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ANNUAL REPORT OF THE

POSTMASTER GENERAL

FOR THE FISCAL YEAR

ENDED JUNE 30

1922

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REPORT

OF THE

POSTMASTER GENERAL

NOVEMBER 15, 1922.

To the PRESIDENT:

The Postmaster General has the honor to present his report for the fiscal year ended June 30, 1922.

FOREWORD.

The closed fiscal year finds not only the usual expectations of service well met but records many advances toward increased usefulness.

In the last annual report special mention was made of the large deficit, and concern was expressed as to the results of the balancings of revenues against expenditures of the service. It was pointed out that the condition then shown was not due to any one cause but that a number had contributed to it. Among these was noted the abnormal increase in the cost of the service due to fixed charges, the result of legislation justly increasing salaries and of adjustments of railroad transportation rates under orders of the Interstate Commerce Commission.

These principal causes continued to materially affect the balance sheet. Therefore, in order to effect any reduction in the deficit, it is apparent that the remedy was to be found in economies which could be effected in the conduct of the service. It is gratifying to be able to show a reduction of $20,571,986.72 in the annual deficit stated as for last year, and to record that this has been accomplished by economies in the administration of the service without a decrease in its usefulness and efficiency.

Notwithstanding these accomplishments the deficit is still large, and without revenues increasing in greater ratio to expenses there is

little hope of materially reducing it. The causes are grounded in fixed charges over which the department has no control.

The department should not be conducted for profit and should serve the people fully, efficiently, and economically, and should support itself. But if fixed charges continue at the present level, the revenues may approximately balance expenditures only by just and equitable revisions and readjustments of the rates that produce the income.

Decentralization of post-office work was originated by the present administration. The fundamental principle of decentralization is to do everything in a State for a State that can be done there. Formerly a postmaster, whether 25 miles or 2,500 miles from Washington, sent his inquiries and complaints to the department. Now they take all such service matters up with their central accounting postmaster or their inspector in charge and get quick information, in some localities many days ahead of the time formerly required.

The Postal Service is growing steadily and its requirements are difficult to meet without constant recourse to enlarged quarters, which are secured on a rental basis at an expense much greater than that which would result from Government construction and ownership. A vast sum is paid annually for these rentals. The reasons in favor of some plan of Government ownership of post-office buildings for postal use where an economy would be realized is set forth in detail in my letter to the Joint Commission on Postal Service, which reads as follows:

OFFICE OF THE POSTMASTER GENERAL,
Washington, D. C., August 21, 1922.

JOINT COMMISSION ON POSTAL SERVICE,
Washington, D. C.

MY DEAR SIRS: There are at present 5,846 post offices in leased quarters and 1,119 post offices in buildings owned by the Government. The aggregate annual rental paid for the occupancy of these 5,846 leased quarters is $9,262,515.47, but this aggregate does not include the amount paid for quarters not under lease, which when added to $9,262,515.47 makes a present total annual rental bill of $11,660,056, not including garages, to be paid by the Government from appropriation made to the Post Office Department. There are at present 5 Government-owned buildings actually under construction and 11 under contract for construction in which post offices will find quarters.

The earnings of the Post Office Department have doubled in the last 10 years. This ever-increasing postal business demands and must have space in which it may be efficiently and economically carried on. During the last holiday season several cities handled heavy parcel-post business on the sidewalks under

protection of guards but without protection against the weather. This increased volume of postal business has forced the use of basements and subbasements and has brought about a congestion in workrooms in some of our larger cities. This condition, caused by inadequate and unsuited quarters, is detrimental to the comfort and physical well-being of many postal workers, is subversive to efficiency of service, and from any viewpoint is wholly undesirable. Renewal leases entered into from March 4, 1921, to August 5, 1922, show an increase in space of 71 per cent over the space in the expired leases, but in this calculation the space of additional post offices established at various places since the expiration of the aforesaid leases because of the necessities of the service is not included. If this new and additional space be included, then there is an increase of 153 per cent over the expired leases. The per cent of increase in the rental of these renewed leases over the expired leases is 147, but this does not include the rental for the new and additional post offices, which when added make an increase of 342 per cent over the rental of these expired leases.

In addition to the amount of $11,660,056 annually paid for the rental of post-office quarters, there are 76 garages throughout the country under lease, for which the amount of $588,921 is annually paid for rental. This sum of $588,921 when added to $11,660,056 brings the total amount of rental paid by the Government for buildings leased for postal uses up to $12,248,977. Confronted with this annual expenditure of $12,248,977 for rental of real estate for postal uses, which will annually steadily increase, two questions at once arise for answer with reference to first-class post offices, the larger second-class post offices, and the larger classified stations and their branches. First, viewed solely from the financial side, is the present plan of leasing in keeping with the best business methods and practices? Second, aside from the financial point of view, is the present plan giving the best postal-service results?

My answer to the first question is in the negative. I am decidedly of the opinion, and I believe that your business experience and observation will support my view, that annually a great saving in money will result if a policy of Government ownership were adopted. I do not advocate Government ownership of all offices, stations, and garages, for manifestly at times and on occasions it is better business to lease than own. But I do advocate and urge Government ownership in those cases where an economy would be realized and where good business judgment demands ownership rather than tenancy. Of course, at times efficiency of service will suggest leasing rather than ownership even when a considerable money saving could be effected by ownership, but these cases are exceptional, and good judgment can always be depended upon to leave such cases to the leasing plan.

Many reasons can be given in support of the Government ownership plan, among which are the following:

1. The Government can borrow money on practically a 4 per cent basis to build post offices, whereas when it leases it pays a rental sufficient to permit the lessor to borrow money at 7 per cent, and in some cases as much as 10 per cent.

In other words, by this lease policy the Government is indirectly paying 7 per cent and 10 per cent interest on money when it is able to borrow at 4 per cent.

2. When the Government owns a post-office building it is free from taxation, whereas when it leases an office it is indirectly paying taxes at the rate of about 2 per cent on the investment and many times at a very much higher rate. When a building required for postal uses represents an investment of a large amount of money it is readily seen that the taxes alone which the Government must pay to the lessor in the form of rent is a very considerable sum.

3. Another way of stating in a combined form the two preceding propositions is that the ordinary lessor usually obtains about 10 per cent gross on his investment, whereas if the Government owned the property, building it with 4 per cent money, it would be costing the Government about one-half as much as it is obliged to pay in the form of a lease for the use of a building.

4. If the Government adopted the policy of owning its post-office buildings, it would be in a position to take property by right of eminent domain, whereas it can not take a leasehold interest by such right.

5. In our negotiations for leases with prospective lessors we are confronted with the fact that we can not build, and therefore we must pay what they ask. If we could say to bidders, "Unless you bring your rental down to a certain reasonable figure the Government will put up a building of its own," we would then have a powerful weapon of negotiation where we now have none. But that is only possible when the Government has adopted a policy of ownership and provided funds to carry out such a policy.

6. Leased buildings are constantly being outgrown, confronting the department with the necessity of either adding additional space or seeking an entirely new location. With a lease policy and without the right of condemnation the additional adjacent space is often held at unconscionable figures, and we are often compelled to pay far more than we know to be reasonable on account of the situation.

7. When a Government post office or postal building is erected by a lessor, in a very large percentage of cases it enhances the value of all property in the vicinity, so that it becomes necessary to renew such lease at much higher figures, whereas if the Government owned the building it would receive the benefit of the enhancement of values which it has created.

8. The lessor who builds a post office or postal station for the Government on a contract for lease for 10 or 20 years is obliged to figure on absorbing either the whole or a large percentage of the original cost of the building, and this he does. He is obliged to do this because he knows he may be compelled at the end of the lease to reconvert it into other uses. The result of such a lease policy is that the Government not only pays about 10 per cent on the original investment but it pays in addition thereto a certain per cent of all the original investment distributed over a term of years, so that at the end of the lease the Government has nothing, but is obliged to start over again, still at the mercy of lessors, with no efficient weapon to compel fair prices.

My answer to the second of the above questions is also in the negative. It frequently is impossible to lease buildings having satisfactory working conditions, such as natural light and ventilation. In erecting Government-owned buildings ideal working conditions would be provided, thereby insuring the health and comfort of employees, which should always be given first consideration. Then, too, such buildings would be erected in accordance with plans and specifications either made or approved by the Post Office Department based upon its experience with a view to efficiency of service as well as to cost of service.

The Joint Commission on Postal Service expressed the opinion in its report to the Senate and House of Representatives that the site immediately west of the present general post-office building at New York City, commonly called the Pennsylvania Railroad site, was a desirable site for a building to relieve the present congested condition of the general post office at New York City. The department began negotiations to lease for a period of 20 years a building to be erected on this site, but no agreement has been made. Of the offers submitted to the department the aggregate rental for 20 years ranged from $19,245,695 to $24,900,000. If the Government would purchase this site and erect the building and become the owner instead of lessee, at the end of 20 years the aggregate expenditure would be considerably less than the lowest offer, and in addition the Government would own the property. What is said of the advantage of ownership as against tenancy of this New York City site can with equal force be said of other sites. Where the business and circumstances justify Government ownership it seems unbusinesslike for the Government to deny to itself and forego all the advantages, financial and otherwise, of ownership and become lessee with a money loss and with all the other many attendant disadvantages of tenancy.

It is not my present purpose to suggest or advocate any particular way for the execution of this general plan of Government ownership of buildings for postal use. My present purpose is to call attention to the necessity for the adoption of this general plan of Government ownership of buildings within the limitation of good business judgment, as hereinabove pointed out, as against the leasing system. I regard the present plan of leasing as unbusinesslike, and in view of this present practice I hope the Congress may enact the necessary legislation to effect the change herein suggested and advocated.

I earnestly solicit your support and cooperation.

Sincerely yours,

HUBERT WORK, *Postmaster General.*

POSTAL FINANCES.

The revenue of the Postal Service for the fiscal year ended June 30, 1922, including the fees from money-order and profit from postal-savings business, amounted to $484,853,540.71. This represents an increase of $21,362,266.01 over the receipts for the preceding fiscal year, which amounted to $463,491,274.70, the rate of increase being

4.61 per cent, as compared with an increase of 6.02 per cent for 1921 over 1920. The decrease in the rate from the preceding year was due to the falling off in postal receipts because of business depression throughout the country during the summer of 1921. For the last three quarters of the fiscal year the receipts increased 6.07 per cent over those for the same period of the preceding year, which is about the normal rate.

The audited expenditures for the year were $545,644,208.54, a decrease from the preceding year of $75,349,465.11. The audited expenditures for the fiscal year were therefore $60,790,667.83 in excess of the revenues, and by adding thereto losses of postal funds by fire, burglary, and other causes of $24,732.53 the total deficiency in the postal revenue for the fiscal year amounts to $60,815,400.36.

The apparent great decrease in expenditures from the fiscal year 1921 is due to the fact that during that year extraordinary payments were made of increased compensation to railroads for the three preceding fiscal years following an order from the Interstate Commerce Commission. These payments amounted in the aggregate to $76,130,301.03, of which amount $10,554,469 was paid to railway companies and $65,575,832.03 was transferred to the United States Railroad Administration, covering services during the period of Federal control of railroads from January 1, 1918, to February 29, 1920. These extraordinary payments were not a part of the current expenses of the department for the fiscal year 1921; and if eliminated, the expenditures for 1922 would exceed the ordinary expenditures for the preceding year by $780,835.92. On the basis of the ordinary expenditures the deficiency assignable to the fiscal year 1921 was $81,387,387.08. The figures for the fiscal year covered by this report show that this has been reduced by $20,571,986.72.

An adjustment of this deficiency should be made, however, since during the year payments of $14,681,452.25 were made for services performed and supplies purchased in preceding years which could not be paid in the years in which the obligations were incurred. In ascertaining the cost of the Postal Service for the fiscal year 1922 such items should be eliminated, and similar obligations incurred during the year and subsequently paid should be taken into account.

RECEIPTS FROM POSTAGE AND OTHER SOURCES OF REVENUE.

The revenues of the Postal Service are derived principally from postage paid on mail matter received through the sale of stamps, stamped envelopes, newspaper wrappers, and postal cards, and otherwise collected in money on matter of the various classes mailed without stamps affixed; from the money-order revenues; and from the revenues from postal savings business. These, together with miscellaneous items, are set forth in the financial tables in the appendix.

The principal source of the postal revenues is the postage paid on mail matter. Receipts from this source during the last fiscal year amounted to $432,562,020.15, or 89.22 per cent of the total revenues, an increase of 5.16 per cent over the postage receipts of the previous year. The postage collected by means of stamps affixed amounted to $391,159,418.48, while that paid in money on matter of the various classes mailed without stamps affixed aggregated $41,402,601.67. The average per capita expenditure for postage for the year was $3.92.

STAMPED PAPER.

The audited sales of postage stamps and other stamped paper for the fiscal year 1922 amounted to $422,108,842.15, an increase of $18,216,499.17, or 4.51 per cent over the sales of the preceding year.

Sales of war-savings and Treasury savings issues during the year, exclusive of securities exchanged, total $58,570,645.96, an increase of $23,489,052.45, or 66.90 per cent. Sales of documentary revenue stamps amounted to $11,377,307.17, a decrease of $2,367,279.91, or 17.22 per cent. The sales of proprietary revenue stamps to December 31, 1921, the time of discontinuance, amounted to $3,007,852.65. The total sales of the various classes of postage, savings, and revenue issues by the Postal Service for the fiscal year amounted to $495,064,647.73, an increase of $34,605,207.32, or 7.52 per cent.

The department filled during the year 683,525 requisitions from postmasters calling for 14,261,948,813 adhesive postage stamps; 57,401,250 special-delivery stamps; 62,263,827 postage-due stamps; 1,111,124,439 postal cards; 2,364,372,708 stamped envelopes; 38,158,226 newspaper wrappers; 496,440 international reply coupons; 734,400 postal-savings stamps; 400,248 war-savings stamps; 574,495 $1 Treasury savings stamps; 613,775 $25, 564,760 $100, and 77,035 $1,000 Treasury savings certificates; 114,876,990 documentary and 116,458,400

proprietary internal-revenue stamps. The total units issued amount to 18,130,065,806, a decrease of 0.19 per cent compared with the same issues of the previous year. The number of stamp books issued total 37,763,903 and stamp coils 4,052,472.

The redemption activities were greatly increased during the year by the discontinuance of the sales, effective January 1, 1922, of war-savings, thrift, and proprietary revenue stamps, making it necessary to recall all unsold stocks on hand in post offices on that date. In addition, the change in the denomination of international reply coupons to 11 cents required that all 6-cent coupons in post-office stocks January 1 be redeemed.

The value of damaged postage-stamped paper redeemed from postmasters during the year amounted to $2,924,386.18; of postal savings issues, $9,649,987.80; of war-savings and thrift stamps and Treasury savings stamps and certificates, $510,538.50; and documentary and proprietary revenue stamps, $14,326.05, making the total value of routine redemptions $13,099,238.53. Unsold war-savings and thrift stamps and Treasury savings certificates, having a maturity value of $43,249,471.50; and unsold proprietary revenue stamps amounting to $3,727,391.64 were redeemed from postmasters. The total value of all redemptions for the year amounted to $60,076,101.67.

An important change was made by the Treasury Department in discontinuing the issuance of $5 war-savings stamps and 25-cent thrift stamps and substituting therefor a new issue of Treasury savings certificates of $25, $100, and $1,000 denominations, with fixed selling prices of $20, $80, and $800, respectively, maturing five years from date of sale. These new securities were placed on sale in post offices December 15, 1921, and met with immediate approval upon the part of the investing public. The increase in the limit of war-savings certificates, including Treasury savings certificates, to be lawfully held by any one person at one time, from $1,000 to $5,000, has also contributed to the increased sales.

The discontinuance of the sale of thrift and war-savings stamps and proprietary stamps has somewhat diminished the work required of postmasters in handling Treasury securities.

Some measure of the volume of these extra activities is shown by the sales of war-savings and thrift stamps in the accounts of post-

masters as adjusted to June 30, 1922, which have amounted to $957,014,906.48; Treasury savings stamps and certificates, $60,259,494.64; documentary stamps, $56,098,550.97; and proprietary stamps, $18,830,433.09; or a total of $1,092,203,385.18 since these savings securities and revenue stamps were first placed on sale in post offices in November and December, 1917.

A new design for the 10-cent special delivery stamp was approved on June 20, 1922, to supersede the stamp known as the issue of 1902. The new stamp was first placed on sale on July 12, 1922.

In accordance with the new regulations adopted at the international convention of the Universal Postal Union, held in Madrid in 1920, the use of 6-cent international reply coupons was discontinued and a new issue of an 11-cent denomination placed on sale January 1, 1922. The new coupon was provided to meet the advance in the foreign postage rate from 5 cents to 10 cents on single-rate letters from foreign countries, which became effective on the above date.

Mention was made in the last report of the cancellation of the existing and the execution of a supplemental contract for the manufacture of stamped envelopes and newspaper wrappers, effective November 1, 1921, at reduced cost. These reductions in the cost of manufacture were applied as well to the selling prices of stock on hand at the close of business December 31, 1921, and sales to the public after that date. The reduced value of stamped envelopes and newspaper wrappers on hand in post offices and unused stock December 31 amounted to $691,571.08.

During the year, in accordance with provision of the stamped-envelope contract, the contractor was called upon to furnish extra-quality and window envelopes in certain sizes in addition to those previously provided. As a further advantage to the public, provision was made for supplying all office-request envelopes in extra-quality paper in lieu of the standard quality formerly used. Not only were purchasers thus given the benefit of a superior envelope but at very slight advance in cost when applied to the small quantities in which purchasers of office-request envelopes are usually made.

Preliminary steps were taken to change the designs on all denominations of postage stamps which had for many years been confined to portraits of Washington and Franklin exclusively. The new designs will include portraits of various individuals prominent

in the history of the country as well as a number distinctly national in character.

In determining upon the adoption of the new designs the department was influenced primarily by the representations upon the part of postmasters and employees in the Postal Service that similarity of design and coloring used in the present issue led to great difficulty in distinguishing the different denominations and that material losses in revenue were occurring through the inability of postal clerks to detect short-paid matter in the rapid handling of mail.

In addition to the changes in designs, stamps in new denominations of 14 cents and 25 cents are being prepared to meet the postage rates applying to parcel-post mailings of certain weights and zones now requiring two or more stamps. The 13-cent stamp has been omitted from the new series, as this denomination is no longer used to prepay postage and registry fees under the present postage rates. The department encourages the use of a single stamp whenever possible to prepay the required postage as a matter of economy in manufacture costs and to expedite the handling of the mail. Aside from the economic reasons, it is believed the change in designs will meet with popular approval and result in added interest on the part of the public in the Postal Service in general.

The subjects selected for the new series of stamps are as follows:

1-cent, Franklin.
2-cent, Washington.
3-cent, Lincoln.
4-cent, Martha Washington.
5-cent, Roosevelt.
6-cent, Garfield.
7-cent, McKinley.
8-cent, Grant.
9-cent, Jefferson.
10-cent, Monroe.
11-cent, Hayes.
12-cent, Cleveland.
14-cent, Indian.
15-cent, Statue of Liberty.
20-cent, Yosemite.
25-cent, Niagara.
30-cent, Buffalo.
50-cent, Arlington Amphitheater.
$1, Lincoln Memorial.
$2, Capitol.
$5, America.

In the establishment of the Philatelic Stamp Agency in December, 1921, formal recognition was given to the growing importance of stamp collecting, and a practicable method was provided to more adequately meet the requirements of collectors and dealers than could be afforded by restricting these sales to ordinary post-office stocks. All current and many discontinued varieties of stamps were made available to purchasers upon application in person or by mail. A means was thus provided for individuals throughout the country

to secure specimens of stamps no longer issued and which may not be in stock at the local post offices. The advantage offered to philatelists in general by the agency is evidenced by the increasing stamp sales, amounting to $20,906.50 for the first seven months of its operation. Aside from the profitable revenue accruing from such sales, for which no postal service is rendered, stamp collecting possesses high educational values which are worthy of departmental recognition and encouragement.

APPOINTMENT OF POSTMASTERS.

Since the last annual report, the appointment of postmasters has become current. Because of the time required for advertising the holding of an examination, the rating of the papers after the examination has been held, and the correspondence which must be had in the department after the results of the examination have been reported by the Civil Service Commission, it is not possible to fill vacancies immediately as they occur. However, the work is as nearly current as it can be under this method of procedure. The law authorizes the Postmaster General to appoint acting postmasters when vacancies occur, so that the department is prepared to take care of the service in emergencies where the regular appointment for any reason can not be made promptly.

POSTMASTERS OF THE PRESIDENTIAL CLASSES.

During the fiscal year ended June 30, 1922, there were 7,492 presidential postmaster appointments confirmed by the Senate. Of this number 1,105 were women and 933 were ex-service men of the World War, being a large per cent of the women and ex-service men, respectively, who qualified in the civil-service examination.

