1775, they resolved to have a post office system of their own, and he was elected to carry on the work. A salary of \$1,000 per annum was voted him, and permission given to appoint a secretary and comptroller, with a salary of \$340 per annum to each. However, Franklin's great diplomatic talents secured him, soon afterward, a transfer to a wider field of usefulness, and in 1776 his son-in-law, Richard Bache, who had been acting as comptroller, was appointed to succeed him. The ledger kept by this gentleman, wherein is shown the accounts of his deputies, is one of the interesting documents of the Department, and is carefully preserved in the Dead Letter Office, among other valuable and curious matter. It consists of about three quires of foolscap, written over in a neat and legible hand.

Mr. Bache was succeeded in 1782 by Ebenezer Hazard, who had, in 1775, been the "Constitutional postmaster" of New York, so termed to distinguish him from the British deputy at that place, who endeavored to keep up the post office establishment on this side of the Atlantic during the Revolution.

The Colonial Congress in October, 1782, passed an act authorizing the Postmaster General to establish a line of posts between New Hampshire and Georgia, and to such other places as Congress might direct, and to appoint the necessary deputies, for whose faithfulness and honesty he was to be held accountable. The salary to be paid them was at his discretion, but not to exceed twenty per cent of their postage revenues. The rate of postage at that time on letters weighing not over one pennyweight, and going not more than sixty miles, was equal to five-ninetieths of a dollar, and in proportion for greater weights and distances. By an act passed September 7, 1785, the Post-

master General was authorized to enter into contracts for carrying the mail in stage coaches.

On the 8th of May, 1794, Congress passed the first law for the proper management of the postal service. In 1799 the postal laws were revised, and flogging substituted for the death penalty for robbing the mails. This law was, however, repealed by a subsequent enactment, and imprisonment for a term of years made the penalty.

In 1801 it occupied forty days to get a letter from Portland, Maine, to Savannah, Georgia, and bring back the answer; and forty-four at Philadelphia for a reply to one addressed to Nashville, Tennessee. Ten years later this time had been reduced to twenty-seven, and thirty days.

The office of Second Assistant Postmaster General was created in Madison's Administration, and the scale of postages changed. Single letters—that is, containing one piece—were charged from eight to twenty-five cents, according to distance.

The Sunday delivery at post offices began in 1810, which brought vigorous remonstrances from various religious bodies, and the strife was kept up in Congress, and occupied the attention of the Department for twenty years.

In 1813 the mails were first conveyed in steamboats from one post town to another, the government paying not over three cents for each letter, and one cent for newspapers.

The postal laws of 1816 made a change in the postages, which lasted until 1845. The new scale charged letters, consisting of one piece of paper, not going over thirty miles, six cents; not over eighty miles, ten cents; not over one hundred and fifty miles, twelve and a half cents; and not over four hundred miles, eighteen and three-quarter cents; and for greater distances, twenty-five cents.

On the 9th of March, 1829, Hon. Wm. T. Barry, of Kentucky, was commissioned Postmaster General by President Jackson, and called to a seat in the Cabinet, being the first Postmaster General to receive that honor.

Early in 1836, pony expresses, as they were called, were put into operation on the principal turnpike roads of the Southern and Western States, for the purpose of carrying the letters of persons desiring greater expedition, newspaper slips, and government dispatches at triple the ordinary rate; but the experiment was abandoned, not proving profitable.

In July, 1836, the Department was reorganized, and an officer, since known as the Auditor of the Treasury for the Post Office Department, appointed. Previous to that, the Postmaster General had the control of everything relating to the Department, letting contracts for mail service, paying accounts, and appointing all the postmasters. The office of Third Assistant Postmaster General was also created at that time.

Railroads were declared post routes by act of Congress in July, 1838, and the mails carried upon them.

During President Tyler's Administration, while Hon. Chas. A. Wickliffe, of Kentucky, was Postmaster General, many reforms were instituted, such as cheapening the postage, improving the mode of letting the routes by con-

tract, prohibiting private expresses, and restricting the franking privilege. Prior to this period, letters were not rated by weight, but by inclosures; as for instance: a letter containing three bank notes, for which the single letter charge was eighteen and three-fourths cents for over one hundred and fifty miles, was then charged seventy-five cents; the inclosure making it a quadruple letter. Under the new system, the rate was measured by the weight; all not weighing over half an ounce were regarded as single letters, and carried for five cents for distances not over three hundred miles, and ten cents for greater distances.

The question of supplying facilities for foreign correspondence began to be agitated in 1845, and in 1850 a "foreign desk" was instituted, and Horatio King, Esq., afterward Postmaster General, who is still living, was put in charge of it, and from this has grown the present admirable arrangement of the Postal Union.

Great Britain having adopted the use of postage stamps in 1840, Congress by statute in 1847 authorized their use in our postal system. The denominations were five and ten cents. Previously the postages were collected entirely in money, its prepayment being in all cases optional. On the 1st of July, 1851, a new series of stamps were adopted, consisting at first of denominations of one and three cents, but afterwards of larger amounts. Postal cards were first used in 1873, stamped envelopes in 1853.

Through the efforts of Judge Hall, Postmaster General under Mr. Fillmore, the postage was again reduced. Three cents was made the rate when not going over 3,000 miles.

The REGISTRATION system was inaugurated in 1854, during the Administration of President Pierce, upon the recommendation of Postmaster General Campbell. The first fee was five cents, but this not proving profitable, the price was raised in 1863 to twenty cents. It is now ten cents. During the last fiscal year, there were over twelve and a half million pieces of registered matter handled, the revenue from which was \$1,034,676.80. Out of this immense mass, there were only 1,339 pieces lost, or one in every 9,354 pieces handled.

During the Administration of President Lincoln, the FREE DELIVERY service was established. As early as 1825, provision was made by Congress for the delivery of letters by carriers at a cost of two cents each to the persons receiving them. In 1836 this was further amended by allowing newspapers and pamphlets to be delivered at half a cent each. In 1863 the Hon. Montgomery Blair, Postmaster General, succeeded in introducing the free delivery system as now conducted, commencing the delivery in cities of 50,000 population. Receiving boxes were also put up and deliveries provided for as often as the public convenience might demand.

Number free delivery offices, June 30, 1887,	189
“ “ “ “ June 2, 1888,	359
Number of carriers,	6,346
Pieces of mail handled in 1887,	2,234,564,656
Each carrier handled on an average,	402,710
Cost of service, 1887,	\$4,618,692 00
Average cost per carrier,	\$889 15

The next great step forward was the RAILWAY MAIL SERVICE. It had been the custom for years to have men called route agents, on the railroad lines, to hand out and receive the pouches at the way offices. The idea of a railway post office was first brought officially to the notice of the Department by Hon. S. R. Hobbie, First Assistant Postmaster General. He had been to Europe in 1847, and in his report to the Department, gave his impression of the traveling post office in England. The Department was then beginning to experience great difficulties in the distribution and bagging of the mails on railroads, on account of the vexatious delays which were necessary to enable pouches to be made up at distributing offices for the various diverging points.

This increasing difficulty at length led Mr. Henry A. Burr, then topographer of the Department, to suggest that the distribution in the post offices be abolished, and that work be done "over the car wheels." The Department, not regarding the project as a feasible one, resorted, in 1859, to the method of closed mails on all large lines, with a system of return card registers of arrivals and departures, in charge of what were called "Express Agents." This was something of an improvement, but did not give the satisfaction expected, as none but the larger offices were benefited. In that year, Judge Holt, the Postmaster General, abolished thirteen distributing offices, and in July, 1862, the first railway post office was introduced into the postal service of the country.