From March 4, 1921, to June 30, 1922 the total number of postmasters confirmed by the Senate was 7,562. The number of appointments made does not indicate the number of new people brought into the service. The Executive order of May 10, 1921, provides for the promotion of classified employees to postmasters at presidential offices, and in many cases it was found desirable to promote such employees rather than to hold examinations. Fourth-class postmasters are in the classified service and are therefore eligible for promotion when their offices are advanced to the higher grades.

provided they are found by the Civil Service Commission to meet the minimum requirements for promotion. Of the total number of 7,562 confirmations up to June 30, 1922, 1,182 were promotions from the service, including fourth-class postmasters, city and rural carriers, clerks, and supervisory employees in the classified service.

POSTMASTERS OF THE FOURTH CLASS.

During the fiscal year ended June 30, 1922, 5,219 fourth-class postmasters were commissioned. From March 4, 1921, to June 30, 1922, the total number of such postmasters commissioned was 7,327.

As these postmasters are in the classified service and are not appointed for any definite term, appointments are necessary only when vacancies occur by reason of death, resignation, or removal of the incumbents.

Many of these small post offices are located in communities containing but a few people, and the income from such offices is not sufficient to make the position of postmaster attractive. Often in such a community there is a small store and the merchant is the only person willing to serve as postmaster, but when his store changes hands it is necessary for the department to appoint a new postmaster. Situations of this kind result in many resignations of fourth-class postmasters in the course of a year. It frequently happens that no person in such community will serve as postmaster, in which case it becomes necessary to discontinue the office.

POST OFFICES AND POST-OFFICE SERVICE.

POST OFFICES.

Pursuant to the requirements of the law, adjustments were made of the classification of post offices, effective July 1, 1922, based upon the gross receipts for the calendar year ended December 31, 1921, and advancements from the fourth to the third class were made quarterly whenever the compensation of the postmaster and the gross receipts for the four quarters preceding met the statutory requirements.

The details of these adjustments may be found in Table 2, under the head of "Miscellaneous tables" in the Appendix. The changes

in numbers in the presidential classes, as compared with the fiscal year 1921, are shown in the following table:

	1921	1922	Increase (+) or decrease (−).
First class	799	834	+35
Second class	2,799	2,808	+29
Third class	10,480	10,407	−73
Total	14,058	14,049	−9

It will be noted that, while these adjustments increase the number of offices in the first and second classes they decreased the number of offices of the third class, resulting in a net decrease of nine in the number of presidential post offices.

The number of post offices which were advanced into the first and second classes are less this year than in the preceding year. Furthermore, the number of third-class offices did not increase this year, but, on the contrary, decreased, being 73 less than at the close of last year. These facts are due to the depression in general business. In the adjustments for the previous year there had been an unusual increase in the number of offices of the third class, due to the application of the provisions of the reclassification act of June 5, 1920, which made an office eligible for the third class when its receipts for any four consecutive quarters amounted to $1,500 instead of $1,900 as theretofore. Because of decreasing receipts even below $1,500, 488 third-class offices did not hold their classification and were relegated to the fourth class.

On July 1, 1922, there were 37,898 post offices of the fourth class, a decrease of 212 during the fiscal year. During that period 712 offices were discontinued and 491 established.

The constantly extending Rural Delivery Service takes the place of a number of fourth-class post offices each year. The rapid reduction in recent years in the number mainly from this cause is shown by the fact that there were in the United States and its possessions on July 1, 1922, 51,947 post offices compared with 75,924 on June 30, 1902, a decrease of almost one-third in 20 years.

BONDS OF POSTMASTERS AND EMPLOYEES.

Since the last annual report the department has discontinued the practice of approving in the department and keeping on file here the bonds of assistant postmasters, supervisory officials, clerks, and carriers in post offices. In accordance with the plan of decentralization all such bonds are now approved by the postmasters where such employees work and are filed in the respective post offices.

The bonds of all postmasters are approved and filed in the department.

Practically all bonds of persons in the Postal Service are furnished by corporate surety companies. These companies are by law under the supervision of the Treasury Department. It is compulsory under the statute for the department to require the 37,898 fourth-class postmasters to furnish new bonds every four years. Because these surety companies are under the supervision of the Treasury Department the requirement that such new bonds be furnished every four years is impracticable so far as it applies to these companies. In the interest of economy it is again recommended as it was in the last report, that the statute be amended so as to eliminate this requirement. A draft of the legislation suggested for this purpose is elsewhere included.

POST-OFFICE QUARTERS; FIRST, SECOND, AND THIRD CLASS OFFICES.

Quarters for post offices of the first, second, and third classes, or what are known as presidential post offices, are provided for in Federal buildings, leased quarters, and rented quarters.

The leased quarters, with few exceptions, are used exclusively for post-office purposes, no other business being permitted therein, and the lease contracts, which almost always include rent, light, fuel, water, and the necessary equipment of furniture and fixtures, are usually for 5 or 10 years, but, in a very few instances, where demanded and where advantages accrue to the Government, they are made for 20 years.

Rented quarters are occupied on a strictly rental basis from month to month and not infrequently post offices of the third class occupy space in rooms used for commercial purposes.

Of the 14,437 presidential post offices on June 30, 1922, there were on that date 1,119 located in Federal buildings, of which 654 were of the first class, 457 of the second class, and 8 of the third class. On

the same date 4,831 of the remaining were in leased quarters, of which 142 were of the first class, 2,161 of the second class, and 2,528 of the third class. Of the remainder, 8,090 were in quarters not under lease, for which allowances for rent, light, and fuel were made to the postmasters; of these, 3 were of the first class, 160 of the second class, and 7,927 of the third class. The remainder, 397 third-class offices, were occupying quarters for which no rental was paid.

On the same date there were in operation 1,270 classified stations and branches, of which 13 were located in Federal buildings, 1,015 in leased quarters, and 242 in quarters not under lease.

The total authorized expenditures for rent, light, and fuel during the fiscal year 1922 at presidential post offices, stations, and branches amounted to $10,667,763, of which amount $9,262,515.47 was for those under lease and $1,405,547.53 for those not under lease.

During the fiscal year 1922, 560 leases were negotiated, 355 of which were to renew or replace leases that expired during the year, and 205 were new projects. The 355 renewals provided an aggregate of 877,727 square feet of floor space at an annual rental of $852,960—97 cents per square foot. This was an increase of 131 per cent over the expiring leases (most of which were negotiated either in 1912 or 1917), 61 per cent of which was due to additional space and 70 per cent to a higher rate per square foot. The 205 new projects provided for 805,487 square feet of floor space at an average annual rental of $618,121, or at the rate of 77 cents per square foot.

In the annual report for 1921 the difficulties encountered in securing suitable quarters at reasonable rentals are set forth in detail. The situation is still unsatisfactory. During the fiscal year 1921 the rental for quarters leased to replace expiring leases were at a rate of 147 per cent higher than those replaced. In 1922 the increase was 131 per cent, and at this time it is between 120 and 125 per cent. Some further decrease may be expected if great diligence is practiced.

It has long been the practice to have the negotiations for leasing post-office quarters conducted by inspectors. Without their service the most favorable terms could not be secured. Arrangements have been made for 20 inspectors to specialize in real estate and confine their work exclusively to leasing and supervising the equipment of quarters for post offices and stations. The postmasters and

area coordinators are also asked to assist and advise in lease propositions.

The act of April 24, 1920, provides that the rental paid for premises under lease for post-office quarters must be paid quarterly. This is contrary to the practice in the commercial world, where such payments are made monthly, and is not necessary to protect the interests of the Government. It is recommended that the provision of the law requiring quarterly payments of rentals in the future be modified. A draft of legislation suggested is included elsewhere.

Congestions in post offices in many of the larger cities became so serious that it was found necessary to enter into long-term leases for outside quarters especially constructed and equipped for postal purposes. For instance, at Los Angeles, Calif., a building is being erected in close proximity to the Southern Pacific passenger depot, which will provide 136,000 square feet of floor space, at an annual rental of $126,000 under a 20-year contract; at Minneapolis, Minn., 43,100 square feet of floor space have been rented in a specially constructed building, at an annual charge of $71,900; at Indianapolis, Ind., 37,800 square feet have been rented, at $41,250 per annum; at Cincinnati, Ohio, 139,146 square feet have been rented, at $135,820 per annum; at Cleveland, Ohio, 32,996 square feet have been rented, at $37,120 per annum; at Rochester, N. Y., 21,470 square feet have been rented, at $20,000 per annum; at Louisville, Ky., 57,850 square feet have been rented, at $25,600 per annum; and at Atlanta, Ga., 49,120 square feet have been rented, at $23,000 per annum.

In all of the above cases complete equipment is included, except at Atlanta, Ga., where only partial equipment will be furnished; and these requirements could be met only by the construction of buildings containing the space needed and the requisite light, ventilation, and loading facilities.

In Chicago there is being completed a six-story building, located directly over the railway tracks, accessible to all railroads running into the Union Station. It contains approximately 350,000 square feet of floor space and is equipped with modern facilities for handling the mail. The average annual rental will be $425,000.

Additional space in New York within two years is absolutely essential to the expeditious and economical handling of the increase

in volume of mail originating in that great city. The aggregate cost on the rental basis for a term of 20 years to meet this need will be two or three times the cost of acquiring the site and erecting and maintaining a building thereon.

This need of enlarged facilities and the great cost under the leasing system render it imperative as a matter of ordinary business management that serious consideration be given to the matter of Government ownership of post-office buildings thus effecting great annual saving in the cost of the Postal Service. This has been referred to more in detail hereinbefore.

CLASSIFIED STATIONS.

On June 30, 1922, there were 1,270 classified stations and branches in operation, an increase of 138 over the preceding fiscal year. Of this number, 1,015 occupied leased quarters, 242 rented quarters, and 13 Federal buildings. These stations are manned by classified employees and provide all the facilities of a post office.

CONTRACT STATIONS.

On June 30, 1922, there were 4,869 contract stations and branches in operation, an increase of 235 over the preceding fiscal year.

Stations of this character are usually conducted in places of business, such as drug stores, and contracts are entered into for a period of not exceeding two years, the contracts requiring the clerks in charge to provide space, equipment, and necessary clerical assistance at compensations ranging from $1 to $1,000 per annum.

The total cost of maintaining this service during the year was $1,218,840, an increase of $166,463 (13.66 per cent) as compared with the preceding year.

Besides providing convenient postal facilities to the public, contract stations and branches afford appreciable relief to the main post offices and classified stations, resulting in great economy in the matter of space and clerical help. Their authorization frequently makes unnecessary the establishment of classified stations at greatly increased cost. These stations provide facilities for the sale of postal supplies, the transaction of money-order, registry, and parcel-post business, and when so designated they receive and dispatch ordinary mail.

The department has found it necessary in the past to establish classified stations to provide postal facilities in sections not otherwise provided at a considerable expense, whereas it would have been possible to provide the same facilities at less expense by means of contract stations were it not for the limitation as to the salaries of clerks in charge.

This difficulty can be overcome in the majority of such cases and a considerable economy effected if the maximum salary for clerks in charge of contract stations is increased to $1,500 per annum. In many cases a contract station at an expense of $1,500 would be as satisfactory as a classified station which would cost $3,500.

PERSONNEL—FIRST AND SECOND CLASS OFFICES.

On June 30, 1922, there were, in addition to postmasters and village and rural carriers, 101,405 persons employed in first and second class post offices.

During the year 2,326 additional clerks were employed, which was 3,779 less than the number added in 1921; there were 953 additional city letter carriers appointed, being 1,437 less than the number added in 1921; and there were 593 additional watchmen, messengers, and laborers appointed, being 129 more than the number added in 1921. In the year 1922 there was a marked decrease in this turnover of forces.

In administering the postal reclassification act of June 5, 1920, the department adopted the policy of promoting to, and retaining in, the grades of "special clerk" only those clerks actually engaged in the separation and distribution of mail and only those so engaged who were able to pass certain examinations in distribution. As a result of this policy 2,067 special clerks were reduced to the fifth grade of clerks.

The act of July 21, 1921, provided that all clerks and other employees, who were reduced to the fifth grade of clerks under the policy stated above, should be made special clerks. The administration of this law resulted in the restoration of 1,782 employees to the special clerk grades, the remaining 285 clerks who were reduced in the meantime having qualified for promotion to special clerks or supervisory positions.

The department, by order issued on December 19, 1921, for the first time adopted a definite policy with reference to the allotment of special clerks to post offices and their apportionment based on the number of clerical and supervisory employees therein. This schedule provided for 1 special clerk to every 5 clerical employees in the larger offices and 1 special clerk to every 10 clerical employees in offices where the receipts are below $500,000 per annum.

The act of July 21, 1921, also provided for the promotion of clerks in post offices other than those engaged in the separation and distribution of mail to the special-clerk grades. In harmony therewith, the department, by its order of December 19, 1921, provided that not less than 75 per cent of the total allotment of special clerks shall be apportioned to clerks engaged in the distribution of mail and the remaining 25 per cent, or such number thereof as may be necessary, shall be apportioned to clerks performing duties of first importance other than distribution.

In selecting clerks for promotion to the special-clerk grades seniority in length of service is considered, but ability, efficiency, and merit are the determining factors.

At the time of the promulgation of the policy with reference to special clerks and, after restoration had been made in accordance with the act of July 21, 1921, there were approximately 5,845 employees in the special-clerk grades. On June 30, 1922, the number had been increased to 6,755, of which 1,452 were in the $1,900 grade and 5,303 in the $2,000 grade.

Under the rules now in force, a special clerk in the $1,900 grade becomes eligible for promotion to the $2,000 grade after one year's service, provided in the meantime he maintains the required standard of increasing efficiency.

OVERTIME.

During the war it became necessary to resort to the requirements of overtime for clerks and carriers because of the reduction of the forces of experienced employees. This practice is not conducive to the best results, and since the act of 1919 may not be followed where substitutes are available. The department has directed the discontinuance of this practice and the restriction of the use of overtime to emergencies when substitutes are not available, as provided by law. Overtime is paid for in all cases.

In 1920 expenditures for this service reached the maximum—$4,003,927 for clerks and $1,450,000 for carriers. During 1922 this expenditure was $1,507,952 for clerks and $862,007 for carriers. Through the readjustment of forces and the more effective use of auxiliary clerks it is proposed to further reduce the employment of overtime to the minimum. It is recommended that the two items of appropriations for regular and auxiliary clerk and carrier services be consolidated.

The compensation of post-office employees for overtime service performed in excess of eight hours, as fixed by the act of March 4, 1911, is pro rata of their annual salaries and must be computed under the law on the basis of 365 days in the year. This is 16.2 per cent less than if computed on the basis of the number of days' service required in the year, that is, 306. An example of this disparity is seen in the following instance:

The employee is required to perform 2,448 hours regular service during the year, being 306 days at eight hours each, to earn his yearly compensation. In the case of a clerk at $1,800 a year the rate per hour would be 73.53 cents. However, under existing law, the compensation of this clerk for overtime is computed on the basis of 365 days of eight hours each, a total of 2,920 hours, or at the rate of 61.64 cents an hour. This is manifestly inequitable.

A recommendation for suitable legislation to remedy this situation is included hereinafter.

NIGHT WORK.

The expeditious distribution, dispatch, and delivery of the mails involves night work. While the complete elimination of work in post offices after the usual daily hours is not possible, our policy has been that the forces in post offices should be so organized that the largest possible volume of mail be handled in the daytime, confining operations at night to the distribution of mail of the first class and daily papers, and mail of other classes when expedition is essential.

The amount of night work is constantly being reduced by the response of the public to the department's request to mail early in each day rather than at night and by a closer supervision of it.

No salary or time differential in favor of those who work by night has ever been inaugurated either by law or by administration.

The practice has been to give the new men the night work as far as practicable, gradually changing to day assignments as their service period lengthens. While this is equitable, it undoubtedly militates against securing the best men in some of the larger cities.

If it were possible to give each employee the same amount of night and day work by some process of change or rotation, such would seem just, but this is hardly possible, certainly not practicable, in a post office.

Night work is almost universally regarded as far more irksome and undesirable than day work. This is particularly so if by it employees are deprived of social contacts in the evening and kept from their families by night. I am therefore of the opinion that the time has come to take this matter into serious consideration and to grant some time consideration to those who perform night work. I believe this can be done by administration and that legislation may not be necessary. In pursuance of this idea the department is studying some plan by which a time or rest advantage may be accorded to those who must work at night.

COST OF CLERK AND CARRIER FORCES.

The total expenditure for salaries of supervisory officers and clerks was $94,835,586, an increase of $6,972,047, or 7.35 per cent, over the expenditure of 1921. This is $4,414,982 less than the increase in expenditure for 1921. Of this increase in expenditure $1,747,733 is on account of the automatic promotion of clerks in the five grades ($1,400 to $1,800) required by the act of June 5, 1920.

For auxiliary or temporary clerk hire the expenditure was $11,396,-850, including $1,333,340 for vacation service. This is a decrease of $5,913,283, or 51.89 per cent, as compared with the expenditure for this service in 1921.

The total expenditure for salaries of city carriers, including those at offices where the service was established during 1922, was $66,986,-332, an increase of $3,633,861, or 5.9 per cent over that expenditure of 1921. This is $3,149,479 less than the increase in expenditure for 1921. Of this increase in expenditure $1,077,525 is on account of the automatic promotion of carriers in the five grades ($1,400 to $1,800) required by the act of June 5, 1920.

For auxiliary or temporary carrier service the expenditure was $8,023,068, including $2,606,252 for vacation service. This is a

decrease of $774,380, or 9.65 per cent, as compared with the expenditure for this service in 1921.

The average salary of clerks increased from $1,717.47 to $1,759.83; of city carriers from $1,697.63 to $1,729.

The gross receipts of these offices were $264,111,848 in the fiscal year 1922, an increase of 4.77 per cent over 1921. There was a decrease in the receipts at only four of these offices. The increase in the cost of clerk hire was only 0.54 of 1 per cent. At all of them except seven the percentage of the cost of clerk hire to the receipts was less than in 1921, and at 16 there was an actual decrease in this expenditure notwithstanding an increase in receipts. The increase in the entire cost of city delivery was only 1.13 per cent. At all of them except 11 the percentage of the cost of this service to the receipts was less than in 1921, and at 14 there was an actual decrease in these expenditures notwithstanding an increase in receipts. In short the rate of increase in expenditures at these offices in 1922 was less than in 1921. It was much less than the rates of increase in receipts, and in some cases the expenditures were actually reduced.

At the remainder of the first and second class post offices, where the clerk and carrier forces are smaller, it has not been possible to curtail expenditures in the same degree as at these larger offices. Indeed at most of the second-class offices little or no reduction has been possible.

There is a greater variation among different cities in the proportion of the cost of clerk hire and city delivery to receipts than is consistent with good management. In the delivery service it may be accounted for in part by the different topographic and climatic conditions and to the density of the population.

To standardize the management of these offices as far as practicable a survey of the service is being made as rapidly as possible consistent with the magnitude of the work by inspectors who are specializing in it. In some offices this has resulted in the allowance of a few additional clerks and carriers and in others in the reduction of these forces by a large number.

The reductions in 1922 in the forces were 477 clerks and 86 carriers. These reductions were effected for the most part by taking up vacancies as they occurred and by relegating the last appointed employees to the substitute roll. The net increase in these forces was 2,326 clerks and 953 carriers. This is due to the growth of business.

CITY DELIVERY SERVICE.

This service was established at 70 additional post offices during the fiscal year ended June 30, 1922, as compared with 75 in 1921. City delivery is now in operation in 2,229 post offices. The employment of 143 additional carriers was required in this extension of service by which approximately 1,045,350 people additional are enjoying the advantage of the delivery of their mail.

The law provides for the delivery of mail as frequently as the public conveniences may require in cities containing a population of 50,000. In the discretion of the Postmaster General this service may be provided in cities having a population of 10,000, or where the gross receipts of the post office are $10,000 for the preceding fiscal year.

As a condition precedent to the establishment of city delivery it is required that the minimum population to be served shall be 2,500 if the receipts of the office are $10,000, that the city shall be provided with street lights, street signs, continuous sidewalks and crosswalks, and that the places of business and dwellings shall be numbered and the latter provided with slots in the doors or a receptacle of some kind for the delivery of mail.

In the early years of this service, and again in the early nineties, some effort was made to induce patrons to provide boxes for the deposit of mail on delivery by the carriers. Why this was not made a requisite of delivery service the same as street signs and house numbers is not apparent. As a result of intermittent campaigns since 1909, suggesting the advantages of receptacles and urging their use, 70 per cent of the private dwellings are provided with door slots or boxes of various kinds. In this way the safe delivery of the mail is insured without the necessity of answering at once the carrier's signal, and when the patron is absent. The time of the carriers is also conserved. Since so great a number of private dwellings are already equipped with receptacles, and in view of the advantages to the patrons and to the service, it has been ordered, by virtue of the law authorizing the Postmaster General to prescribe regulations for the government of the Postal Service, that on or before January 1, 1923, all private dwellings shall be equipped with a receptacle, preferably a slot in the door, the delivery of the mail being conditional upon a compliance with this requirement.

The law contemplates the delivery of mail in cities "as frequently as the public convenience may require." The volume and importance of the mail govern the number of deliveries, hence the deliveries are more frequent in business sections. In the smaller cities three daily deliveries in business sections is the general rule, in larger cities three or four, and in the largest cities three to seven deliveries.

Of the 12 largest cities, in only 2 are there 7 deliveries daily, Brooklyn having seven 7-delivery districts out of a total of 61, and Philadelphia four out of a total of 139. In New York the maximum number of business deliveries is 6, and in Chicago 5, and these are restricted to the sections in which the mail is heaviest.