The overland mails were then carried by stage coaches from the west side of the Missouri River to California, and the immense accumulation of mail matter at St. Joseph, Mo., destined for California and the intermediate States and Territories, awaiting distribution, induced the Postmaster General to establish a railway post office on the Hannibal and St. Joseph Railroad, (Quincy, Ill. to St. Joe, Mo.)

This was successful, and the time gained was *fourteen hours*. Mr. A. B. Waller, Special Agent at Washington, took charge of this experiment. He arranged with the postmaster of St. Joe to detail clerks from his office for this purpose. In 1864, at the request of Mr. W. A. Armstrong, who was then assistant postmaster of Chicago, the leading railroads were induced to alter their cars for the purpose of the railway post office, and from that time this service has grown, until we see it to-day one of the most remarkable and useful appliances of American civilization.

At the close of the year 1887, there were 130,959.17 miles of railroad in service. The number of railway mail clerks was 5,100. As showing the efficiency of this branch of the service, it may be stated that of the number of pieces handled, 5,851,394,057, there was a correct distribution of 99.97 per cent of all mail handled, or only one error to every 3,373 pieces.

The MONEY ORDER system was established in 1864, under the administration of Judge Blair. In order to accommodate soldiers and others wishing to transmit small sums of money, he advised the incorporation of this idea in our postal system. At its inauguration, only one hundred and thirty-eight offices were allowed to issue orders. The number is now about 8,000. The number of money orders issued during the year of 1887 amounted to

9,232,177, valued at \$117,462,660 ; and the money orders paid were 9,139,562, valued at \$116,406,329.

The Dead Letter Office dates back to 1825. An act of Congress made it the duty of postmasters to publish quarterly, or oftener, whenever the Postmaster General might direct, a list of letters remaining in their offices ; and once a quarter to forward those that could not be delivered to the Department. When received at the Department, the dead letters are opened with all precaution against injury to their contents, and then arranged into two classes. Those containing money or valuables are carefully examined, and their contents recorded ; the others, tied up into bundles, are handled by a large force of clerks, and every effort made to return them to the writers. The various objects found in the mails are deposited in the museum connected with the Department when not returned to the owners. They comprise almost every conceivable thing, and form a quaint and interesting collection. Translators of various languages are employed to meet the requirements of such a mixed population, and so many nationalities as this country contains. During the year 1887 the Dead Letter Office handled 5,578,965 pieces of mail matter. Of this amount, 456,183 pieces of foreign mail were returned to the country of their origin. Twelve thousand seven hundred and twenty-five letters contained \$22,639.12 ; and 21,868 contained drafts, notes, checks, money-orders, etc., to the amount, in face value, of \$7,581,761.10. There was derived to the postal revenue from dead matter the sum of \$9,593.77. Of letters misdirected, or only partially addressed, there were received 377,997 ; without addresses, 19,110.

In June, 1872, Congress passed a law authorizing the establishment of a Blank Agency, for supplying the smaller post offices with blanks and necessary stationery. The appropriation for this purpose was \$132,500. In 1883 the scope of this enactment was enlarged, and the Department undertook the tremendous task of supplying all the first and second class post offices with stationery, and all offices with all the supplies necessary for the proper conduct of their business. Contracting for them in immense quantities, by advertising for proposals, the Department was enabled to make a great saving over the old method of allowing the offices to purchase supplies as they needed them. The appropriation for 1887 for this purpose was \$511,000, and this division, now called the Division of Post Office Supplies, is one of the largest in the Department, and does a business, perhaps, not surpassed by any paper or stationery concern in the country. Supplies of all kinds needed are furnished, and the store rooms of this division have the appearance of a great commercial establishment, the business of shipping and receiving being carried on constantly, requiring the employment of a considerable number of laborers and clerks. It is a perfect bee-hive of industry, and well illustrates the practical development of later ideas in the management of our postal system.