Such service in large cities is not excessive. It is demanded by large business interests, and the volume of mail is so great as to necessitate frequent trips in order to effect deliveries expeditiously. In the residential districts not more than two deliveries are authorized except when required, because the amount of mail is so great that satisfactory service can not be given by reason of the late hour at which the first delivery will be completed. Under the law eight hours is a day's work for letter carriers, although overtime is permitted under certain conditions. Their schedule of work and deliveries must be arranged accordingly and this influences the arrangement of deliveries. In residential districts in which a large amount of mail, including quantities of papers and magazines, must be delivered, two deliveries daily are not satisfactory, because in order to schedule the carriers for eight hours' service the district is so large that the first delivery is completed at so late an hour as to cause complaint.

In determining what the "public convenience may require" the department seeks to maintain the service on an economical basis and meet the reasonable demands of the people served.

VILLAGE DELIVERY SERVICE.

This service is now in operation in 756 villages, and 1,120 carriers are employed. The small increase in this service during the fiscal year 1922 is due to deferred extension pending action by the Congress on the question whether in view of the small size of the villages and towns and the existing postal facilities in these places the expenditure of public funds is warranted. However, the appropria-

tion was not discontinued but was increased, and the service is gradually being established in those towns and villages where the requirements of the department are found to have been complied with.

The law does not prescribe the conditions under which village delivery service shall be established and operated. The policy of the department is that it may be established in villages where the receipts of the post office are $5,000 and the population is 1,500 in the territory to be served, and that there shall be substantial compliance with the requirements for city delivery in the matter of sidewalk improvements. House numbers and receptacles at private dwellings are requisite. The distinction between city delivery and village delivery relates to the size of the place in question. The service is the same. The carriers under village delivery receive a salary of $1,000, $1,100, and $1,200, while under city delivery the salary ranges from $1,400 to $1,800. Carriers at third-class offices are not under civil service.

UNDELIVERABLE MAIL MATTER.

Undeliverable letters sent to the Division of Dead Letters and its respective branches numbered 16,586,419 during the fiscal year. This was a decrease of 3,096,840, or approximately 16 per cent compared with the preceding fiscal year.

Although the reduction in the volume of dead letter matter may be attributed in part to business conditions, it was doubtless affected by continuing the charge of 3 cents for the return of each letter opened, reenveloped, and redirected in the dead-letter service and through notices in the public press and repeated instructions to postmasters on the subject.

Although this number is inconsiderable in comparison with the vast number of letters handled in the service during the year, yet it illustrates the cost of the want of due care in addressing mail on the part of the patrons of the service. It is conservatively estimated that postage amounting to $331,728.38 was prepaid on this undeliverable matter. In addition to this amount $92,039.79 was collected for opening, examining, reenveloping, and returning letters which did not bear on their envelopes the sender's address. The loss to the general public, largely through neglect, therefore amounted in the aggregate to more than $423,000 during the year.

There were 629,203 packages found to be undeliverable during the fiscal year. This was a reduction of 15 per cent as compared with the previous year.

If consignors fail to respond to notices of nondelivery sent by postmasters of the offices of address, parcels are sent to the post offices of division headquarters of the Railway Mail Service. Notices are then sent to consignors again. As a result of these second notices 283,000 parcels were restored to the consignors.

Letters posted in this country and returned from other postal administrations as undeliverable aggregated over 500,000, a decrease of more than 114,000 as compared with the preceding year.

Of the revenues from dead mail matter which could not be finally delivered $184,480.97 was turned over to the Finance Division for deposit. In addition to the above there was collected in fees for returned letters $92,039.79, which, together with stamps removed from undelivered letters found loose in the mails and from other sources, amounted to $105,000.12. The total revenue from the dead-letter service for the fiscal year was $289,491.09.

MAIL TRANSPORTATION BY RAILROADS.

On June 30, 1922, the mails were carried under authorizations of the department over 231,981 miles of railroads. All service on the railroads is authorized and paid for under the space-basis system authorized by Congress and approved by the Interstate Commerce Commission.

The annual mileage of authorized space units carrying mails on railroads on June 30, 1922, was 561,189,678 miles.

The appropriation for inland transportation by railroad routes for the fiscal year ended June 30, 1922, was $96,000,000.

The annual rate of expenditure for the service on the date named was $82,330,176.33, which does not include payments for emergency service, side and terminal service, transportation of "blue tag" mail, and other items. The actual expenditure for railroad transportation, indicated by adjustments (partly estimated), was $87,288,293. The additional expenditure from the appropriation for railroad transportation chargeable to side and transfer service, transportation of "blue tag" mail, and other items aggregates $4,077,815. The total estimated expenditure of the appropriation for railroad transporta-

tion is, therefore, $91,366,108, leaving a balance of $4,633,892, out of which unsettled accounts may be paid.

SIDE AND TRANSFER SERVICE.

Where the department requires the railroad companies to transfer the mails between railroad stations and post offices, or from one railroad station to another, the railroads are separately compensated for such service in accordance with a decision of the Interstate Commerce Commission.

The annual rate for the service performed by the railroad companies on July 1, 1921, was $3,995,528, covering service at 17,791 points. By June 30, 1922, the annual rate had been reduced to $3,058,698, the reduction amounting to 23.4 per cent. The number of points, however, had been reduced to 14,839, or a reduction of 16.5 per cent.

The average cost per point on July 1, 1921, was $224.58, and on June 30, 1922, $206.12. The decrease is due to the establishment of mail-messenger service at lower cost to supersede the service by the railroad companies.

SHIPMENT OF PERIODICALS BY FAST FREIGHT.

On October 1, 1921 the shipment of certain periodical publications by fast freight, where such could be done without delaying delivery, was discontinued and they have since been combined with the mails in the regular mail trains. It was the purpose to utilize available space in the regularly authorized mail-space units and save the charges.

During the first three months of the fiscal year when shipments of periodicals were made there were shipped 519 carloads containing 17,227,162 pounds. The transportation cost for this was $207,956.

SHIPMENT BY FREIGHT OF STAMPED PAPER AND MAIL BAGS.

This service, in recent years, has been used principally to carry postal cards from the point of manufacture to points of distribution. On account of the use of return storage cars for the handling of the mail bags there has been little occasion to ship mail bags by freight.

During the fiscal year there were 85 carload shipments of postal cards weighing 3,750,980 pounds.

The appropriation for this service was $70,000, and the expenditure was $65,867.52.

This service was transferred from the Second Assistant Postmaster General to the Third Assistant Postmaster General on July 1, 1922, for the reason that the latter officer has control of the shipments.

SAFETY DEVICE FOR PARCEL POST MAIL BAGS.

The mail equipment shops of the Post Office Department are equipping all new mail sacks used for carrying parcel post with locking cord fasteners, for protection against depredations. More than 300,000 sacks have already been fitted with the fasteners and it is planned to gradually put them on all of the old sacks used in the transportation of parcel post. It is certain that this device will practically eliminate losses of that nature.

RAILROAD STRIKE.

During the period of the transportation strike 1,297 mail trains were annulled, representing a mileage of 115,197. A total of 505 railway post-office trains was annulled and 792 closed-pouch trains were discontinued by railroads in different sections of the country, representing a mileage of 63,778 and 51,419, respectively.

The records reveal that the Post Office Department employees throughout the United State established a remarkable showing in the dispatching and transportation of the mails notwithstanding the unprecedented difficulties confronted. Transferring mail pouches to other trains, rerouting mail and apartment cars, substituting automobile trucks for railroads, and other emergency measures were adopted, so that a disastrous congestion of the mails at any point was prevented. Except for short interruptions at various points and a general slowing up in the operation of the Postal System, regular delivery of the mails continued.

MAIL-MESSENGER SERVICE.

There were in operation on June 30, 1922, 13,184 mail-messenger routes, at an annual rate of $6,247,955, as compared with 10,495 routes, at an annual rate of $5,628,025 on July 1, 1921. The increase in this service is due to the taking over by the department of service formerly provided by the railroads in carrying the mails between railroad stations and post offices. It is the purpose in thus taking over the service to improve the service to the public by providing a later clos-

ing of the mails and a more prompt receipt than could be provided by the railroad agent, as well as to reduce the cost. The railroads are, of course, being relieved only where no increased cost is involved.

In relieving the railroads of side service action was first taken in cases where the railroads provided service under contract. Since May, 1920, the department has taken over 5,025 railroad contract cases for which the department paid the railroad companies as railroad transportation $2,488,408. This service was taken over by the department as mail-messenger service at a saving of approximately 24 per cent.

Since May 1, 1922, the department has been advertising and awarding contracts at many small third and fourth class post offices to postmasters or post-office clerks. In addition to effecting a reduction in cost of 17 per cent in cases where the contracts for mail-messenger service were awarded to postmasters or post-office clerks, better service is secured through more careful and expeditious handling of the mails than is usually given by other persons.

IMPROVED HARBOR BOAT SERVICE IN NEW YORK.

Improved harbor boat service in New York results in an advance of from 15 to 20 hours in the dispatch of mail from incoming steamers and reduces street congestion in New York City. The mail is taken from ships at quarantine by harbor mail boats. They dock at Pier 72, North River, where most of the mails are loaded directly into storage cars that are in readiness on the pier. This makes it unnecessary to handle these mails over the post-office platforms and saves the expense of motor truck service, besides expediting final delivery in some instances two days. The balance of the mails from the boats is taken directly from Pier 72 to the post office or stations.

MAIL TRANSPORTATION BY ELECTRIC RAILWAYS.

On June 30, 1922, the mails were carried under authorizations by the department over 8,359 miles of electric railways. The annual rate for service was $558,500; the appropriation for the fiscal year was $707,000, and the estimated expenditure $583,318. The details are set forth in the appendix. The department is authorizing and paying for this service under the terms of the order of the Interstate Commerce Commission.

RAILWAY-MAIL PAY—PROCEEDINGS BEFORE THE INTERSTATE COMMERCE COMMISSION.

In the matter of the application of the railroads in the New England section for a reexamination and refixing of rates for railway-mail pay, the pendency of which was mentioned in the last report, the data as to train and space operations, revenues, and expenditures were secured during the statistical period agreed upon and checked and compiled for use before the commission.

On June 3, 1922, hearings began in Boston, at which time the railroads submitted their main case and adjournment was had until June 26 and 27, on which dates the hearings were resumed in Washington. At Washington the case for the department was presented and the railroads submitted additional evidence in rebuttal, and the case was closed. Briefs were prepared and filed September 1, and argument before the commission will be had at a later date.

Mention was also made of the application of the short-line railroads in intermountain and Pacific Coast States for a reexamination and a refixing of rates upon their lines.

By agreement between the railroads and the department a statistical period was selected and data with reference to train and space operations and revenues and expenditures were secured. The final compilation of the results of the data has been delayed because of the difficulty in securing adequate reports from the railroads. However, it is believed that in a short time the statistics will be ready for submission to the commission and the final hearing of the case.

In the annual report for the fiscal year 1920 extended mention was made of the decision of the Interstate Commerce Commission in the first proceeding before that body for the purpose of fixing fair and reasonable rates for the transportation of the mails on the electric railways. Such decision was rendered August 7, 1920.

The rates fixed were not entirely satisfactory to the railways and on March 28, 1922, the American Electric Railway Association filed its petition on behalf of the principal companies asking that the case be reopened and that the commission institute a reexamination of the facts and circumstances surrounding the transportation of the mails upon the lines of the electric railway mail pay carriers and

the service performed by the carriers in connection therewith, and that new, just, reasonable, and adequate rates be ordered therefor.

The answer of the Postmaster General was filed and the commission directed a reopening of the case for reexamination and such further hearings as might be directed with reference to the facts and circumstances surrounding the transportation of mail matter and the services connected therewith.

Accordingly forms and instructions were prepared for the purpose of securing statistical data from the carrying companies and the reports so made are now being checked and the results tabulated and reduced to form for submission to the commission when hearings shall be had.

In other proceedings before the commission involving the question of fair and reasonable ferry rates for transportation, including that of the mail, between Hoboken, N. J., and New York, N. Y., the Postmaster General intervened and presented the contention of the department against increases. Hearings were had and the case was submitted upon briefs. The proposed report of the examiner sustains the department's contention, but is subject to final decision by the commission.

SUITS ARISING OUT OF THE POSTAL SERVICE.

Disposition has been made of all the cases brought by certain railroads to recover for the deduction from their pay made by the Postmaster General on July 1, 1907, for the unexpired quadrennial term as authorized by Congress. These companies sought to recover on the theory that the adjustments of pay had been made for a period of four years and could not be changed before the termination of that period. In the test case the Court of Claims decided in favor of the Government on the general merits, but rendered a small judgment for a short period which elapsed between July 1 and the date of the reducing order. On appeal to the Supreme Court this judgment was affirmed. All the cases of like character have been disposed of upon the authority of this decision.

Mention has heretofore been made of the suits brought by certain railroad companies for additional compensation for carrying parcel-post mails for the period between the inauguration of the system and the next succeeding weighing of the mails and readjustment of railroad mail rates. The parcel-post system went into effect January

1, 1913. The scope of the claims made varied between certain groups of cases. Most of these suits have been heard in the Court of Claims, resulting in judgments for the Government, and affirmation of the same by the Supreme Court, where they have been appealed. However, one class of these cases is still pending. As to these, judgment was rendered for the Government in the test case in the Court of Claims, and the claimant has filed his appeal to the Supreme Court of the United States.

Suits brought by screen-wagon contractors to recover additional compensation upon various grounds have resulted in judgments in some cases for the Government and others against the Government.

Suits of the following character brought by railroad companies are still pending:

To recover for deductions from transportation pay made on basis of land-grant rates for transporting stamped envelopes and newspaper wrappers; for recovery of additional compensation for operating cars of larger size than authorized under the space-basis system. Other suits involve claims for overtime compensation of letter carriers and for additional salary of postmaster.

MAIL TRANSPORTATION BY POWER BOATS.

On June 30, 1922, the mails were carried under authorizations of the department by power boats over 47,271 miles of routes. The annual rate of expenditure was $1,367,908, which did not include freight and express service to and from Alaska, and from Porto Rico, $23,813.

The appropriation for this service for the fiscal year 1922, including a deficiency appropriation of $341,093.45, was $1,453,093.45, and the estimated actual expenditure for the year was $1,307,739 leaving an estimated balance of $27,354.45.

The contracts for power-boat service in the fourth contract section were relet on July 1, 1922. The cost under the old contracts (not including round-trip and pound-rate routes) amounted to $408,009.57. The new contract cost, from July 1, 1922, which provides for about 23,000 miles per annum of additional service, is at the rate of $431,087.79, being an increase of 4 per cent in cost per mile. The details are set forth in the Appendix.

The contracts were let for service from November 1, 1921, on the large routes between Seattle and Alaska points, including provision

for postal-clerk service on the steamers. This service supersedes the former service by freight and express and materially improves the postal facilities for Alaska. A contract was also let under the merchant marine act, 1920, for service from December 1, 1921, on the route from Seward to Nushagak, Alaska, which materially improves the service.

AIR MAIL SERVICE.

The appropriation "Airplane service between New York and San Francisco, 1922," provided for the operation and maintenance of air mail service between New York and San Francisco via Chicago and Omaha, including necessary incidental expenses and the employment of necessary personnel. The amount of this appropriation was $1,250,000, and a deficiency appropriation in the amount of $175,000 was approved December 15, 1921.

The only air mail service operated by the Post Office Department during the fiscal year is the transcontinental route, and the landing fields are located at the following points:

New York, N. Y.	Iowa City, Iowa.	Rock Springs, Wyo.
Bellefonte, Pa.	Omaha, Nebr.	Salt Lake City, Utah.
Cleveland, Ohio.	North Platte, Nebr.	Elko, Nev.
Bryan, Ohio.	Cheyenne, Wyo.	Reno, Nev.
Chicago, Ill.	Rawlins, Wyo.	San Francisco, Calif.

The transcontinental route is 2,680 miles in length and consists of the following divisions:

Eastern: New York to Iowa City; 965 miles.

Central: Iowa City to Rock Springs; 930 miles.

Western: Rock Springs to San Francisco: 785 miles.

The schedule calls for daily, except Sunday and holiday, service. During the fiscal year a total of 1,727,265 miles were flown, and the delivery of 48,988,920 letters was expedited.

The percentage of performance on a mileage basis was 94.39.

As a result of adhering strictly to a "safety-first" policy, there were no fatalities or serious accidents on mail trips during the fiscal year. On July 16, 1921, a pilot was instructed to ferry a plane from San Francisco to Reno and fell from an altitude of about 300 feet on the take-off on the home field and was killed. This was the only fatality during the fiscal year.

In the fiscal year 1921 the Post Office Department paid manufacturers the sum of $476,109 for new planes and for the remodeling of planes received from the Army. This practice was discontinued on July 1, 1921, and since that date the air mail service has built and remodeled its own planes, and a policy of standardization in all equipment has been adopted. There were 70 planes in good flying condition at the close of the fiscal year as compared with 36 planes on July 1, 1921.

The number of employees was reduced from 521 at the close of the fiscal year 1921 to 372 at the close of the fiscal year 1922. This includes 39 pilots, who receive an annual basic salary of $2,000, in addition to which they receive mileage pay, 5 cents, 6 cents, or 7 cents per mile, depending on the difficulty of the route over which they fly.

On October 19, 1921, temporary air mail service was authorized between Elko and Ely, Nev., three round trips a week, for the reason that the daily train service was temporarily curtailed. This service was discontinued on February 15, 1922.

On June 15, 1922, the air mail warehouse was moved from Newark, N. J., to Chicago, Ill., a more centrally located point from which distribution could be effected more efficiently and economically. The factory and repair depot is also located at Chicago.

During the fiscal year it was desired to develop night flying. However, on account of the limited appropriation, this was impossible. During the coming fiscal year the department plans to develop this feature as well as the radiotelephone, which is considered essential in night flying. The department uses the radio system exclusively for reporting movements of planes, in addition to which other messages, weather and market reports, are dispatched by radio. During the past fiscal year approximately 8,000,000 words were handled by radio. The radio stations are located at all fields except Rawlins, Wyo. The traffic is handled at Cleveland, Chicago, and San Francisco by the Navy Department. All other stations are owned and operated by the Post Office Department. There is also a station in the Post Office Department Building, Washington, D. C.

The inventory of the air mail service at the close of the fiscal year shows the value of its property to be $2,560,018.

The appropriation for foreign mail transportation, 1922, provided "that not to exceed $150,000 * * * may be expended for carrying foreign mail by aircraft." One contract was entered into for

carrying mail from Seattle, Wash., to Victoria, British Columbia, in close connection at Victoria with outgoing and incoming trans-Pacific mail steamers. The contract provided for not exceeding 10 round trips per month and the compensation was $200 per round trip. None of the 120 trips scheduled was defaulted, and no accidents occurred in connection with this service.

The remarkable achievement of the air mail service during the past fiscal year will, no doubt, offer much encouragement to others interested in air transportation.

Experiments looking to a definite step forward in this service are now in progress and have reached the point where it is safe to say that the airplane as a means of carrying mail is destined to occupy a very important place in our postal affairs in the future.

RURAL MAIL SERVICE.

The policy of extending the rural mail service wherever conditions warrant has been continued. During the year 434 new routes were established, providing more convenient mail service to approximately 62,930 families. In addition, improved facilities were accorded to some 58,800 families by the extension or readjustment of 3,496 existing routes, and about 26,970 families were provided with additional service on 186 routes which were increased from triweekly to daily, except Sunday. These changes in the rural service have provided improved postal facilities to nearly 150,000 families, or to more than 684,000 persons.

There are now 44,186 rural routes supplying approximately 6,465,770 families, or 29,742,542 individuals.

The cost of the service for the year is estimated at $84,575,696, and, nothwithstanding the very considerable increase and extension of service, the cost has been kept well within the appropriation for the year, which was $86,800,000.

There were 44,186 routes, with a combined length of 1,180,448 miles, in operation at the close of the year, served by 44,072 carriers, who traveled during the year 357,254,365 miles. The average length of the horse-drawn route was increased during the year 0.10 mile to 26.17 miles. The average length of motor routes is 54.39 miles.

Fifty-four motor routes of 50 miles or more in length were established, making a total of 851 of this class of route in operation. Where road and climatic conditions are favorable this class of route

is very efficient and satisfactory. It was necessary to discontinue 26 motor-vehicle routes during the year because local conditions precluded the performance of satisfactory service or because local or unusual conditions made the substitution of shorter routes essential.

Existing law provides for the establishment of horse-drawn routes up to 36 miles in length and motor routes from 50 to 75 miles in length with no provision for the establishment and operation of rural routes involving a mileage between the maximum horse-drawn and the minimum motor-vehicle routes. For this reason it is frequently impossible to extend or establish facilities of this character in localities where such service is urgently needed. If authorization were granted to provide routes between 36 and 50 miles in length, the department would be enabled in many instances to extend facilities to persons not within convenient distances of existing service where the scope of territory unserved is not sufficiently great, or the condition of the roads such as to warrant the establishment of separate routes.