The Mail Equipment Division, which is one of the oldest branches of the service, furnishes the jute and cotton canvas sacks, leather pouches, mail catchers, locks and keys, label cases, and cord fasteners, needed for the dispatch of the mails. There were 300,000 mail bag locks, 75,000 keys,

and 722,000 mail bags in service during 1887. All these articles are first examined and tested before being put into service. Each key is numbered, and charged to the post office to which it is sent, and a strict and careful watch kept as to its whereabouts. The pouches and locks are furnished postmasters from the depositories, upon an order from this division. The wear and tear occasioned by the constant use to which mail pouches and sacks are necessarily subject, requires that they be repaired, when practicable, and for this purpose there are five mail bag repair shops in operation, equipped with all necessary facilities for the prompt dispatch of this class of work, the principal one being located in Washington, and all are under the control of the chief of the Mail Equipment Division. A leather mail pouch, when well made, will last a very long time. There are now several old-fashioned pouches in this division which date back over fifty years; one in particular—or the barrel pattern, fastened with an iron chain—which carried the entire Southern mail from New York to New Orleans prior to 1830, and which is yet in a good state of preservation. Every four years the Department invites models of patented improvements for mail bags, in order that the Government may get the best results of American genius, and find the quickest method of opening and closing pouches. Nothing has yet been presented which combines speed and security to a greater degree than the method now in use. Locks are also contracted for once in every four years, the Department requiring a design specially made for its use, and prohibiting the contractor, if his lock is accepted, from using the patent for any other purpose. It requires thirty-two ledgers and books of entry to keep up the current daily work of this division.

NUMBER OF EMPLOYEES.

Whole number of postmasters, June 2, 1888 (Presidential, 2,283),	. 57,045
Mail contractors,	11,000
Mail messengers,	5,925
Letter carriers,	6,346
Railway mail clerks,	5,100
Department clerks,	600

86,016

Allowing an average of one and a half persons to each post office, which is considered a reasonable estimate, we have, 85,567

Which gives total number of employees, 171,583

This vast force, like an army responsive to the will of its commander, moves along its daily routine, obeying the laws of the Department, and carrying out the orders of its duly constituted head, Postmaster General DON M. DICKINSON. But this great organization, the largest corps of civilians under any one government official on the globe, achieves its victories in the peaceful paths of national progress; and under wise and economical administration, and supported by the confidence of the country, the Department may go on widening its influence and spreading the benefits of a high civilization to all our people.

Organization of the Department.

OFFICE OF THE POSTMASTER GENERAL.

Postmaster General,	DON M. DICKINSON, Michigan.
Chief Clerk,	JOSEPH ROY, Wisconsin.
Private Secretary,	JOHN B. MINICK, Michigan.
Assistant Attorney General,	EDWIN E. BRYANT, Wisconsin.
Law Clerk,	JOSEPH W. NICHOL, Indiana.
Appointment Clerk,	E. C. MCLURE, South Carolina.
Superintendent and Disbursing Clerk,	JOHN J. ENRIGHT, Michigan.
Chief Post Office Inspector,	WM. A. WEST, Mississippi.
Chief Clerk Division Mail Depredations,	JAMES MAYNARD, Tennessee.
Topographer,	DAVID ENRIGHT, Michigan.

OFFICE OF THE FIRST ASSISTANT POSTMASTER GENERAL.

First Assistant Postmaster General,	ADLAI E. STEVENSON, Illinois.
Chief Clerk,	WM. DUFF HAYNIE, Illinois.
Superintendent Division of Post Office Supplies—	
	JABEZ L. WOODBRIDGE, Connecticut.
Division of Free Delivery—Superintendent,	J. F. BATES, Iowa.
Division of Correspondence—Principal Clerk,	JAMES R. ASH, Pennsylvania.
Division of Appointments—Chief,	EDWIN C. FOWLER, Maryland.
Division of Bonds and Commissions—Chief,	MORILLO NOYES, Vermont.
Division of Salaries and Allowances—Chief,	ALBERT H. SCOTT, Iowa.