A further advantage that would accrue from the removal of the present restrictions would be that the department could make adjustments, often found advisable by reason of the closing of roads or the destruction of bridges, whereas at present it is necessary in some cases to withhold or withdraw service from patrons where they can not be reached under emergency conditions by routes of the lengths now prescribed. A suggestion for appropriate legislation will be found elsewhere.

On June 30 there were 44,072 carriers on the roads, an increase of 430 carriers over the previous year. The average salary of the carriers, including those on motor routes, was $1,846.75 per annum, the average salary on horse-drawn routes being $1,832.78, and on motor routes $2,558.27. This is a very slight increase on both classes of routes as compared with last year. The rate of cost per mile of travel was 22.78 cents.

During the year 2,184 vacancies occurred in the rural carrier force, as compared with 6,821 during the previous year; 1,674 of these vacancies were due to resignation, 114 to retirement, 205 to death, and 191 to removal for cause.

During the last 10 years the number of rural routes has been increased by about 2,000, or nearly 5 per cent, and the additional miles traveled by the carriers is 158,956 miles, an increase of 15.5 per cent.

It has been the practice to have postmasters submit to the department each month the trip reports made by their rural carriers, showing in detail any departures from the prescribed order of service. These reports were reviewed in the department and instructions issued to postmasters with regard to making deductions in pay of carriers for failure to render service as required and for other delinquencies. This was not entirely satisfactory because of the delay caused by correspondence, and beginning July 1, 1922, the carriers' reports are to be submitted in a modified form to the disbursing postmasters instead of to the department. The postmasters have been given authority to decide what deductions shall be made under the regulations of the department. By this change the work will be handled more promptly and at less expense, as it has been found possible to make a slight reduction in the number of employees in the department without increasing the clerical force or cost of handling at the post offices.

Due to the establishment of new communities, increase of population in settled areas, or the opening or improvement of roads making practical the approach to the homes of rural residents the demand for the establishment of additional rural routes and the readjustment of existing service continues unabated. During the year 1,050 petitions for the establishment of new routes were received, while at its close 583 cases involving the establishment of such service were in the hands of agents of the department for investigation and report as to the feasibility of providing service.

STAR-ROUTE SERVICE.

The number of star routes on June 30, 1922, was 10,715 as compared with 10,664 on June 30, 1921.

The aggregate length at the close of the year was 153,566.17 miles, involving travel by the carriers of 83,208,656.29 miles per annum. The rate of cost per mile of travel was 14.48 cents.

On 164 star routes the mails are carried on a pound-rate basis, the cost for the year being $353,000.

The total cost of mail transportation on star routes during the fiscal year was $12,585,110.62. The appropriation for the year was $13,000,000.

The number of star routes discontinued because of the establishment of rural routes was 64 with a mileage of 583.98 miles at a cost of $51,836.69 per annum.

Star-route service is let under competitive bids, and in the fourth contract section which was awarded for the four-year term beginning July 1, 1922, it was found possible to effect a saving of $202,253.50 per annum, as compared with the cost of the same service under the contracts which expired June 30.

In this section, which comprises most of the States west of the Mississippi River, a considerable number of the carriers are required to perform the same service as is provided by rural carriers, which greatly improves the facilities to patrons and does not materially add to the cost.

GOVERNMENT-OPERATED STAR SERVICE.

At the beginning of the fiscal year there were 26 Government-operated star routes in existence. During the year 11 routes were discontinued and 1 new route established, making a total of 16 routes in operation on June 30, 1922. These 16 routes had an aggregate length of 831 miles and an average length of 51.83 miles. The cost per mile of travel was 32 cents. Sixty persons and 101 trucks were required to operate them. The reduction in the number of routes was a result of the survey made to determine whether the needs of the communities concerned were such or the postal benefits derived were sufficient to justify the maintenance of the several routes, and whether efficient service could be provided in a more economical manner.

STAR-ROUTE SERVICE IN ALASKA.

On June 30, 1922, mails were carried under authorizations by the department on 11,042 miles of star routes in Alaska. The annual rate of expenditure was $208,049. The details are set forth in the Appendix.

The appropriation for the fiscal year was $230,000.

The actual expenditure for the fiscal year will be approximately $213,419, leaving an estimated balance of $16,581.

The decrease in the star-route service in Alaska is due principally to the supersedure of that class of service by service on the Government railroad.

GOVERNMENT-OWNED MOTOR-VEHICLE SERVICE.

A survey of the Government-owned motor-vehicle service made early in the fiscal year 1921 suggested strongly that a complete reorganization was necessary, not only for the purpose of increasing its efficiency but also to effect a reduction in the operating cost. It was found that the number of makes, types, and capacities of trucks in use in the larger cities was excessive, and that the smaller units were seriously handicapped, due to the absence of adequate repair facilities, which made it necessary to have repair work performed in commercial garages at high rates, accompanied in many instances with the loss of the use of the trucks for a considerable period on account of the time required to complete the repairs.

In effecting the reorganization, no attempt was made even to suggest which of the several makes of trucks available were the more desirable from a Postal Service viewpoint, as the selections made were based solely on the number of the different makes of trucks in the possession of the Post Office Department, to which department they had been transferred from the War Department under authority granted by Congress. Prior to the reorganization the Postal Service was operating 23 makes, 43 types, and 10 capacities of trucks. The reorganization, which was completed on April 1, reduced this assortment to 9 makes, 12 types, and 6 capacities.

The elimination of so large a number of makes, types, and capacities of trucks is reflected in the saving effected in the expenditure for mechanical assistance, it being possible to make a material reduction in the number of mechanics employed inasmuch as they were not required to familiarize themselves with so many different kinds of vehicles.

Representatives of the motor-vehicle service, operating from the department, have visited all of the motor-vehicle service units for the purpose of inquiring into the condition of the equipment and of reorganizing the personnel attached to the various units. Fixed truck assignments have been established not only with the object of keeping the equipment in repair but also with the idea of securing proper lubrication, washing, and inspection, and this fixed responsibility has contributed toward the reduced cost of operating the service during the fiscal year 1922 as compared with the cost during the preceding fiscal year.

The larger garages of the service have been designated as central repair units for the smaller units, and work, such as repairing carburetors, differentials, governors, motors, tires, tubes, transmissions, painting, and general overhauling for the smaller units, is now performed by the central repair plants at a much lower cost than is charged by commercial establishments. It is not possible to repair every truck at the central repair plants for the reason that a few units are so far removed from the repair bases that the cost of transporting a complete truck between the two points would almost equal the cost of the repairs if made locally. In such instances bids are obtained for having the work performed in the city where the truck is used.

A further source of saving has resulted from the new method of purchasing materials and supplies in large quantities by the department, instead of permitting postmasters to make the purchases in smaller quantities locally.

Although the personnel of the motor-vehicle service was not included in the provisions of the reclassification act it was deemed advisable in view of the close identification of these employees with the post-office force and service that their compensation and automatic promotion be similar to the salaries and methods of advancement of post-office employees included under such act, and in view of the fact that they are paid from a lump-sum appropriation it has been possible to do this.

The facilities offered as a result of the establishment of Government-owned motor-vehicle service in the several cities and the fact that parcels are delivered by vehicles presenting a creditable appearance, operated by uniformed employees, have brought into the mail a large volume of parcels of merchandise purchased at department stores and other business institutions where delivery was previously made with privately owned equipment. This has made a heavy demand for additional trucks. Furthermore, the moving-picture industry, realizing that more trains carry mail than express, has increased its business with the postal service, and at certain distribution points the post office is handling practically all of the film business.

Since the establishment of Government-owned motor-vehicle service, the equipment has been used to transport letter carriers to and

from their routes, thus saving time and car fare; hauling supplies and in numerous instances superseding mail messenger and electric car service.

Postmasters who have had experience both with the contract-vehicle service and Government-owned motor-vehicle service, are heartily in favor of the last-named service on account of its flexibility and the fact that it is wholly under their control.

The appropriation for this service for the fiscal year ended June 30, 1922, was $15,000,000. The expenditure for the year was approximately $14,717,996.

CONTRACT-VEHICLE SERVICE.

Contracts for service in the fourth contract section, which, as before stated, comprises most of the States west of the Mississippi River, expired on June 30, and new contracts for the 4-year term beginning July 1 were awarded in the 53 cities in this section where such service is in operation. In addition to these, 62 new contracts for this class of service were awarded.

The total cost of this service, exclusive of the Government-owned motor-vehicle service, amounted to approximately $3,061,981, being $441,947 less than the cost during the previous fiscal year. This decrease was due in part to the installation of Government-owned motor-vehicle service in nine cities and in part to the decrease in the cost of hiring vehicles.

Of the $3,061,981 expended for vehicle service, approximately $1,513,237 was for screen-wagon service under formal contract, and $1,548,744 for hire of vehicles under informal agreements, for use in the city delivery and collection service. Of the latter amount, $1,058,752 was expended for vehicles hired on an annual basis, which included about 675 automobiles and 800 horse-drawn equipments. About 85 per cent of the vehicles secured on an annual basis were obtained for the carriers assigned to their operation in the city delivery and collection service. The average rental paid for automobiles being $950 and for horse-drawn vehicles about $500 per annum.

Carrier-owned motor cycles with side-car attachments are used to some extent and render excellent service where they are of sufficient capacity for the work required. They are obtained at an average cost of about $450 per annum.

RAILWAY MAIL SERVICE.

The Railway Mail Service is one vast traveling post office, functioning simultaneously throughout the entire country, and in which the necessary separations, distributions, and dispatches of the mails in railroad cars manned by railway postal clerks are made. The object of distribution of the mails on these traveling post offices is to advance their delivery in the shortest possible time. Special consideration is given the distribution and dispatch of letters and daily newspapers; the one being the personal business and commercial communications which the service is primarily designed to carry, and the other the daily news, the reading of which by the average American citizen constitutes a regular incident of his daily routine and consequently he desires and expects to receive it promptly.

Although this preference is given the transmission of letters and daily papers, all other classes of mail matter, including the circular, catalogue, and parcel-post merchandise, are handled with due regard to their importance to the public.

There has been a careful review of this service in an effort to secure economy in the matter of personnel and transportation, the net result of which has been a more efficient allocation of the personnel to the work in hand and the elimination of any transportation service thought to be unnecessary. This has been carried on with the thought always in mind that the standard in service rendered the public should not be diminished in the least degree. It may be confidently said that that standard is as high as it has ever been and that such measures of economy as have been put into effect have not resulted in any lessening of the efficiency of the Railway Mail Service.

There were in operation on June 30, 1922, 212,956 miles of Railway Post Office Service, with 274,467,223 miles of annual travel.

PERSONNEL.

On June 30, 1922, there were 149 officials (including 116 chief clerks), 114 assistant chief clerks, 59 clerks in charge of sections in offices of the division superintendents, 19,512 railway postal clerks (including 51 unassigned and 219 surplus clerks), and 849 acting railway postal clerks; a total of 20,683 employees, or an increase of 63 in the number in the service at the close of the previous fiscal year.

The following table shows the average annual salary based upon the total number of clerks, the average annual travel allowance based

upon a total of approximately 13,500 clerks entitled to such allowance, and the number of resignations for the period beginning with the fiscal year 1917 to June 30, 1922, inclusive:

Fiscal year ended June 30—	Number of employees on rolls.	Average annual salary, regular clerks.	Per cent of increase.	Average annual travel allowance, regular clerks.	Total average annual compensation.	Per cent of increase.	Resignations.	Per cent resignations.
1917	18,976	$1,416	2.60	$92	$1,508	2.45	365	1.92
1918	20,164	1,416	.....	114	1,530	1.46	1,345	6.67
1919	19,683	1,573	11.08	114	1,687	10.26	1,103	5.60
1920	20,407	[1] 1,768	12.39	[2] 192	1,960	16.18	1,706	8.36
1921	20,620	[3] 2,021	14.31	191	2,212	12.86	890	4.31
1922	20,683	2,057	1.78	185	2,242	1.35	419	2.02

[1] Includes increases authorized by the act of Nov. 8, 1919.
[2] Travel allowance increased by act of Feb. 28, 1919, from $1.20 to $2 per day, effective July 1, 1919.
[3] Includes increases authorized by reclassification act of June 5, 1920, effective July 1, 1920.

NOTE.—Average annual salary, $2,074 on July 1, 1922, including promotions effective that date.

DISTRIBUTIONS OF MAIL.

The distribution of mail matter by railway postal clerks in the cars and terminals shows a slight increase over the number in the preceding fiscal year. There were 8,843,923,525 distributions and redistributions of pieces of letter-sized mail matter and 6,439,672,923 distributions and redistributions of pieces of second, third, and fourth class mail, or a total of 15,283,596,448 distributions and redistributions of pieces, exclusive of registered mail. This is an increase of 0.53 per cent in the distributions of pieces of letter-sized mail and an increase of 2.34 per cent in the distributions of second, third, and fourth class mail.

Railway postal clerks made up and dispatched 1,882,375 rotary-lock pouches and sacks, 1,267,405 registered package jackets, 4,919 lead-seal jackets, and received and opened 1,729,059 rotary-lock pouches and sacks, 1,223,670 registered package jackets, and 11,992 lead-seal sacks.

To perform efficiently the vast amount of distribution in the swiftly moving railway post-office cars railway postal clerks must be qualified on extensive distribution schemes involving a knowledge of dispatches by the shortest and most expeditious mail routes to thousands of post offices. The clerks are periodically examined on their knowledge of this distribution, and during the fiscal year 1922, 35,580 examinations of regular and probationary railway

postal clerks were conducted. The examinations consisted in "throwing" 29,521,280 cards representing post offices, of which 98.9 per cent were handled correctly. In 2,924 of these examinations the cards were handled 100 per cent correctly.

CAR EQUIPMENT.

On June 30, 1922, there were 5,161 full and apartment mail cars. Of these, 2,761 were of steel and steel underframe construction, or 53.9 per cent of the total number. The percentage of steel and steel underframe cars in operation for the previous fiscal year was only 50.93 per cent of the total. A large number of old, unsuitable mail-car equipment was withdrawn from service by the railroad companies.

There was considerable improvement during the fiscal year in the activities of the railroad companies in building new mail-car equipment and remodeling and strengthening old mail-car equipment in accordance with standard plans. The following indicates the progress made along this line:

Full cars: Thirteen new steel mail cars were built and eight steel cars were remodeled to conform with standard floor plans.

Apartment cars: Steel underframes were applied to 17 wooden apartment cars, and the cars were remodeled to conform with standard floor plans; steel underframes were applied to 2 wooden apartment cars; 16 steel underframe cars were remodeled according to standard floor plans; 13 underframe cars were strengthened; 24 wooden steel-reinforced apartment cars were remodeled and strengthened; 24 wooden steel-reinforced apartment cars were remodeled; and 30 wooden steel-reinforced apartment cars were strengthened.

CASUALTIES IN THE RAILWAY MAIL SERVICE.

There were 77 railroad accidents during the fiscal year in which railway postal clerks were either killed or injured or in which mail was lost or damaged, resulting in 2 clerks being killed, 26 clerks being seriously injured, and 133 clerks slightly injured.

LEAVE OF ABSENCE, RAILWAY POSTAL CLERKS.

The act of June 5, 1920, known as the reclassification act, as amended by the act approved June 19, 1922, provides for 15 days' annual leave with pay to railway postal clerks, exclusive of Sundays and holi-

days. In the administration of this act it is not always practicable to grant railway postal clerks exactly 15 days' annual leave without the employee being required to request additional leave without pay on account of the organizations of railway postal lines being so arranged that the runs or tours of duty do not exactly fit a 15-day period. On lines where such organizations prevail, it is necessary for employees to request less than 15 days' annual leave with pay or request additional leave without pay in order that the employee may receive the benefit of his full 15 days' leave with pay. This situation could be avoided were it possible to carry from one fiscal year to the next, within proper limitations, any unclaimed annual leave with pay in that fiscal year. If the department were authorized to carry to the succeeding fiscal year any unclaimed leave, not exceeding five days, annual leaves could be so arranged that the employee would not be forced to take from one to five days' leave without pay in order that he may be granted the last two or three days of his 15-day annual leave period.

A suggestion for the terms of such legislation will be found elsewhere.

TRAVEL EXPENSES OF SUBSTITUTE RAILWAY POSTAL CLERKS.

The reclassification act approved June 5, 1920, provides for the payment of travel expenses to substitute railway postal clerks while on duty or traveling under orders of the department. Under this provision it is necessary for substitute railway postal clerks to maintain itemized accounts of their expenses incurred by them while on duty or traveling under orders of the department and transmit such expense accounts to the department at Washington for administrative examination, audit, and payment by warrant. This procedure results in lengthy delays, besides being inconvenient. To correct this situation it is suggested that legislation be enacted which will authorize the department to make travel allowances, not exceeding $2 per day, to substitute railway postal clerks in lieu of actual expenses while on duty away from their designated headquarters under such regulations as the Postmaster General may prescribe, and that when a substitute performs service in the railway post office starting from his official headquarters he shall be allowed travel allowances under the law applying to clerks regularly assigned to the run.

A suggestion for the terms of such legislation will be found elsewhere.

CHANGES FOR THE BENEFIT OF POSTAL EMPLOYEES.

SENIORITY.

Fitness is preeminent and should be considered first in selecting men for assignment or promotion, but it should be closely joined with seniority as a matter of justice. The consistent observance of the foregoing seniority principle in post offices is one of the strongest supports to morale. Our present regulations require that clerks in post offices shall be assigned to the mailing division upon entering the service. As a matter of good supervision, it would also seem proper for new men to take the least desirable night shifts, with a regular line of promotion open to them from one crew to another, gradually advancing them to day duty and preferred assignments in the order of seniority. Special merit and unusual industry should always be recognized. The laggard and disloyal should be dropped. Only the best should be retained and advanced.

In the Railway Mail Service, due to the complex nature of the service, a more elaborate system for determining seniority has been found necessary.

PROBATIONARY APPOINTMENTS.

Closely allied to the seniority question is the period of the probationary appointment. Previous to last March, the six months' probationary period commenced with the date of the promotion of the employee to a regular position, although he might have served several years as a substitute, but since then it begins on the date of appointment as substitute. This gives all employees an equal chance to secure a permanent appointment in the shortest possible time, where formerly many were barred for a long period because of the length of time they were required to perform substitute service by local conditions.

REINSTATEMENT POLICY.

Postal employees participate in the benefit of the President's order extending the time for reinstatement of civil-service employees. Where formerly one who had resigned could not be reinstated after one year, he may now be out of the service for as long as five years,

provided he has had five years' previous service to his credit which were exceptionally satisfactory, and it is shown that such reinstatement would be in the public interest.

CONFERENCE CONVENTIONS.

The department has inaugurated conference conventions of postal employees in each of the States.

The purpose of this series of meetings is to gather postal people together at one place for the exchange of working formulæ, to further acquaintance and to bring them into confidential relations with the department at Washington.

Arrangements have been made for a considerable curtailment of service on conference-convention days in each State to allow as many employees as possible to attend the meetings and at the same time credit them with performing their official duties.

In order to extend the field of this work for the improvement of the service large users of the mail and mail-order houses in each of the States have been invited to send representatives to these conventions. These conferences have been held in eight States with gratifying results.

IMPROVED BUSINESS METHODS.

In effecting changes in postal methods the present administration has been actuated by a desire to present the people with the adequate service from a postal standpoint as they expect from their own business. An effort has been made to meet the demands being made upon the service by the constantly growing commerce of the country and at the same time meet our pledge to introduce economical business methods into the department.

REORGANIZATION OF HUNDRED LARGEST POST OFFICES.

We have undertaken the reorganization of approximately 100 of the largest post offices serving the great population centers of the country and conducting about 65 per cent of the postal business. In one such office, serving 796,836 patrons, we have effected a saving of $300,000 annually without curtailing or impairing the service. This is done through a scientific arrangement of schedules, a judicious assignment of the working forces, and the elimination of

wasteful and extravagant methods. Where it is found that supervisory officers are incompetent or inefficient they are being replaced, thus insuring active and intelligent supervision as well as complete cooperation with the department.

SCHOOLS OF INSTRUCTION FOR POSTMASTERS.

The newly appointed postmaster is no longer permitted to enter upon his duties in ignorance of the first principles of post-office management. Training schools have been organized at central accounting offices where postmasters may be introduced to the varied and intricate system of accounting and the proper method of handling supplies. The course is intensive, and has been so beneficial that many experienced postmasters have availed themselves of the opportunity to receive instruction from capable experts.

DECENTRALIZATION.

The important changes in the conduct of the service under the system of decentralization are referred to elsewhere.

POST-OFFICE ACCOUNTING.

A new system of post-office accounting has been inaugurated at the 50,000 third and fourth class offices which enables them to finance themselves from local post-office receipts and eliminates the rendition and auditing of 600,000 money-order accounts annually in Washington.

All postal receipts and money-order funds, from whatever source, immediately become interchangeable and available for the payment of money orders and all authorized post-office expenses.

It is necessary, of course, that a complete and accurate accounting of all postal and money-order transactions be maintained, but to accomplish this it is not necessary to separate the cash at 50,000 district offices, keep separate post-office records, and render separate accounts.

The new system requires that district postmasters shall prepare and forward to their respective central accounting postmasters, of which there are 61, quarterly accounts showing all items of receipts and expenditures. It simplifies the accounting, enforces the prompt deposit of surplus funds, eliminates the "net credit" and "money-order reserve" features, and enables postmasters to cash money orders

promptly. It further provides that postmasters shall replenish their postage-stamp stock not less frequently than once a month in order that the public may not be inconvenienced in procuring stamps. All stamp stock and post-office supplies are obtained from the central accounting postmaster usually within 24 hours. The accounting procedure at central offices is also simplified and the work distributed evenly over the entire quarter.

WELFARE INSTRUCTION, ETC.

The physical working conditions in the Post Office throughout the country have given the department concern since the inspections and questionnaires of a year ago disclosed conditions as they are. The Treasury Department has cooperated actively to make its insufficient funds go as far as they will, but nothing which approaches a proper solution can be expected without a broad building program.

The results with leased buildings show how difficult it is and always will be to get satisfactory working conditions therein. However adequate to our needs the arrangement of a leased building may be when the lease is made, it turns out many times that growth is greater than could be anticipated and arrangements and facilities are no longer so. That changes are difficult to effect after a lease is made is shown by the fact that of 4,700 specific criticisms in leased buildings only 5 or 6 per cent have so far been corrected. The Government may not ask employees to work under conditions injurious to health, and the first step this department must take to conserve the health of its employees is to provide better workrooms.

Second only to this in importance is the definite step in progress the department has been able to take with the help of the United States Public Health Service toward better individual health of our fellow workers. The examination by the Public Health Service upon 985 employees who volunteered in New York and Chicago proved that we have at our hands a chance to improve the health, and therefore the happiness and efficiency, of our employees by giving them the opportunity of periodic examinations, so that they may know before it is too late how to avoid serious disabilities, and may be advised as to such simple but important matters as care of eyes, teeth, tonsils, and feet, and proper posture and diet. The United States Public Health Service has put at our disposal such time as their

surgeons in 58 stations can spare from their work. This will allow us to offer to 100 employees per day complete physical examination.

The United States Public Health Service has also placed a dispensary in the New York City post office and put its principal dispensary in the city of Washington in the Post Office Department building. It will serve all Government employees, but will be of particular value to this department.

The study which the Public Health Service has just completed of lighting of the New York post office and its effect upon the eyes of employees is a piece of scientific work of very high quality. It gives us definite and measurable standards upon the basis of which we can correct intelligently and economically all our cases of unsatisfactory lighting.

The importance of this work which the service is undertaking for the department can not be overemphasized. It will develop in the minds of everyone a deeper appreciation of the importance of the simple hygienic rules upon which health depends, and afford to all members of our department a common-sense health education which will be of equal importance to their happiness and their efficiency.

It is not only important to improve the health education of our fellow workers, but we must likewise make considerable improvement in the methods by which they gain knowledge of their work; first, knowledge of the specific requirement, and next, a knowledge of its place in the whole great work of the department. It must be our aim to give incoming employees more quickly than we do now a high degree of skill and knowledge. As a whole our training is too informal and casual, though some offices have made a special effort to give careful training and report excellent results. A primary need of the department is a field magazine of the type which has proven its essential value to dozens of the largest concerns in the country. This is being inaugurated.

There are in existence 713 local welfare councils representing the employees in post offices. There is no office with more than 100 employees which has not now a committee elected by the men to represent their views and special interests, to make suggestions for improvement of the service, to cooperate with the postmaster in its betterment, and to act in general as a strong connecting link between him and the men who work with him.

A model plan of constitution for county welfare councils was sent out early in 1922. These councils include principally third and fourth class postmasters and rural carriers, who organize themselves upon a county basis. So far 225 have been organized and plan to meet for the most part quarterly. Their work will be to discuss all matters of mutual concern and their result, as with local councils, will be a higher morale through closer contact and better mutual understanding.

The departmental welfare council elected by the employees of the Washington headquarters has, during the past year, been working upon physical conditions in the buildings; it has established a first-aid and rest room, improved the cafeteria, instituted home visiting of the sick, and developed various projects of recreation. It has started a department magazine called Postal Spirit, which is a creditable piece of work.

The National Welfare Council was established by the Postmaster General in 1921.

SERVICE PENSIONS.

A provision for service pensions for those who have devoted the greater part of their effective years to the Government service may well be considered. The retirement law has recognized the principle in a measure, but it does not provide for retirement upon adequate pay after a specific period of service. It would appear that thirty years of service would be an appropriate period upon which retirement might be ordered with suitable annuity.

FOREIGN MAIL SERVICE.

With the gradual readjustment of conditions in Europe following the Great War the reestablishment of our foreign mail service has been of unusual importance during the past year. Tireless efforts have been made to procure for the American public a safe, rapid, and thorough transportation and distribution of mails destined for foreign countries. Every reasonable measure thought to be necessary to expeditious and safe handling has been put into effect, with the result that our foreign mail service is rapidly approaching its normal degree of effectiveness.

In the assigning of mails for dispatch to foreign countries, vessels of American registry have been employed in preference to vessels of foreign registry. This preference is limited to 24 hours for American vessels over a competing foreign vessel in the expected time of arrival at destination. When, however, there is United States sea post service on the American vessel, the preference is extended to 48 hours with regard to a foreign competing vessel without sea post service thereon, because the assorting of the mail on board vessels fitted with sea post offices expedites the delivery of the mail so assorted and tends to equalize the delivery of mails dispatched on either vessel.

On the trans-Atlantic service has been carried on to a large extent by steamships of American registry, and there are steamships of American registry sailing from New York for Europe on an average of three times a week, maintaining opportunities for dispatch fairly commensurate with the needs for mail conveyance.

Owing to an increase in the facilities afforded by American steamship companies, it has been possible to provide for a decided improvement in the mail service to Brazil, Argentina, Paraguay, and Uruguay. On the Pacific, mail service has been maintained with regularity with American steamships, mails being carried to Australia, Japan, China, Hongkong, and the Philippines by vessels of American registry.

COST OF SERVICE, WEIGHTS OF MAILS, ETC.

The cost of transportation of foreign mails during the fiscal year was proportioned to the volume of mail moving, being paid for at fixed rates, according to weight, except where formal contracts under provision of law were in effect on other bases.

The total cost of the Foreign Mail Service during the fiscal year ended June 30, 1922 (excluding balances due foreign countries on account of the intermediary transit of the United States mail), was $6,011,439.58, or a decrease as compared with the previous year of $31,101.74. Owing to delay in the receipt of the accounts of individual foreign countries for the intermediary transit of mails it has not been possible up to this time to adjust them.

The appropriation for the transportation of foreign mails for the fiscal year 1922 was $6,400,000 and the expenditure was $6,011,439.58.

The aggregate weight of the mails, including international parcel-post packages dispatched by sea to foreign countries during the fiscal year, was as follows:

	Pounds.
Letters and post cards	3,904,932
Other articles	52,683,515
Total	56,588,447

The total weights for the fiscal year 1922 show a decrease of 10,005,053 pounds, or 15 per cent, under the weights dispatched during the fiscal year 1921.

The total weights of mails dispatched to trans-Atlantic destinations decreased 6,807,788 pounds, or 14.48 per cent; and to Central and South America and the West Indies 2,624,582 pounds, or 18.20 per cent; while the total weights of mails dispatched to trans-Pacific destinations decreased 573,269 pounds, or 4.76 per cent.

AGGREGATE OF MAILS AND POSTAGE.

Based on count made at United States exchange post offices during seven days in October, 1921, and seven days in April, 1922, it is estimated that the number of articles exchanged with all foreign countries (both by land and sea) during the fiscal year 1922 was 401,092,082 dispatched (a decrease of 7.31 per cent from 1921) and 324,049,396 received (an increase of 18.20 per cent over 1921). The amount of postage prepaid by the senders of such articles and as deficient postage collected of addressees in this country on unpaid and short-paid articles from abroad was $11,600,028.10, a decrease of 4.17 per cent from 1921. Of this amount the postage collected on such articles exchanged with all countries other than Canada and Mexico is estimated to have been $8,240,698.22, a decrease of 5.21 per cent from 1921.

CONTRACT OCEAN MAIL SERVICE.

During the year the contracts made under the ocean mail service act of March 3, 1891, expired on three routes—that is, on the New York to Puerto Cabello, Venezuela, route on February 28, 1922; on the New York to Maracaibo, Venezuela, route the same date; and on the San Francisco to Sydney, Australia, route on June 30, 1922. Under the act referred to one other contract, on the route from New York to Vera Cruz, Mexico, expired on October 31, 1922.

NONCONTRACT SERVICE.

Steamships of United States registry, but not under formal contract, are allowed for the conveyance of the mails, not exceeding the full postage on the mails carried, at present at the rate of 80 cents a pound for letters and post cards and 8 cents a pound for other articles. Steamships under foreign registry are allowed 4 francs a kilogram (about 35 cents a pound) for letters and post cards and 50 centimes a kilogram (about 4½ cents a pound) for other articles, calculated on the basis of the actual net weights of the mails conveyed. For the carriage of the foreign transit closed mails, the conveying steamships, whether of United States or foreign registry, are paid at the rate of 4 francs a kilogram for letters and post cards and 50 centimes a kilogram for other articles. In accordance with these rates of payment there was paid to American noncontract steamships $3,730,205.77 and to foreign steamships $1,855,144.77 during the fiscal year.

This is the third time in recent years that the amount paid to American steamships on the weight or noncontract basis has exceeded the amount paid to foreign-registry vessels.

SEA POST SERVICE.

Sea post service is now established on nine steamships crossing the Atlantic to Europe and on passenger vessels of the New York and Porto Rico Line to Porto Rico and on passenger steamships of the Panama Line to the Canal Zone. Service was inaugurated November 11 on five vessels of the Admiral Line from Seattle to trans-Pacific points.

NAVY MAIL SERVICE.

During the year Navy mail service was discontinued on 104 United States naval vessels because these vessels were placed out of commission. The service is in operation on 314 naval vessels, receiving ships, stations, and naval hospitals under the supervision of 319 Navy mail and assistant Navy mail clerks. Money-order service has been established in 55 of the Navy mail post offices maintained.

INTERNATIONAL PARCEL POST.

An increase in the weight limit of a single parcel-post package from 11 to 22 pounds was brought about with Austria, Belgium, the Belgian Congo, Finland, Society Islands, Sweden, Switzerland,

and China, except to Shanghai, to which latter place, packages up to a weight limit of 50 pounds may be dispatched.

During the year parcel-post service to Rumania was reestablished and provided for to Esthonia, Memel, and trans-Jordania. It was established by means of service to Esthonia direct; in the case of Memel through Germany; and in the case of trans-Jordania through England.

The aggregate weight of parcel post dispatched from the United States during the year was 30,980,485 pounds, as compared with 36,716,396 pounds dispatched the previous year.

THE UNITED STATES POSTAL AGENCY AT SHANGHAI, CHINA.

At the plenary session of February 1, 1922, of the Conference on the Limitation of Armament held in this city a resolution was adopted calling for the closing not later than January 1, 1923, of foreign postal agencies in China, except in leased territories or as otherwise specially provided by treaty, and under this resolution arrangements are now being made to close the United States postal agency at Shanghai on December 31, 1922.

POSTAL SAVINGS.

The total liability of the Government to postal-savings depositors, including outstanding principal represented by certificates of deposit, interest payable on certificates of deposit, and outstanding savings stamps, at the close of the fiscal year was $140,430,167.93, as compared with $155,007,543.65 for the preceding fiscal year.

While the total amount due postal-savings depositors showed a net loss for the year, there was an increase in the amount of interest earned and credited to depositors and also in the amount of outstanding savings stamps. The experience of the Postal Savings System in this respect was similar to that of savings banks in general, which, although exhibiting a net gain during the year, showed greater withdrawals than deposits, the accretion of interest enabling them to show a net gain for the year. In the case of postal savings, however, due mainly to the low rate of interest, the unusual industrial conditions, and the opportunities that prevailed in the investment field, the accretions of interest and the new business were more than offset by the withdrawals.

In order to bring the reserve fund with the Treasurer of the United States up to the legal limit of 5 per cent and to provide funds for payment of depositors, it became necessary to dispose of Liberty bonds of the par value of $14,000,000 during the year. These bonds, which were purchased at a cost of $13,082,357.14, were sold for $13,471,907.44.

Effective April 1, 1922, by order of the Postmaster General, the Postal Savings System was again assigned to the bureau of the Third Assistant Postmaster General and designated the Division of Postal Savings.

Under a resolution adopted by the board of trustees, an arrangement was made, effective January 1, 1922, whereby on the surrender of Postal Savings deposits for Treasury savings securities interest is allowed on such deposits on a monthly basis instead of on the usual yearly basis. The Postal Savings deposits exchanged for the purchase of Treasury savings securities under this arrangement during the six months of operation was $1,618,438. The acceptance of thrift stamps of the value of $1 or multiples thereof when attached to thrift cards in making a Postal Savings deposit was also made operative at the same time.

The intensive campaign to promote thrift by means of the 25-cent thrift stamp and the $1 savings stamp, both now discontinued, has created throughout the country a desire, especially in the public schools, to save in small amounts. The public school is a logical field for the operation of postal savings. However, the restriction in the law that accounts can not be opened by persons under 10 years of age and the present inability of the department to expend funds in the purchase of experimental devices have retarded its plans in cooperating with local authorities in the promotion of thrift among the pupils of our public schools. The age limitation should be removed by legislation at the earliest possible date.

The method of transferring depositors' accounts between post offices was greatly simplified during the year. This improvement adopted in 1921 adds greatly to the usefulness and popularity of the Postal Savings System, as attested by the increased use of the transfer privilege, the sum of $1,629,874 having been shifted between post offices for depositors without cost and without loss of interest to them.

The service of Postal Savings having been inaugurated in 1911, many depositors who opened accounts at its establishment are presenting for payment of interest certificates more than 10 years old, on which no space is provided to enter interest payments. Arrangements have been perfected for the issuance of new certificates in lieu of those more than 10 years old. The application for the reissue of certificates was revised during the year, the most important improvement made permitting certification before a postmaster instead of a notary public, thus eliminating expense to the depositor when new certificates are issued without added risk of loss to the department.

In cooperation with the Division of Savings of the Treasury Department an illustrated poster was issued in November, 1921, commemorating the three hundredth anniversary of the proclaiming of Thanksgiving Day by the Pilgrim fathers and advertising Treasury savings and Postal Savings. The favorable comments it received and the interest created demonstrate that in order to receive the maximum benefits from Government announcements of this character the advertising medium should be attractive and have artistic merit rather than a mere mass of closely printed matter.

Effective December 15 the use of finger impressions in connection with Postal Savings was inaugurated at the larger post offices. From its inception it met with favor from depositors, as well as from the Postal Savings clerks, mainly for whose protection it was installed. Numerous instances have been reported to the department in which attempts to fraudulently obtain cash on stolen certificates were frustrated by finger impressions. A few protests have been raised by depositors to the taking of these impressions, due to the fact that the method employed soils the fingers. The department is now engaged in working out a process whereby finger impressions may be taken without the use of ink, thus eliminating the slight objection which now exists.

On June 30, 1922, there were 6,774 Postal Savings depositories, including 754 branches and stations, receiving Postal Savings deposits, an increase of 474 depositories during the year. The conversion of deposits into Postal Savings bonds met with little favor during the year, due to other securities issued by the Government earning higher rates of interest. Postal Savings bonds issued dur-

ing the year amounted to $76,980, making the total now outstanding $11,851,000. Postal Savings bonds purchased from holders by the board of trustees amounted to $809,220, making the total amount held by the service $8,278,800, and leaving $3,572,200 in the hands of the public. Beginning with March 22, 1922, these bonds were purchased at par and accrued interest instead of par flat, as heretofore.

The week of January 17 to January 23, 1922, having been designated as thrift week by the national thrift week committee, the Postal Savings System cooperated whole-heartedly in disseminating information pertaining to thrift.

The most insistent need of the Postal Savings service is an increase in the rate of interest from 2 to 3 per cent on deposits and from 2½ to 3½ per cent on Postal Savings bonds. The rate of 2 per cent on deposits and 2½ per cent on bonds was fixed by law in 1910, but as rates of interest paid by banks on savings deposits have increased so materially in the last 12 years an adjustment in the rates on Postal Savings business is essential to a fuller development of its usefulness to the public, and this increase is therefore strongly urged. The other features included in H. R. 8334, introduced and reported favorably in the last session of the House of Representatives, should also be speedily enacted into law. A suggestion for the terms of such enactment will be found elsewhere.

BONDS SECURING POSTAL SAVINGS DEPOSITS.

During the year the number of State and municipal bond issues tendered by banks as security for postal savings deposits and which were examined as to their legal acceptability for such purposes represented an increase of about two-thirds over the preceding fiscal year.

The majority of these bonds was issued within the last three years and was tendered in substitution of bonds already in the custody of the Treasury of the United States but which were about to mature.

The coming year will doubtless see a continued increased number of bond issues tendered as postal savings securities as the result of increased postal savings deposits incident to more stable business and economic conditions generally.

SECOND-CLASS MATTER.

The department has continued the policy inaugurated during the previous year of close cooperation with the publishers, and the spirit of mutual helpfulness shown has resulted in the most pleasant and

cordial relations and increased efficiency in handling second-class matter.

It is of the greatest importance to the subscriber that he receive his daily paper with promptitude and certainty, and with this in mind the department has continued to give special attention to this class of mail, which is now moving with a regularity and expedition never before attained.

The total weight of the mailings of newspapers and periodicals as second-class matter at the pound rates of postage and free in the county of publication during the fiscal year was 1,168,330,902 pounds, on which postage amounting to $25,140,259.53 was collected. This was a decrease of 5.49 per cent in weight and 1.39 per cent in postage as compared with the preceding year.

The rates of postage on second-class matter in effect during the fiscal year constituted the last of the series of four graduated annual increases provided by the act of October 3, 1917. These maximum rates, which became effective on July 1, 1921, and continue in force, are as follows:

On both reading and advertising portions of publications maintained by and in the interest of religious, educational, scientific, philanthropic, agricultural, labor, or fraternal organizations not conducted for private profit, 1¼ cents a pound.

On both the reading and advertising portions of publications containing not more than 5 per cent advertising, 1½ cents a pound to all zones.

On publications containing more than 5 per cent advertising, portions devoted to matter other than advertising, regardless of distance or zone, 1½ cents a pound; advertising portions, first and second zones, 2 cents a pound; third zone, 3 cents a pound; fourth zone, 5 cents a pound; fifth zone, 6 cents a pound; sixth zone, 7 cents a pound; seventh zone, 9 cents a pound; eighth zone, 10 cents a pound.

The weight of the advertising portions of publications subject to the zone rates mailed during the year was 422,934,217 pounds, on which $15,330,730.03 was collected, this being an average rate of 3.62 cents a pound. The weight of the reading portions of such publications was 513,298,658 pounds and the postage collected thereon aggregated $7,711,308.79. The average rates per pound on second-class

matter mailed under the various conditions during the fiscal year 1922 are as follows:

	Average rates per pound 1922.
	Cents.
All mailings both at the pound rates and free in the county of publication	2.15
Mailings at the pound rates, exclusive of free-in-county matter	2.26
Mailings of publications whose advertising portions were subject to the zone rates, including both reading and advertising portions, but excluding copies mailed at the cent-a-pound rate and free of postage in the county of publication	2.46
Mailings of publications subject to zone rates, including both the reading and advertising portions and the copies mailed at the cent-a-pound rate and free of postage in county of publication	2.25

A table showing the weight of mailings of second-class matter by States will be found in the appendix to this report.

On June 30, 1922, there were 10,078 post offices at which publications were entered as second-class matter. Of the total postage paid at the pound rates, 81.4 per cent was collected at the 50 offices having the largest mailings.

During the year 4,714 applications for the admission of publications to the second class of mail matter, or for change in title, frequency of issue, or office of publication were received, 4,361 being favorably acted upon and 353 denied. During the same period 4,025 publications were discontinued, leaving 27,711 publications having a second-class status at the close of the year, an increase of 336 as compared with the previous year. The number of news agents permits to mail second-class matter at pound rates outstanding at the close of the year was 1,289.

As was pointed out in the department's last report there are divergent views as to whether the maximum rates for the advertising portions of second-class publications, which under existing law would continue in force, are too high, some publishers contending that they are. Undoubtedly, the increased rates have caused a considerable amount of second-class matter to be distributed through agencies other than the Postal Service. This is made up in the main, however, of bulk shipments—that is, of large quantities going to one address and, therefore, the least expensive to handle. Manifestly there is a difference in the cost of handling, transporting, and delivering a package weighing say, 100 pounds, and 100 or more

single copies each going to a different address. The actual facts as to cost can be determined only by means of a thorough and complete investigation.

REPLIES TO ADVERTISEMENTS ON WHICH THE ADVERTISER DESIRES TO PAY THE POSTAGE.

Attention is again called to the demand for an arrangement under which persons and concerns sending advertising literature to prospective customers may pay the postage on replies thereto. What was said in the last report is repeated here. Experience has shown that when advertisers inclose stamped envelopes or cards with advertising matter a greater number of replies are received than when return postage is not furnished, but this procedure is unsatisfactory owing to the loss it occasions. If the advertiser could pay the postage on the replies without having to inclose postage with his advertising literature, he would obtain all the advantages now gained by inclosing postage and at the same time eliminate the large loss caused in cases where return postage furnished is not used.