OFFICE OF THE SECOND ASSISTANT POSTMASTER GENERAL.

Second Assistant Postmaster General,	A. LEO KNOTT, Maryland.
Chief Clerk,	DANIEL HAGERTY, Maryland.
Superintendent Railway Adjustments,	JAMES W. BLACKBURN, Kentucky.
Division of Inspection—Chief,	AURELIUS W. GIBSON, Georgia.
Division of Mail Equipment—Chief,	R. D. S. TYLER, Michigan.

OFFICE OF THE THIRD ASSISTANT POSTMASTER GENERAL.

Third Assistant Postmaster General,	H. R. HARRIS, Georgia.
Chief Clerk,	MADISON DAVIS, District of Columbia.
Division of Postage Stamps—Chief,	CHARLES F. LEWIS, New York.
Division of Finance—Chief,	GEORGE W. WELLS, Maryland.

RAILWAY MAIL SERVICE.

General Superintendent,	W. L. BANCROFT, Michigan.
Chief Clerk,	ALEX. GRANT, Michigan.

FOREIGN MAILS.

Superintendent,	NICHOLAS M. BELL, Missouri.
Chief Clerk,	N. M. BROOKS, Virginia.

MONEY ORDER SYSTEM.

Superintendent,	CHAS. F. MACDONALD, Massachusetts.
Chief Clerk,	WILKING B. COOLEY, Pennsylvania.

DEAD LETTER OFFICE.

Superintendent,	JOHN B. BAIRD, Georgia.
Chief Clerk,	WALDO G. PERRY, Vermont.

AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT.

Auditor,	DANIEL McCONVILLE, Ohio.
Deputy Auditor,	H. A. HARALSON, Georgia.
Chief Clerk,	RICHARD M. JOHNSON, Indiana.

List of Postmasters General,

Showing the State to which Each was Accredited, and the Date of their Appointment.

NAME.	STATE.	DATE OF APP'T.
Samuel Osgood,	Massachusetts,	Sept. 26, 1789
Timothy Pickering,	Massachusetts,	Aug. 12, 1791
Joseph Habersham,	Georgia,	Feb. 25, 1795
Gideon Granger,	Connecticut,	Nov. 28, 1801
Return J. Meigs,	Ohio,	March 17, 1814
John McLean,	Ohio,	June 26, 1823
Wm. T. Barry,	Kentucky,	March 9, 1829
Amos Kendall,	Kentucky,	May 1, 1835
John M. Niles,	Connecticut,	May 19, 1840
Francis Granger,	New York,	March 6, 1841
Chas. A. Wickliffe,	Kentucky,	Sept. 13, 1841
Cave Johnson,	Tennessee,	March 6, 1845
Jacob Collamer,	Vermont,	March 8, 1849
Nathan K. Hall,	New York,	July 23, 1850
Samuel D. Hubbard,	Connecticut,	Aug. 31, 1852
James Campbell,	Pennsylvania,	March 7, 1853
Aaron V. Brown,	Tennessee,	March 6, 1857
Joseph Holt,	Kentucky,	March 14, 1859
Horatio King,	Maine,	Feb. 12, 1861
Montgomery Blair,	Maryland,	March 5, 1861
Wm. Dennison,	Ohio,	Sept. 24, 1864
Alex. W. Randall,	Wisconsin,	July 25, 1866
John A. J. Creswell,	Maryland,	March 5, 1869
Jas. W. Marshall,	New Jersey,	July 3, 1874
Marshall Jewell,	Connecticut,	Sept. 1, 1874
Jas. N. Tyner,	Indiana,	July 12, 1876
D. M. Key,	Tennessee,	March 7, 1877
Horace Maynard,	Tennessee,	June 2, 1880
Thos. L. James,	New York,	March 5, 1881
T. O. Howe,	Wisconsin,	Jan. 5, 1882
W. Q. Gresham,	Indiana,	April 11, 1883
Frank Hatton,	Iowa,	Oct. 14, 1884
Wm. F. Vilas,	Wisconsin,	March 7, 1885
Don M. Dickinson,	Michigan,	Jan. 17, 1888

FIRST ASSISTANT POSTMASTERS GENERAL.