PARCEL-POST STATISTICS.

During the period from October 1 to 15, 1921, statistics were taken at all first and second class post offices and at a representative number of third and fourth class post offices showing the number of pieces of parcel post mailed to the several zones, the weight, the postage collected, and other information relating to insured parcel post and collect-on-delivery features.

The reports from the 50 largest post offices (which represent approximately 54.51 per cent of the gross postal receipts for all offices) show that 31,075,408 parcels were mailed, a decrease of 10,449,582 parcels, or 25.16 per cent under the number of parcels mailed at the 50 largest post offices during the corresponding period in 1920. The postage collected on parcels mailed at the 50 largest offices during the 15-day statistical period referred to was $4,016,201.26, an increase of $104,415.31, or 2.6 per cent. The postage collected on parcels mailed during the period October 1 to 15, 1921, averaged 12.9 cents per parcel, an increase of 3.5 cents per parcel over the average postage received per parcel in the corresponding period in 1920.

In the 1921 statistical period the average weight of the parcels mailed at the 50 largest offices was 3 pounds 12 ounces, an increase of 1 pound and 3 ounces per parcel over the average weight per parcel mailed in the corresponding statistical period in 1920.

The total number of parcels mailed during the statistical period at all first and second class post offices was 40,555,057, a decrease of 10,816,981 parcels, or 21.05 per cent under the number mailed at all first and second class post offices during the corresponding statistical period in 1920. The postage collected on parcels mailed during the statistical period at all first and second class post offices amounted to $5,307,614.67, an increase of $203,003.48, or 3.98 per cent, over the postage collected on parcels mailed during the corresponding statistical period in 1920. The average postage on parcels mailed at all first and second class post offices during the statistical period in 1921 was 13.10 cents per parcel. This shows an increase of 3.20 cents per parcel over the postage received on parcels at first and second class offices during the statistical period in 1920. The total weight at all first and second class post offices was 163,030,443 pounds, an average weight per parcel of 4 pounds, or an increase of 1 pound and 2 ounces over the average weight per parcel mailed at all first and second class post offices during the statistical period in 1920.

The reports from representative third and fourth class post offices, extended to cover all third and fourth class post offices, show that 3,496,026 parcels were mailed during the statistical period, and the postage paid on such parcels was $429,685, or an average postage of 12.29 cents per parcel. The total weight of parcels mailed at third and fourth class post offices was 17,517,301 pounds, or an average weight of 5.01 pounds per parcel.

The statistics show that during the statistical period October 1 to 15, 1921, the total number of parcels mailed at all post offices (based upon actual data from all first and second class post offices and extensions of data from representative third and fourth class offices to cover all third and fourth class offices) was 44,051,083, and the postage on such parcels was $5,737,299.87, or an average revenue of 13 cents per parcel.

The total weight of parcels mailed at all offices (computed as above indicated) was 180,547,744 pounds, or an average of 4 pounds 2 ounces per parcel.

The total number of parcels delivered during the statistical period at the 50 largest offices, including 2,179,165 parcels for local delivery, was 10,502,067, of which 6,112,345, or 58.2 per cent, were delivered by city-delivery carriers on their regular trips. The number of parcels delivered by carriers on their regular trips during the statistical period in 1921 shows a decrease of 3.7 per cent under the number delivered by them during the corresponding statistical period in 1920. This is accounted for by the slightly increased average weight per parcel in 1921 over the average weight in 1920.

The statistics further indicate that during the period of October 1 to 15, 1921, there were delivered at all city-delivery offices 22,283,580 parcels, and that of this number 13,190,129, or 59.2 per cent, were delivered by carriers on their regular trips. The parcels not delivered by carriers on their regular trips were delivered by the employment of substitute carriers and use of motor vehicles or other conveyances.

The reports from the 50 largest offices for the statistical period further indicate that out of a total of 31,075,408 parcels mailed, 14,784,060, or 47.57 per cent, weighed less than 1 pound. This shows a decrease of 14.59 per cent in the number of parcels weighing less than 1 pound mailed in the 50 largest offices during the statistical period in 1921 under the number mailed in the same offices weighing less than 1 pound during the corresponding period in 1920. There were 5,022,921 parcels weighing 1 pound and over, but less than 3 pounds. Only 11,268,427 parcels, or 36.2 per cent, weighed as much as 3 pounds and over.

FREE-MAIL PRIVILEGE.

Pursuant to the provision of the third deficiency act of 1920 requiring the submission in the annual report of the Postmaster General of information as to the cost to the Postal Establishment of the matter mailed free under the penalty privilege by each department or independent establishment of the Government and the revenue which would be derived therefrom if carried at the ordinary rates of postage, a count was made during the seven-day period from May 10 to 16, 1922, both dates inclusive, of the matter so mailed at representative post offices of each class. From the information obtained as a result of this count it is estimated that 435,285,073 pieces of matter, the weight of which is estimated as 84,055,431 pounds, were mailed free under the penalty privilege during the last fiscal year, the post-

age on which at the ordinary rates would amount to $10,897,387. The classification of the estimated number of pieces and weight of these mailings is shown below:

Classification.	Number of pieces.	Weight.
		Pounds.
1. Matter in the form of mailing cards to which 1-cent rate would apply if subject to postage	77,415,605	601,551
2. Letters and other matter to which letter rate would apply if subject to postage	296,669,757	15,957,451
3. Printed matter on which third-class rate would apply if subject to postage	56,472,414	12,949,247
4. Matter to which fourth-class rate would apply if subject to postage	4,727,297	54,547,182
Total	435,285,073	84,055,431

The following table shows, by departments and independent establishments of the Government, the estimated revenue which would have been derived from such matter if carried at the usual rates of postage:

Department or establishment of the Government.	Revenue at usual postage rates.
Department of Agriculture	$1,658,342
Department of Commerce	389,082
Department of Interior	250,699
Department of Justice	82,794
Department of Labor	214,819
Navy Department	371,174
Post Office Department	3,596,000
Department of State	136,086
Treasury Department	1,859,928
War Department	804,313
Alaska	1,450
Alien Property Custodian	3,224
Civil Service Commission	126,299
Commission of Fine Arts	89
Directors of extension, State agricultural colleges	218,188
Federal Board for Vocational Education	34,872
Federal Power Commission	281
Federal Reserve Board	11,195
Federal Trade Commission	11,240
General Accounting Office	13,717
Government Printing Office	417,063
International Boundary Commission, United States and Canada	188
International Joint Commission	83
International Sanitary Bureau	214
Interstate Commerce Commission	38,060
Joint board	6
Library of Congress	16,033
National Advisory Commission for Aeronautics	2,948
Panama Canal	11,026

Department or establishment of the Government.	Revenue at usual postage rates.
Pan American Union	$2,615
Rock Creek and Potomac Parkway Commission	37
Smithsonian Institution	7,999
United States Bureau of Efficiency	88
United States Employees' Compensation Commission	4,837
United States Geographic Board	188
United States Interdepartmental Social Hygiene Board	1,740
United States Railroad Labor Board	3,943
United States Section of the Inter-American High Commission	644
United States Shipping Board	71,249
United States Soldiers' Homes	12,181
United States Supreme Court	107
United States Tariff Commission	879
United States Veterans' Bureau	514,150
War Finance Corporation	6,849
Washington National Monument Society	10
White House	458
Total	10,897,387

In addition to the foregoing the Postal Service handled during the year a large amount of matter from which no revenue was derived, such additional matter consisting of the free-in-county mailings of second-class publications, which aggregated 59,201,897 pounds, matter mailed free by Members of Congress under the franking privilege, and that sent by agricultural colleges and experiment stations, literature for the blind, copyright matter, etc.

ADDITIONAL POSTAGE CHARGE FOR CORRECTING AND COMPLETING IMPROPERLY AND INSUFFICIENTLY ADDRESSED MAIL.

The existing low postage rates on the various classes of mail are based on the assumption that the mailer will do all he can to facilitate the handling, distribution, and delivery of the mail. This contemplates not only the proper preparation of matter, its inclosure in strong wrappers or envelopes of standard size and arrangement, and prepayment of the required postage, but that it shall bear a correct and complete address. Failure properly to address letters and other mail imposes upon the Postal Service a very serious burden and expense, delays the mail involved, and interferes with the expeditious handling of the mails generally.

In order to correct and complete deficient addresses with a view of effecting the delivery of mail, it is the practice to consult direc-

tories and similar books of reference. This "directory service" is an additional service, not covered by the ordinary postage charge, and it is believed that an additional postage charge of 1 cent should be made for correcting and completing addresses. Such charge would be analogous to the one provided by the act of April 24, 1920, under which 3 cents postage is collected for returning undelivered letters to the senders in cases where the latter failed through carelessness or otherwise to place their return card on the letters, thus necessitating the sending of the letters to the dead letter office for opening and return. It is therefore recommended that provision be made for the collection of an additional postage charge of 1 cent for each piece of mail accorded directory service, such charge to be collected as postage due upon delivery of the matter to the addressee or its return to the sender. A suggestion for the terms of legislation for this purpose will be found elsewhere.

PLANT-QUARANTINE ORDERS AND TERMINAL INSPECTION OF PLANTS.

The department has continued to cooperate with the United States Department of Agriculture in the enforcement of quarantine orders issued by that department against insect infestations and plant diseases of various kinds, the most far-reaching of which is that for the white pine blister rust, prohibiting the movement of five-leafed pines, currant and gooseberry plants (carriers of the white pine blister rust infestation) from all States east of and including Minnesota, Iowa, Missouri, Arkansas, and Louisiana, interstate to points outside such area. All postmasters within the quarantined area have been cautioned to exert the utmost vigilance to see that no parcels containing such plants are accepted for mailing to the western regions containing the virgin pine forests, which are still free from this blight.

The Postal Service is also cooperating most heartily with all the States that have taken advantage of the benefits of the act of March 4, 1915, by providing for terminal inspection of plants and plant products mailed into such States, with the result that this perishable material is being handled in the mails with greater expedition and in harmony with the desires of the officials responsible for the enforcement of the State laws pertaining to the matter. Utah was added during the past year to the list of States having provided for the terminal inspection of plant material, the others, in addition to

the District of Columbia and Hawaii, having previously made such provision being Arizona, Arkansas, California, Florida, Mississippi, Montana, and Washington.

SPIRIT OF COOPERATION IN PROMOTION OF USEFULNESS OF POSTAL SERVICE AND CORRECTION OF HAMPERING PRACTICES.

It is the purpose of the department to serve the public efficiently and expeditiously. In carrying out this policy everything possible is being done to promote the usefulness of the service, extend its facilities, and eliminate unnecessary restrictions. At the same time earnest efforts are being made to secure the cooperation of the public in the correction of practices having a tendency to hamper the department in the achievement of this goal.

Among the features accomplished during the past year in the way of modifying the conditions governing the acceptance of matter for mailing may be mentioned the simplification of the regulation under which fourth-class or parcel-post matter may be mailed in sealed parcels at the fourth-class rates of postage. Formerly this privilege was restricted to proprietary articles of merchandise labeled to show the specific nature and quantity of the contents. Under the simplified regulation the labels need show only the general nature of the contents of the parcels, as "Merchandise—fourth-class mail," together with a statement that they may be opened for postal inspection, if necessary, and the name and address of the sender. This method of preparing parcels for mailing is safer and more convenient and economical than tying and sending the parcels unsealed, and affords numerous advantages to the sender as well as to the Postal Service. The department encourages its use wherever practicable. The repeal of the war stamp tax on parcel-post matter, effective January 1, 1922, also served to increase the popularity of the parcel-post service.

Every effort has been made to impress patrons with the necessity of preparing and addressing mail with care, the importance of placing a return card on all mail, and the desirability of using envelopes, cards, etc., of uniform and standard size and shape, adapted to fit the separating cases and other equipment used in the Postal Service. Special efforts are being made to discourage the practice of using small "greetings" cards and envelopes so widely prevalent during Christmas, Easter, and other holiday seasons instead of such

cards and envelopes of larger size. These cards seriously retard and disarrange the work throughout the service at a time when the postal facilities are taxed to the utmost. Assurances have been received from the manufacturers and distributors of such cards and envelopes of their hearty cooperation in this matter. The spirit of helpfulness encountered in this and other endeavors made by the department to eliminate objectionable practices and facilitate the handling of mail has been gratifying indeed and it constitutes a forceful manifestation of the pride and interest which the public generally have in their Postal Service.

ASCERTAINMENT OF COST OF CARRYING AND HANDLING THE MAILS.

In the last annual report mention was made of the fact that no official ascertainment of the cost of carrying and handling the several classes of mail matter and of performing the special services has been made since 1908 and the investigation and report thereupon by the Hughes Commission in 1911. It was further stated that, in accordance with the judgment of the Post Office Committees, the Joint Postal Commission and the department had undertaken to make this ascertainment; that the commission has charge of the matter and is authorizing the procedure and will ultimately make its findings, but that the Post Office Department must perform the large part of the work through its various agencies, which work has been undertaken by competent officers in cooperation with the commission's efficiency engineers.

A complete system of procedure under which the necessary statistical data shall be secured from the service has been devised and the necessary forms and letters of instruction for the use of the service in securing and reporting the same have been prepared. A statistical period beginning with September 18, 1922, was first selected, but on account of the conditions of the mail service as well as of business generally throughout the country resulting from the railroad and coal strikes, it was found inadvisable to proceed during that period. A postponement was therefore necessary, and because of the time needed for adequate instruction of the supervisory forces in the principal post offices and the large increase of work during the holiday season it was found impracticable to select a period earlier than the beginning of the next calendar year. Furthermore, the work in the principal post offices will necessitate

the employment of temporary clerks, and the completion of the work will require a large force of temporary employees at Washington. These and other items make it necessary to secure adequate appropriation to cover all the expenditures necessary to gather, tabulate, and compile the data and make the final ascertainment.

REGISTRY, INSURANCE, AND COLLECT-ON-DELIVERY SERVICES.

During the years immediately following the war there was an abnormal increase in these services, and it is not surprising that the domestic registry service shows a slight decrease and the foreign registry service a considerable decrease during the past year.

The insured and collect-on-delivery services continued to show an increase, although the rate of increase was not as great as that of the year 1921 over 1920. It is evident that these special features of the Postal Service are growing in favor with the public, and the administrative improvements inaugurated during the year will tend to increase their popularity.

Detailed comparisons and statistical data will be found in tables in the appendix.

REGISTERED MAIL AND LOSSES.

There were 74,021,013 registrations on which the registry fee was paid during the fiscal year 1922, which produced a revenue of $7,402,-101.30 in fees, exclusive of postage, and 7,439,642 official registrations on which no fees were paid, making an aggregate of 81,460,655 paid and free registrations during the year.

There were 62,729,493 domestic and 11,291,520 foreign paid registrations, a decrease of 2,250,526 domestic paid, or 3.46 per cent, and a decrease of 1,933,475 foreign paid, or 14.70 per cent, from the preceding year, a total decrease of paid registrations in 1922 from 1921 of 4,184,001, or 5.35 per cent. The domestic paid registrations were 84.75 per cent and the foreign paid registrations were 15.25 per cent of the entire paid registrations during the year, and the free registrations were 9.13 per cent of the total number registered, paid and free.

The decrease in volume of both domestic and foreign paid registrations is believed to be due principally to the progress toward normal conditions both in this country and abroad, and to increased patronage of the postal money-order service.

There were 1,220 international and 4,691 domestic registry claims approved during the fiscal year 1922, involving the expenditure of $9,892.84 for international and $94,158.06 for domestic indemnity, covering losses chargeable to 1922 and prior years, a total of 5,911 claims amounting to $104,050.90.

INSURED MAIL AND PAYMENT OF CLAIMS.

During the fiscal year 1922, 126,333,881 parcels were insured, an increase of 10,007,217 parcels, or 8.60 per cent, over the fiscal year 1921. The total amount of fees received on insured parcels during the year, exclusive of postage, was $6,538,646.55, an increase of $270,646.53, or 4.32 per cent, over the preceding year.

There were 59,757,805 parcels insured for the 3-cent fee, an increase of 10,097,656, or 20.33 per cent, and 12,126,164 parcels insured for the 10-cent fee, an increase of 684,868, or 5.99 per cent, over 1921. There were 50,395,910 parcels insured for the 5-cent fee, a decrease of 465,284, or 0.91 per cent, and 4,054,002 parcels insured for the 25-cent fee, a decrease of 310,023, or 7.10 per cent, from the preceding year.

A number of postmasters reported that patrons insured their parcels for less than their actual value, being willing to take chances on account of the improved conditions in the Postal Service. It is the policy of the department to encourage the insurance of parcels for their full value up to $100, which is the limit of indemnity for any one piece of such mail, and it may be possible that some patrons are insuring parcels for the 3-cent fee, with the mistaken idea that insured mail is given the same protection as is given registered mail, which is not the fact. The registration of mail provides for protection rather than indemnity, while the insurance of mail provides for indemnity rather than protection. Action will be taken to correct any possible misconception of this service by the public in order that they may obtain the full advantage of the limit of indemnity if desired.

The aggregate number of claims for indemnity involving insured mail adjusted during the year was 327,385, amounting to $3,412,102.48, at an average amount of $10.42 per claim. Of these claims the department adjusted 32,509 and postmasters adjusted 294,876.

COLLECT-ON-DELIVERY SERVICE.

There were 30,941,570 parcels sent collect on delivery during the fiscal year 1922, an increase of 4,616,303 parcels, or 17.53 per cent, over the fiscal year 1921. The total fees on collect-on-delivery mail, exclusive of postage, for the fiscal year 1922 amounted to $3,152,-150.60, an increase of $452,301.95, or 16.75 per cent, over the preceding year.

There were 30,554,946 parcels sent collect on delivery for the 10-cent fee during the fiscal year 1922, an increase of 4,678,492 parcels, or 18.08 per cent, over 1921. There were 386,624 parcels sent collect on delivery at the 25-cent fee during the year, a decrease of 62,189 parcels, or 13.86 per cent, from the preceding year.

The fees paid on parcels sent collect on delivery indicate the limit of the amount of charges to be collected when the parcels are delivered and do not necessarily represent the actual value of the articles involved. Some installment mail-order houses send parcels collect on delivery to cover the first payment only, while in other cases the amount of charges to be collected on delivery may represent only a part of the balance due on the merchandise involved. The decrease in the number of parcels sent collect on delivery for the 25-cent fee may indicate an inclination toward a reduction in the values of the more expensive articles involved.

There were approved during the year 98,052 claims, amounting to $900,913.16, for indemnity on collect-on-delivery parcels, an average of $9.19 per claim. All of these collect-on-delivery claims were adjusted by the department.

PAYMENT OF INDEMNITY CLAIMS BY POSTMASTERS.

Prior to December 15, 1920, all indemnity claims were adjusted by the department, but effective on that date postmasters at offices of the first and second class and the United States postal agency at Shanghai, China, were authorized to pay indemnity claims involving insured parcels only mailed on and after that date with the exception of some few claims which it was considered advantageous to have the department adjust because of the favorable conditions under which the evidence in those few claims could be collected and the payments made.

Following the general plan of decentralization, effective July 1, 1922, postmasters at the central accounting offices of the States or

sections in which both insured and collect-on-delivery parcels are mailed were authorized to pay indemnity claims arising from the loss, rifling, and injury of both insured and collect-on-delivery parcels mailed on and after that date, with certain few exceptions. It is confidently believed that this change will result in greater expedition and decreased cost in handling these claims with consequent greater satisfaction to the patrons of the service.

RECEIPTS SHOWING DELIVERY OF INSURED PARCELS.

From the beginning of the insurance feature of the Postal Service, January 1, 1913, up to June 30, 1917, receipts were obtained from addressees of insured parcels and filed to prove delivery of such parcels, but beginning July 1, 1917, the insurance tag which was required to be attached to each insured parcel was discontinued, and with it the requirement to obtain receipts on delivery.

Many suggestions and requests have been received from postmasters that the department return to the policy of taking these receipts to show delivery, and in response thereto, effective February 1, 1922, these receipts were authorized to be taken in all cases except when delivery is made by city carriers. The city carriers were excepted because of the anticipated additional expense for city carrier service to obtain these receipts.

When the amount of indemnity paid because receipts are not taken reaches a sum equal to what would have to be expended in additional clerk hire and city carrier service it would seem advisable to require delivery receipts for insured mail in every instance, and it has been argued by some that that condition has actually arisen. This subject is therefore being given careful consideration with a view to perfecting the service in every possible particular with available facilities at the minimum cost to the Government.

SENDERS' RECEIPTS FOR ORDINARY PARCELS.

A few years ago the department was importuned to issue receipts as evidence of the mailing of ordinary parcels, and this special feature was put in operation September 1, 1915, at a cost of 1 cent for each parcel involved for which such receipt is given. These receipts have no connection with the insured and C. O. D. mail, and are merely evidence of mailing of the particular parcels involved, and no receipt is obtained for such ordinary parcels from the addressees

on delivery and no indemnity is paid on account of the loss or injury of such parcels. To obtain indemnity parcel-post matter must be insured or sent collect on delivery.