Jonathan Burrall,	1789	S. R. Hobbie (New York),	1853
Chas. Burrall,	1791	Horatio King (Maine),	1854
Abraham Bradley, Jr.,	1800	John A. Kasson (Iowa),	1861
Seth Pease,	1810	Alex. W. Randall (Wisconsin),	1863
Phineas Bradley,	1818	St. John B. L. Skinner (New York),	1866
Chas. K. Gardner,	1829	George Earle (Maryland),	1869
Robt. Johnson,	1836	Jas. W. Marshall (New Jersey),	1869
Philo C. Fuller,	1841	Jas. H. Marr (Maryland),	1874
John A. Bryan,	1842	Jas. W. Marshall (New Jersey),	1874
J. W. Tyson,	1843	Jas. N. Tyner (Indiana),	1877
Wm. Medill (Ohio),	1845	Frank Hatton (Iowa),	1881
Wm. J. Brown (Indiana),	1845	J. Schuyler Crosby (Montana),	1884
Fitz Henry Warren (Iowa),	1849	Malcolm Hay (Pennsylvania),	1885
S. D. Jacobs (Tennessee),	1851	A. E. Stevenson (Illinois),	1885

SECOND ASSISTANT POSTMASTERS GENERAL.

S. R. Hobbie (New York),	1829	Jas. N. Tyner (Indiana),	1875
Fitz Henry Warren (Iowa),	1851	Thos. J. Brady (Indiana),	1876
Wm. H. Dundas (Virginia),	1852	R. A. Elmer (New York),	1881
Geo. W. McLellan (Massachusetts),	1861	H. D. Lyman (Ohio),	1884
Giles A. Smith (Illinois),	1869	W. B. Thompson (Michigan),	1884
John L. Routt (Illinois),	1871	A. Leo Knott (Maryland),	1885

THIRD ASSISTANT POSTMASTERS GENERAL.

Daniel Coleman (North Carolina), .	1836	W. H. H. Terrell (Indiana),	1869
John S. Skinner (Maryland),	1843	E. W. Barber (Michigan),	1873
N. M. Miller (Ohio),	1844	A. D. Hazen (Pennsylvania),	1877
John Marron (Georgia),	1846	H. R. Harris (Georgia),	1887
A. N. Zevely (North Carolina), . . .	1859		

Suggestions to the Public.

WRITE OR PRINT YOUR NAME AND ADDRESS, and the contents, if a package, upon the *upper left-hand corner of all mail matter*. This will insure its immediate return to you for correction, if improperly addressed or insufficiently paid; and if it is not called for at destination, it can be returned to you without going to the Dead Letter Office. If the patrons of the mails would avail themselves of this privilege it would enable the Department to restore to the sender at least ninety per cent of all the undelivered matter. Letters would be returned free, and parcels upon payment of the return postage. REGISTER ALL VALUABLE LETTERS AND PACKAGES. Registry fee, ten cents, which, with the postage, must be fully prepaid. The name and address of the sender must be given on the outside of the envelope or wrapper of all registered articles.

In sending newspapers, books, pamphlets, and other articles by mail to foreign countries, or to distant points within the United States, the address should always be placed *on the articles inclosed* as well as on their wrappers. Should the wrappers become detached, as they frequently do, through the friction and movement incident to mail transportation by sea or land, it will still be possible to deliver the articles if this precaution is taken. Persons to whom such packages are regularly sent from Europe, or other places abroad, should advise their correspondents to adopt the above suggestion.