No complaints have been received concerning this service, and it is therefore doubtless satisfactorily serving those who desire the special facility. No statistics have been collected during recent years showing the extent or the growth of this feature, but 745,000 of these receipts were issued to postmasters during the fiscal year 1922, and it is fair to presume that number or more were used during the year. The receipts issued during the year represent a revenue of $7,450. It is estimated that at least as many receipts of this charter were issued on firm mailing books, which would increase the aggregate to 1,490,000 receipts, representing an aggregate value of $14,900.

INTERNATIONAL INSURANCE AND COLLECT-ON-DELIVERY SERVICE.

Several foreign countries have requested this country to cooperate in the introduction of an insurance service in connection with international parcel-post mail. Arrangements are nearing completion with the British postal administration for such service with Great Britain, and it is expected that it will be put in operation during a part of the fiscal year ending June 30, 1923. It is expected to adopt this international insurance feature with other countries as rapidly as those countries may desire and conditions will permit or justify.

International collect-on-delivery service is also contemplated with foreign countries as may be demanded and justified from time to time.

NEEDED LEGISLATION FOR EXTENSION OF DOMESTIC INSURANCE AND C. O. D. SERVICES.

The law authorizing the insurance and collect-on-delivery services limited the application of these features to fourth-class or parcel-post mail only. Frequently postmasters inadvertently accept third-class matter for insurance or to be sent collect on delivery. As miscellaneous printed matter (third-class mail) weighing 4 pounds or less is subject to the third-class rate of postage and that weighing over 4 pounds is subject to the fourth-class rate of postage, the differentiation in classification being so slight it is believed that the privileges of the insurance and collect-on-delivery services should be extended to include third-class as well as parcel-post (fourth-class

mail), and it is therefore recommended that the privileges of these special services be extended to third-class mail.

This legislation, if granted, will extend the facilities of these services to a larger range of patrons and give privileges which are really desired and much needed. While it is true that the public have the right to register third-class matter and obtain limited indemnity in case of loss, yet, as a rule, this class of mail is not considered as valuable as the merchandise or parcel-post mail which is prohibited registration, and if the law is amended to extend the insurance and collect-on-delivery services to third-class matter it can be done with as much satisfaction to the public and with considerable less cost to the Government in handling. A suggestion for the terms of such legislation will be found elsewhere.

MONEY-ORDER SYSTEM.

The gradual readjustment in the business world was reflected by the postal money-order transactions of the year. A marked increase in the number of domestic orders issued and paid indicated clearly the continued popularity of this method for transmitting small sums of money through the mails. On the other hand, the decided decrease in the total value of the orders, as well as in their average amount, may be properly attributed, it is believed, to the decline in the price of most of the commodities sold by mail-order houses, to the reduction in the number of our soldiers stationed in Germany (orders intended for or sent by members of the American Expeditionary Forces always averaging much higher than those used in the transaction of purely domestic business), and to the lower income-tax rate, thousands of postal money orders being used to discharge this form of governmental obligation.

International money-order business is still seriously affected by disturbed conditions in Europe, the number and value of international orders issued and the value of such orders paid showing a continued decline. The number of such orders paid, however, increased nearly 9 per cent over last year, and from the viewpoint of the mail-order exporter this is one of the most encouraging features of recent money-order transactions, indicating as it does that more orders for the smaller amounts are being received to pay for articles which have been widely advertised in foreign countries. The further

extension of the money-order service to other neighboring nations will serve to stimulate this form of commercial activity.

The department endeavors to maintain money-order business at all post offices where there is an evident demand for such service, and in accordance with that policy created 614 new money-order offices during the year. The extension of rural delivery, however, resulted in the discontinuance of 612 money-order offices, and as a consequence the number of such offices on June 30, 1922, was 54,103, an increase of but 2 over the preceding year.

The amount of funds which postmasters may retain to insure the prompt payment of money orders, technically termed "money-order reserve," increased from $4,993,050 to $4,995,484, a net gain for the year of $2,435. This increase, however, was insignificant as compared with the reduction in the amount of reserves on July 1, 1922, when the decentralization of money-order accounting at third and fourth class offices became effective. By that change money-order reserves at third and fourth class offices to the amount of $1,665,819 were automatically discontinued, and consequently the present fiscal year began with money-order reserves totaling only $3,329,665. By curtailing the number of offices at which surplus money-order funds are deposited it has been found possible to expedite very much the accumulation of such funds with the Treasurer of the United States. Accordingly, 79 post offices were abolished as money-order depositories, care being taken not to discontinue any office where the Treasury Department has designated a local bank as a Government depository.

The investigation of alleged improper payments of money orders, which the department always undertakes on complaints made by the true owners, resulted in reports by inspectors on 1,674 money orders, amounting to $32,774.99. It was found that 142 of the orders, with a value of $3,057.70, had been properly paid, there being no just cause for complaint; and that because of contributory negligence of either the remitter or payee the department could not be blamed for the wrong payment of 44 orders, totaling $840.45. In all other instances it was clearly shown that the orders were not paid to the true owners, and in 1,040 cases, totaling $19,774.13, the amounts were recovered from the persons to whom payment had been made and delivered to the true owners. In 416 instances,

amounting to $7,706.13, lack of care on the part of the employees of the paying offices resulted in the loss being charged against the postmasters at those offices, while in the case of the remaining 32 orders, totaling $1,396.58, it was felt that neither the issuing nor paying postmasters were at fault, and the department therefore assumed this comparatively small loss.

Money-order conventions were prepared and submitted to the postal administrations of various foreign countries during the year, two of which, those for Brazil and Hungary, were finally concluded and ratified. The Brazilian convention became effective on November 23, 1921, and the Hungarian on June 15, 1922. Amendments to existing conventions, intended particularly to change the basis on which money-order business is transacted from that of a foreign currency to the American dollar, were concluded with Barbados, Grenada, Jamaica, and the Leeward Islands (Antigua, Dominica, Montserrat, Nevis, St. Kitts, and the British Virgin Islands).

The transaction of money-order business with foreign countries results in a balance due either the United States or the foreign postal administration. By the terms of the various money-order conventions these balances are usually settled by means of bills of exchange remitted by the debtor to the creditor country. The value of money orders issued in the United States for payment abroad always exceeds the amount of those issued in other countries for payment here, and consequently the exchange purchased by the United States exceeds the bills received from abroad. If it is possible to purchase exchange at a lower rate than at which the money orders were sold, a profit is made on the transaction; otherwise a loss is sustained. During the year this department purchased on money-order account bills of exchange amounting to $11,367,370.73, resulting in a gross gain of $229,487.26 and a loss of $37,542.27, these purchases adding to the postal revenue a net gain of $191,944.99.

MONEY-ORDER FEES.

The fees to be charged for the issue of domestic money orders are prescribed by the statute of January 27, 1894, and may be changed only by legislative action. Recent changes in the schedule of fees for the issue of money orders by private corporations, combined with the increase in the cost of transacting postal money-order business

because of the higher salaries paid Postal Service employees, renders it desirable that the schedule of 1894 be revised.

The inconvenience and embarrassment to which the service may be subjected by reason of an inflexible schedule established by Congress and which can be modified only by the same supreme legislative body, is most pronounced at the present time when conditions in the business world are changing so rapidly. An essential requirement of good business administration in the money-order service is the ability to raise or lower fees promptly when circumstances arise which render such action necessary or desirable. Accordingly, it seems advisable to obtain a specific provision by Congress giving to the Postmaster General authority to establish and alter the schedule of fees for the issue of postal money orders as the occasion may require. A suggestion for the terms of such legislation will be found elsewhere.

EXTENSION OF CENTRAL ACCOUNTING SYSTEM AND MERGING OF POSTAL AND MONEY-ORDER ACCOUNTS AND FUNDS.

Effective July 1, 1922, the central accounting system was extended to include third and fourth class postmasters' money-order accounts. All postal and money-order cash is treated as Government funds, and postmasters keep their records of all receipts and payments in one cash book, and at the close of the quarter render a consolidated account of all post-office transactions to the State central accounting postmaster. Paid money orders become the same as cash and are remitted in payment of postage-stamp stock or as a deposit of surplus funds. The practical effect of this extension is to place district post offices on a self-financing basis and to eliminate the rendition and settlement of 600,000 money-order accounts annually.

PURCHASE OF SUPPLIES AND THEIR DISTRIBUTION.

As a result of the policy of the department in centralization of purchases of supplies for the Postal Service and getting away from long-term contracts on material on which prices fluctuate substantial savings have been effected. Under the old system of long-term contracts the contractor endeavored to protect himself against the possible rise in the cost of raw materials. By keeping in touch with market conditions it has been possible to go into the market for large quantities when the prices were most favorable.

The large increase in Postal Service during the past four or five years, particularly the enormous growth of the parcel post, has necessitated a commensurate increase in the quantity of supplies required. The great amount and the high cost of these supplies have more than ever rendered imperative systematization of the handling and distribution, both in the department and in the field. This has been accomplished during the past year, as well as expedition in the handling to the consequent greater satisfaction of postal employees throughout the country, with a resulting economy to the Government.

The department placed an order for 25,000 all-leather satchels for letter carriers at a price of $3.37 each, which was considerably less than the price quoted on a combined leather and canvas satchel for a contract term of one year. The all-leather satchel is far more durable and satisfactory than the combined leather and canvas satchel formerly in use, and on the quantity purchased the difference in price effected a saving of $15,125.

Fifty mechanical facing tables have been built by the department and are in process of distribution to the service. The decision of the department to construct these facing tables in its own equipment shops was reached after the receipt of proposals for this item; the lowest bid was at the rate of $3,200 each, which was considered exorbitant. A committee was designated to consider the advisability and practicability of constructing a facing table specially designed for use in the Postal Service, with the result that an entirely satisfactory table of a design somewhat different from the ordinary table and occupying less space has been developed at a cost of manufacture of $1,000, resulting in a saving on this lot of tables of $110,000.

During the year there were purchased 125 Class B canceling machines; at the same time there have been 89 machines retired from the service on account of being extremely noisy, difficult of adjustment, and generally unsatisfactory; these 89 machines, motor driven, will be converted into hand-power machines and distributed to the smaller offices requiring canceling machines.

Scales numbering 4,618 have been purchased; 600 of these were of the automatic computing type, which has been found to be particularly adaptable in the conduct of the parcel-post business.

Adding and computing machines to the amount of 581 were purchased. This included 53 specially designed bookkeeping machines for central accounting offices. A number of mimeograph and dictating machines have also been supplied with a view of expediting the clerical work at the large post offices. Two additional post offices have been provided with electrical tabulating equipment for the accounting of money orders. There have been 796 typewriters purchased from the surplus equipment of the several departments. Conveyor systems have been installed, or are in the course of installation, at the post offices at Los Angeles, Sacramento, and New Orleans.

The distribution of firearms and ammunition has been made on a large scale during the past year for the proper protection of the mail. At present there are approximately 40,000 revolvers and 300 shotguns, with an adequate supply of ammunition, in the service of the Post Office Department.

There has been distributed to the Postal Service 160,114,525 domestic and international money-order forms, 138,864,850 official and registry envelopes, and 3,199,000 postal savings certificates of deposits of various denominations. There have also been furnished 14,636 postmarking and canceling stamps, and 294,196 money order, registered, parcel post, and miscellaneous stamps.

Post-route, rural-delivery, county, local-center, and miscellaneous maps and drawings, furnished for use in the Postal Service and for sale as provided by law, totaled 72,762. There were also furnished 59,391 parcel-post zone keys. The proceeds derived from the sale of maps of various kinds amounted to $5,635.

During the fiscal year orders were placed for 7,800 letter boxes, 1,100 package boxes, and 1,825 combination letter and package boxes.

With a view of lengthening the life of street letter boxes, all new boxes were first dipped in lead before being given a coat of the usual green letter-box paint, which practice it is believed will materially reduce the rusting.

On account of numerous delays of private contractors in making deliveries of letter boxes, arrangements have recently been made with the United States navy yard at Washington, D. C., for the manufacture of letter boxes for the current fiscal year to be made of steel,

brass, and zinc. The boxes made of brass and zinc will be placed in cities along the coast as an experiment in determining the rust-resisting qualities of boxes made of these metals.

Effective July 1, 1921, a new system was adopted whereby definite large quantities of motor-vehicle supply items were purchased from time to time as needed in lieu of a system in effect prior to that date under which small purchases were made from time to time under yearly contracts. This system of quantity purchases of motor-vehicle supplies has resulted in an actual saving during the year of $496,664. In addition, a careful scrutiny of all local and emergency purchases in the motor-vehicle service has resulted in a material reduction in local purchases by postmasters at excessive prices, effecting a further saving in the cost of supplies of approximately $500,000, making a total saving of $996,664. The number of motor-vehicle items actually furnished by the department has been increased from 70 to 279. The results accomplished under this plan have been so gratifying that the system will be continued in effect during the next fiscal year.

Last year negotiations with the stamped-envelope contractors resulted in the cancellation of their existing four-year contract and a new agreement for the balance of the term. A saving of $6,276,194.80 was effected.

Mention was made in the last annual report of the revision of the specifications of envelopes of the executive departments and independent establishments of the Government whereby 95 of the 289 items which were previously listed were eliminated by consolidations. During the past fiscal year this subject has been given further attention by a committee consisting of representatives of the various executive departments and independent establishments of the Government, and 49 additional items have been eliminated, reducing the total number of items on the schedule of envelopes to 139. The prices quoted for furnishing the envelopes under the new schedule show a saving for the year, based upon the estimated quantities that will be ordered, of $53,000.

During the fiscal year the department purchased 2,653,994 pounds of jute twine for use in the Postal Service. It has been the policy of the department for years to make contracts for jute twine for a period of the year, beginning on the 1st day of November on account of crop conditions. However, at the expiration of the contract dur-

ing the last year, advertisements were issued to cover a specified quantity for immediate delivery, with the result that the prices quoted were approximately 35 per cent lower than those quoted for the three previous years.

The policy of using surplus supplies of other departments, which was adopted by this department after the appointment of the chief coordinator, was continued during the past year. No purchases were made from commercial firms until it was ascertained from the chief coordinator that none of the supplies desired were obtainable from other departments of the Government. It is estimated that the Post Office Department saved approximately $86,000 by purchasing the supplies which other departments had on hand as surplus during the past year.

All supplies received in the department are carefully inspected to ascertain whether they comply with contract requirements. Supplies that are purchased at the factory for direct shipment to post offices are inspected by postmasters in the city from which shipment is made. The postmaster making a tentative inspection submits to the department samples selected at random from lots ready for shipment. These samples are sent to the Bureau of Standards for test or analysis. The supplies are not released until it has been ascertained that they are in accordance with specifications.

During the past year shipments of postal supplies have been made by freight, amounting to 38,112,000 pounds, the freight shipments representing approximately 44 per cent of the total shipments of supplies.

Several thousand inventions and suggestions for improvements to equipment used in the Postal Service were presented to the department by employees and persons not connected with the service; each of these has been carefully considered by the committee on experiment, research, and design. Whenever any device submitted appears to have merit, it is given a practical test in the service or referred to the proper division for an expression of opinion as to its practicability. The greater number of the inventions and suggestions have proved to be impracticable, and therefore valueless, but the variety and the number offered, particularly by postal employees, indicates a deep interest in the department's endeavor to increase the efficiency of the service.

MAIL-EQUIPMENT SHOPS.

In the mail-equipment shops an increase of 75 per cent during the past year over the record production of the preceding year indicates the extent to which inventive talents, improvements in the manufacturing methods, and increase in individual efficiency have been developed.

The lack of floor space has limited economies and in the coming year will prove a heavy handicap in the work of salvaging thousands of condemned sacks.

A total of 2,416,665 mail containers were manufactured during the year. Of this number, 1,152,741 sacks and 196,472 pouches were made in the shops, while 346,454 sacks and 720,994 pouches were acquired under commercial contracts.

In the number of mail containers repaired there was a decrease from 2,758,308 in 1921 to 2,108,046 in 1922. By cutting and fitting condemned sacks and pouches and supplying new parts where needed, 528,359 containers were restored to the service, as compared with 523,210 last year. The mail containers condemned as unserviceable include 385,513 sacks and 55,593 pouches. The adoption of new methods of salvaging these containers is rapidly reducing the percentage of condemnations.

The production of new locks during the year was increased 271 per cent over that of 1921, and includes 311,624 ordinary and 35,316 rotary locks.

Among the articles manufactured were 50 revolving facing tables, which are now being assembled.

An efficiency board was organized for the purpose of encouraging inventions, improving methods of manufacture, and converting waste products into useful material. All employees were invited to submit suggestions which would enable the shops to cooperate in effecting economies. As a result the following inventions and suggestions were adopted, effecting material savings in labor and cost:

An eccentric post designed to remodel and to restore to service 110 condemned canceling machines.

Processes for utilizing parts of several hundred thousand pouches and sacks which were annually sold as junk.

The conversion of old No. 2 sacks into No. 3's, eliminating the manufacture of the latter class and saving by utilizing materials

formerly sold as junk. An additional economy will accrue through the interchange between old and new canvas whereby the sack subject to the greater strain receives the stronger material.

A machine to cut lacing cord.

An efficient safety device with which all grommet presses are now equipped. Various commercial press guards have been tried out in the shops, but none proved successful. An employee invented a device which has eliminated the accidental punching off of fingers, which was a frequent occurrence before its adoption.

A pressed pouch-fastener link to replace the casting formerly purchased.

A process by which tin, formerly lost, extracted from the sawdust in which tinned articles were cleaned.

A slotless screw and a tool for its insertion in rotary locks.

A gravity spring-cutting machine.

The elimination of rope trimming which save and strengthens the pouch head.

A revolution in sack inspection and tumbling.

There were other innovations which resulted in reductions of cost.

The total labor and overhead cost of the principal articles manufactured and repaired during the year was $28,743.60 less than that for an equal number of the same articles in 1921.

In the manufacture of locks and mail containers a comparison of the actual time involved with that required to produce a like number in 1921 reveals a curtailment of 50,495 labor hours.

The appropriation for the fiscal year was $4,000,000, of which approximately $3,986,509.68 was expended.

The department is very much in need of enlarged facilities in the building used by the equipment shops. Such enlargement would enable the department to effect greater economies in the production of articles. The matter was presented to the Congress during the last fiscal year, and a joint resolution authorizing the Postmaster General to enlarge the building used by the equipment shops was before the appropriate committees of the House.

A recommendation for legislation authorizing this enlargement is included hereinafter.

FRAUDULENT ENTERPRISES.

A great number of schemes to defraud came before the department during the year. They varied from simple catchpenny schemes to gigantic frauds, involving hundreds of thousands of dollars. While many persons and concerns were forced to abandon their fraudulent enterprises because of the issuance of orders forbidding the delivery of mail and the payment of money orders to them, a great many more discontinued the dissemination of fraudulent representations upon being cited by the department to show cause why such so-called "fraud orders" should not be issued against them. Included in the latter class were many concerns advertising preparations for the cure of such ailments as tuberculosis, cancer, venereal diseases, etc. The drugs found in each of these alleged specifics are well known to the medical profession and their worthlessness as cures for the diseases for which sold is beyond controversy. Such schemes as these not only deprive the unfortunate victim of his money but the waste of precious time in obtaining proper treatment often results in serious injury to health, and sometimes even death.

Due to prohibition in this country, promoters from abroad grasped the opportunity to flood the mails with advertisements of materials for the home manufacture of intoxicating beverages. It was found in each instance that the advertised products were misrepresented and quite useless for the purpose sold. Active steps were taken against foreign dealers so using the mails to defraud.

LOTTERIES.

During the year the promoters of lotteries, gift enterprises, and similar prize schemes were particularly active, as evidenced by the endless variety of propositions which came before the department for consideration under the postal lottery statutes, a great number of which were found to be in violation of these laws. Many of these schemes involved the collection and distribution of large sums of money in cash prizes.

The prize contest was resorted to by many newspapers and other publications in all sections of the country for the purpose of building up their subscription lists, and though not so popular with the well-established firms, it has found much favor with many business concerns as a means of stimulating trade.

One class of schemes conducted on a large scale was a so-called word-puzzle contest, in which as many as 250 prizes, ranging from $1 to $10,000 in a single contest, with the number of contestants running as high as 300,000, were offered to purchasers of commodities, subscribers to publications, memberships in organizations, etc.

Foreign lottery agents sent their literature into this country in great quantities, and 57 orders were issued forbidding the transmission of mail matter and the certification of money orders intended for such agents.

OBSCENE AND SCURRILOUS MATTER.

There are still a great many persons and concerns endeavoring to advertise and sell obscene books and pictures through the mails. During the year there came into existence many so-called photographic studios which make and merchandise "nudes," occasionally under pretense of restricting sales to those legitimately interested in art. Representatives of foreign publishers were also active in seeking to market their obscene publications in this country. Careful watch has been maintained for all such matter and the law is strictly enforced with respect to both foreign and domestic products of this nature.

A great deal of scurrilous matter was also deposited in the mails, and while much of it was of a character not coming within the purview of existing law, an appreciable quantity was dealt with under the Penal Code and strenuous efforts made to protect the public against obscene and scurrilous attacks through the mails.

CLAIMS OF POSTMASTERS FOR REIMBURSEMENT FOR LOSSES SUSTAINED.

Claims of postmasters for reimbursement on account of losses of funds and stamp supplies resulting from "burglary, fire, or other unavoidable casualty," and losses of funds in transit to designated depositories to the number of 2,148 were settled during the year. Of this number 1,475 claims, aggregating $276,146.96, were allowed. This amount includes $74,029.11 for war savings and thrift stamps and funds, $8,473.47 for war-revenue stamps and funds, and $116,411.94 for postage-stamp supplies. Losses resulting from burglary of banks in which funds and stamp supplies were deposited for safe-keeping were covered by 53 claims received. The number of

cases considered is the largest of any year in the history of this work.

Attention is invited again to the annual report required by law to be made by the Postmaster General to Congress showing his action on these claims. Everything shown in such report is included in the records of the department and is quickly available when needed, and much labor and considerable time are used in the preparation of the report. As this report seems to serve no useful purpose, the law requiring its preparation should be repealed and a suggestion for the form of legislative enactment will be found elsewhere.

CLAIMS FOR PAYMENT FOR DAMAGE TO PERSON AND PROPERTY.

The Postmaster General is empowered by the act of June 16, 1921 (42 Stat. 63), to adjust and settle claims not exceeding $500 for damage done to person or property by or through the operation of the Postal Service. A total of 860 of these claims was received during the year. Final disposition was made of 341, of which 115 were disallowed, and 226 claims, amounting to $10,306.82, approved and paid. The remaining cases are still under consideration, many being held in abeyance awaiting claimants' compliance with requirements of the department. In addition to the foregoing, approximately 500 reports covering accidents have been filed with the department in which no claims for payment have yet been made. The volume of incoming claims is constantly growing.

POST OFFICE INSPECTORS SERVICE.

The post-office inspectors constitute an important branch of the Postal Service. There is practically no limit to the variety of work assigned to the inspectors. They make personal investigations and inquire into all things affecting the postal establishment that demand personal attention, and the department depends to a considerable extent upon their reports as to the conditions and needs of the service throughout the country. Material assistance has been rendered to administrative officers of the department in this respect during the year.

In harmony with the policy of decentralization many service complaints heretofore handled by the department bureaus have been diverted to the inspectors in charge. Under this practice the inspectors in charge acquire a more complete knowledge of postal conditions in

their territories, and through their field inspectors, acting as teachers and instructors of employees, are enabled to promote and further a better and higher grade of service.

The number of cases of loss and rifling or other serious irregularities affecting domestic registered mail investigated and reported to the department during the year was 17,695. Complaints of loss and rifling of ordinary mail are used principally to locate depredations in the service and are submitted directly to the inspector in charge. Of these complaints 457,723 were recorded and closed during the year.

Miscellaneous cases, covering requests of the department bureaus, principally charges against postal employees, complaints affecting the service, leases of post-office premises, etc., to the number of 19,354, were investigated personally by inspectors and reported to the department with recommendation for appropriate action, and there were investigated and reported 5,395 cases covering complaints of use of the mails for fraudulent purposes and the mailing of lottery, obscene, and scurrilous matter. The investigations of cases of robberies and burnings of post offices, damage or destruction of mail or equipment by violence, casualties, wrecks, etc., were 9,327; and 9,438 cases of irregularities in parcel-post service. Of petitions for establishment of rural Free Delivery Service there were 806 investigations and 767 cases of inspections of existing rural service for the purpose of revision. In addition to these investigations 25,222 money-order post offices were checked up and inspected during the year.

For offenses against the postal laws 3,246 individuals were arrested, of which number 1,756 were convicted. The difference represents the number of cases pending, acquittals, and cases in which defendants have been discharged for lack of sufficient evidence.

It is the duty of inspectors when their investigations disclose that postmasters are delinquent in remitting surplus Government funds for which they are accountable to collect and deposit such funds. Inspectors also are required to collect and make proper disbursement of the amounts of money orders which are found to have been paid to the wrong person. Money recovered on account of depredations upon the mails or collected from postal employees who are found to be responsible for losses resulting from irregularities or violation of the regulations in handling mail matter is

forwarded to the chief inspector, where the facts in each case are reviewed and, if the action of the inspector in making the collection is sustained, the money is disbursed under the postal regulations. During the past year $1,265,916.41 was thus collected by inspectors and disbursed in the field and $412,576.86 was forwarded to the chief inspector for review of the action and disbursement.

While the statistics cited give some idea of the volume of work performed by the inspectors, yet these figures do not adequately picture the varied and numerous assignments or duties of that force, nor the very commendable manner in which its functions have been discharged. Nor is it practicable in this report to convey a proper conception of the value of their work and its results to the department, but it should be recorded that department officers have come to rely upon this branch of the service as an indispensable adjunct in the proper administration and conduct of the postal establishment.

Recognizing the value of the inspectors, the department has endeavored to employ their services in a manner productive of the greatest benefits. The old thought that their visits are unfriendly has been dissipated and they are now recognized as instructors and helpers. Their investigations are directed along constructive and helpful lines.

Realizing that particular knowledge applied to the subject matter produces the best results, inspectors have been selected to specialize in certain classes of work, such as the leasing of premises for post-office purposes; the investigations, surveys, and reorganizations, where necessary, of presidential post offices; instructions to postmasters; the conduct of the motor-vehicle service; the investigations of the use of the mails to defraud; and investigations of depredations and losses in the mails.

By this specialization a higher degree of knowledge and ability is brought to bear upon the subject and regularity in the manner of conducting investigations, harmony of individual views, and uniformity in manner of reports are secured, which, furthermore, result in more consistent action by the department in cases of similar character.

DEPARTMENTAL.

PERSONNEL.

The department had 1,496 employees on the statutory roll for the fiscal year 1922, as compared with 1,485 for the preceding fiscal year. The average number of employees on the war-savings and thrift-stamps roll during the fiscal year was 44.

The department personnel officer also handles the personnel work and the personnel of the mail-equipment shops.

It is suggested that the personnel now appropriated for in statutory positions could be handled more effectively if the department had a lump-sum appropriation under which, under such circumstances, readjustments in salaries could be made more consistently than at the present time, when no promotions can be made until vacancies occur. The system of efficiency ratings which prevails in the Post Office Department was first inaugurated pursuant to the act of August 23, 1912, but Congress never appropriated sufficient money to effectively administer the system.

The passage by Congress of some reclassification bill, or appropriations based on the classification of the service made under the provisions of the President's Executive order of October 24, 1921, is urged. Under the existing conditions employees in the Post Office Department, for comparable work, are paid less money than those in any other Government department, with the result that employees are constantly seeking transfers to other departments at higher salaries, and as it is the policy of the department not to interpose any objections to transfers, high-grade employees who have spent years in the service and become valuable to the department are continually leaving to better themselves. It may also be stated that employees are not only seeking transfers to other Government departments but to the field service of the Post Office Department, which was reclassified June 5, 1920. There are at the present time officials in the Post Office Department who receive less money than their subordinates in the field. While the lowest paid clerks and carriers in the field service begin work without experience at $1,400 per year and advance automatically $100 per year until they reach a salary of $1,800, and while unskilled laborers in the field begin without experience at $1,350 and go automatically to $1,450, it is a lamentable

fact that men and women of mature years, both white and black, and many having families to support, are now doing work in the department equally onerous and requiring equal intelligence at $720 per year. The latter have no automatic promotions and often work 5 to 10 years before they get as high as $1,000 per year.

The entire scale of salaries in the department from the lowest to the highest paid is lower than the field service in substantially the same ratio. Taking into consideration also the fact that the cost of living in Washington is high, much higher in fact than in the field, this disparity of compensation discloses an injustice demanding speedy relief. It is not only an injustice to the workers themselves but it is a detriment to the Government, since it prevents the department from securing the best talent.

There are over 300,000 employees in the field whose work is supervised and managed through the department. On principle the department should pay better salaries than the field, so that the avenue of promotion would be open, attracting the best for the more responsible work of the department.

The General Superintendent of Railway Mail Service in the department receives a salary of $4,000 a year, while the division superintendents in the field service under his jurisdiction receive a salary of $4,200 a year. The Chief Post Office Inspector receives a salary of $4,000 a year while the inspectors in charge under his jurisdiction receive $4,200. Chief clerks in the Railway Mail Service receive $3,000; assistant chief clerks $2,500; clerks in charge of sections in chief clerks' offices receive $2,500; and chief clerks at division headquarters of post office inspectors receive $2,600 per annum; while chief clerks to the four Assistants Postmaster General receive but $2,500, plus the bonus; and superintendents of divisions in the department receive as low as $2,000 in some cases. Railway postal clerks, who were included in the Postal Service reclassification act now receive salaries ranging from $1,600 for grade 1, to $2,300 for grade 6; and the entrance compensation for clerks at division headquarters of inspectors is $1,600; while the entrance salary for clerks with similar qualifications in the department is $1,000, with a maximum of $1,900, and an annual bonus of $240. The importance and necessity of legislation to adjust the departmental service will therefore be seen.

Previous recommendations for an adjustment of this anomalous situation are earnestly renewed.

Section 7 of the act of October 6, 1917 (40 Stat. 383), provides that no civil employee in any of the executive departments or other Government establishments who has been employed therein within the period of one year next preceding his proposed employment in any other executive department or other Government establishment shall be employed and paid from a lump-sum appropriation in any other such department or establishment at an increased rate of compensation. It also provides that no such employee employed for such period may be employed in another executive department or Government establishment at an increase in compensation within the period of one year following such reemployment.

The application of this law, in my opinion, has proved detrimental to the best administration of the Government service, in that it prevents the Government from utilizing the services of persons who have demonstrated by tests of fitness that they are qualified and have the ability to serve the Government in superior and higher capacities and compels the selection of persons wholly unfamiliar with governmental affairs for positions in which the services of experienced employees would be far more advantageous.

This legislation applies to a small part of the Government service—that is, the departmental service at Washington, which constitutes less than 10 per cent of the whole—and thereby makes an unwarranted discrimination against employees in Washington in favor of those in the field service.

A suggestion for suitable legislation for the repeal of this act is included hereinafter.

PRINTING AND BINDING—DEPARTMENTAL SUPPLIES.

Efforts toward economy in public printing and binding have been continued during the fiscal year with special effect. The committee on form blanks, composed of representatives of the various bureaus and offices of the department, reviewed and revised the various forms and blanks necessary for the conduct of the departmental service and the Postal Service brought to special attention by requisitions, in order that all duplications, wastage of paper, and other unnecessary expense might be obviated. Accordingly many changes were recommended and approved effecting a monetary saving of $66,877.51.

In the interest of good business administration it was decided to recommend to Congress the coordination and consolidation of the amount expended for printing and binding blanks, namely, money-order forms, books, and postal-savings forms, etc., out of the appropriation for "Stationery," under the Fourth Assistant Postmaster General, into the regular printing and binding appropriation. This recommendation was approved by Congress, and therefore beginning July 1, 1922 (fiscal year 1923), the regular appropriation for printing and binding includes the amounts heretofore expended out of the appropriation for "Stationery" for the forms and blanks above referred to.

On January 3, 1922, the mailing list of the Daily Bulletin was extended so as to include all third-class post offices. This has resulted in greatly improving and increasing the efficiency of the service at these offices.

Various economies have been effected in the use of stationery supplies for the department such as the reuse of rubber bands, clips, sharpening of scissors, steel erasers, etc. Discontinued blanks and forms are not thrown away but are made up into scratch pads for use throughout the various bureaus and offices.

All supplies for the use of the Post Office Department and the greater part of supplies required for the Postal Service are inspected by the board of inspection, i. e., checked against invoices and inspected for quality. Maintenance of the standards of various items of supplies has been carefully guarded and where the quality of a delivery can be determined only by a technical analysis samples of the delivery are submitted to the Bureau of Standards for test and report. No undue technicality is exercised on this inspection work, but insistence on deliveries meeting the practical provisions of the contract is adhered to.

DEPARTMENT BUILDINGS.

Numerous improvements and betterments have been made in connection with the maintenance of the department buildings.

An addition to the rear part of the new city post-office building, corner North Capitol Street and Massachusetts Avenue, on ground already available and owned by the Government, should be provided at the earliest possible date to take care of the requirements of the

Washington city post office, city post-office garage, terminal railway post office, and division of equipment and supplies.

The erection of an archives building in the city of Washington is a real necessity to the Post Office Department, and it is earnestly recommended that the necessary legislation for its early construction and completion be enacted by Congress. The assignment of space in such a building will relieve to a certain extent the congestion now existing in the several departmental buildings, and at the same time provide the protection which is necesssary for valuable records and documents.

SURPLUS PROPERTY.

In accordance with the provisions of Circulars Nos. 7 and 15, Bureau of the Budget, dated July 8 and 27, 1921, respectively the chief clerk was designated as the surplus property officer and director of sales for the Post Office Department and the Postal Service. Any material or property now found surplus and not needed at any point in the Post Office Department or Postal Service is reported through regular channels to the chief clerk. That office immediately proceeds to ascertain whether such material or property can be advantageously utilized by any other branch of the service; and if so proper transfer is made of the same. If the material or property can not be used in the Postal Service, the matter is taken up with the Chief Coordinator for General Supply, who in turn communicates with the various departments and independent establishments of the Government to ascertain whether it can be used by any other service of the Government. If it can be used, transfer is made without charge to the department or establishment desiring the same. If it can not be used, the chief coordinator advises this office to that effect and authorizes the sale of the material or property in question, which is then disposed of in accordance with departmental regulations.

During the fiscal year 1922 a number of cases covering the disposition of surplus property and material in accordance with the above method were handled and a substantial saving effected.

PREPARATION OF NEW EDITION OF THE POSTAL LAWS AND REGULATIONS.

The last edition of the Postal Laws and Regulations was promulgated in 1913. Many changes in organization of the department and in the conduct of the service have occurred since that date. These

and other reasons have caused the issuance of many amendments. In order that a new edition may be prepared an appropriation was requested of Congress for the printing, binding, and wrapping of such edition, to be prepared under the direction of the Postmaster General, which was included in the last appropriation act. A committee was appointed by the Postmaster General to make such revision and prepare the new edition, and the work is now being done.

BUREAU OF ACCOUNTS.

Under the provisions of the budget and accounting act, approved June 10, 1921, there was created in the Postoffice Department a Bureau of Accounts, under the supervision of a comptroller, for making administrative examination of accounts and vouchers and also for setting up and keeping the administrative appropriation and fund accounts.

Under the same act the final audit and settlement of the accounts of the Post Office Department and Postal Service was transferred to the general accounting office.

The accounts in the comptroller's office are kept on a current basis in order that information relative to post-office revenues and expenses may be available at all times for the information of the executive officers of the Post Office Department in connection with the administration of the service. Operating statements are compiled monthly showing the current revenues and expenses of the service as well as the amounts chargeable to each appropriation.

RECOMMENDATIONS FOR LEGISLATION.

MONTHLY INSTEAD OF QUARTERLY PAYMENTS OF RENT FOR POST-OFFICE PREMISES.

To authorize the Postmaster General to pay the rent on post-office premises monthly instead of quarterly, it is suggested that the appropriation item "For rent, light, and fuel for first, second, and third class post offices" be followed by the proviso:

Provided, That hereafter the annual rental under leases for post-office premises may be paid monthly.

REPORT TO CONGRESS OF ACTION ON CLAIMS OF POSTMASTERS.

To amend existing law by repealing section 2 of the act of January 21, 1914 (38 Stat. 278), requiring a report of action taken on claims of postmasters:

Section 2 of the "Act to amend the act approved May 9, 1888, as amended by the act of June 11, 1896," approved January 21, 1914, which requires the Postmaster General to make an annual report to Congress of his action on claims of postmasters for loss by burglary, fire, or other unavoidable casualty, is hereby repealed.

OFFICIAL BONDS.

To amend the act of March 2, 1895, chapter 177, section 5, 28 Stat. 807, making changes in the time in which official bonds shall be examined and renewed:

Every officer required by law to take and approve official bonds shall cause the same to be examined at least once every two years, if the bond was executed by individual sureties, for the purpose of ascertaining the sufficiency of the sureties thereon; and every officer having power to fix the amount of an official bond shall examine it to ascertain the sufficiency of the amount thereof and approve and fix said amount at least once in two years and as much oftener as he may deem it necessary.

Every officer whose duty it is to take and approve official bonds shall cause only such bonds as have been executed by individual sureties to be renewed every four years after their dates, but he may require such bonds to be renewed or strengthened oftener if he deems such action necessary.

To compensate employees in post offices for overtime services performed in excess of eight hours daily:

That hereafter clerks and other employees in post offices, entitled by law to compensation for service performed in excess of eight hours daily, shall be paid for such overtime service on the basis of annual pay received by such employee: *Provided*, That in computing such overtime the annual salary or compensation of such employee shall be divided into 12 equal installments, one of which shall be the pay for each calendar month, which in turn shall be divided by the number of the days in the month, less all Sundays and legal holidays, enumerated in the act of July 28, 1916, occurring in the month; the quotient thus obtained will be the daily compensation which, divided by 8, will give the hourly compensation for overtime service. All laws or parts of laws in conflict herewith are hereby repealed.

GUARANTY FUND IN LIEU OF BONDS.

To dispense with the surety bonds now required of officers and employees accountable for funds or property and to substitute there-

for a guaranty fund established and maintained by assessments prescribed by the Postmaster General:

The Postmaster General is hereby authorized to prescribe regulations for the establishment and maintenance of a guaranty fund, to be derived from assessments levied against and collected from officers and employees of the Postal Service accountable for funds or property, with which to make good losses resulting from the failure of any officer or employee of the Postal Service to properly discharge his official duties, and for the indemnification of the Government and any person or persons sustaining such loss or losses by payments out of such fund; but nothing herein shall be construed as binding the Government or the Postmaster General to make any such payment or reimbursement.

ADDITIONAL POSTAGE CHARGE FOR DIRECTORY SERVICE.

To authorize the collection of additional postage on insufficiently or improperly addressed mail to which directory service is accorded:

Each piece of insufficiently or improperly addressed mail which is accorded directory service in effecting or attempting to effect its delivery shall be charged with 1-cent postage in addition to the regular postage, to be collected and accounted for in the manner in which postage due on other mail is collected and accounted for.

COLLECTION OF POSTAGE ON REPLIES TO ADVERTISING MATTER.

To provide for the payment by the advertisers of postage on replies to advertising matter:

That the senders of advertising matter who desire to pay postage on replies thereto may be accorded the privilege of depositing a sufficient sum to secure the payment of postage on the replies, under such regulations as the Postmaster General may prescribe.

MONEY-ORDER FEES.

To authorize the Postmaster General to prescribe the fees to be collected for the issue of domestic money orders.

Section 2 of the act of Congress, January 27, 1894 (28 Stat. 30), is amended to read as follows:

The Postmaster General is hereby authorized to establish, and raise or lower, or to otherwise revise or alter, the schedule of fees to be charged for the issue of domestic money orders at such times and subject to such conditions as in his judgment will best serve the interests of the Postal Service and its patrons.

EXTENSION OF INSURANCE AND COLLECT-ON-DELIVERY SERVICES TO THIRD-CLASS MAIL.

To extend the insurance and collect-on-delivery services to third-class mail:

The requirement of section 8 of the act of August 24, 1912, making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1913, and for other purposes (37 Stat. L., pp. 557, 558, and 559), applicable to fourth-class (parcel post) mail: "That the Postmaster General shall make provision by regulation for the indemnification of shippers for shipment injured or lost, by insurance or otherwise, and when desired for the collection on delivery of the postage and price of the article shipped, fixing such charges as may be necessary to pay the cost of such additional service," is hereby extended to cover third-class domestic mail.

POSTAL SAVINGS.

To amend the laws relating to the Postal Savings System:

That section 4 of the act of June 25, 1910, entitled "An act to establish postal-savings depositories for depositing savings at interest with the security of the Government for repayment thereof, and for other purposes," is hereby amended to read as follows:

"SEC. 4. That accounts may be opened and deposits made in any postal-savings depository by any person of any age in his or her own name, by a married woman in her own name and free from any control or interference by her husband, by two or more persons jointly, by any corporation or any association of persons, and by any individual, association, or corporation as trustee for another or others.

"Deposits to the credit of a joint postal-savings account may be made by any of the parties to such joint account, and withdrawals from joint postal-savings accounts may be made by any one or more of the joint depositors in the same manner as individual deposits are withdrawn. In the event of the death of a person having an interest in a joint postal-savings account with another or others, prior to the withdrawal of such deposit, the deposit shall be continued in the name of the survivors having an interest in such joint account, or may be withdrawn by them, subject, however, to any intervening judgment, decree, or order issued by a court of competent jurisdiction adjudicating any right or interest in the account, as provided for by section 17 of the act of June 25, 1910. Trust deposits shall be withdrawn only by the trustee in whose name the deposits stand, or by his or its duly qualified successor, except where courts of competent jurisdiction shall have issued orders, judgments, or decrees affecting the trusteeship or the trust, as provided for by section 17 of the act of June 25, 1910, in which event disposition of deposits shall be made in accordance with such orders, judgments, or decrees."

SEC. 2. That section 7 of the aforesaid act of June 25, 1910, as amended by section 1 of the act of May 18, 1916, entitled "An act to amend the act approved

June 25, 1910, authorizing the Postal Savings System, and for other purposes," is hereby amended to read as follows:

"SEC. 7. Interest at the rate of 3 per centum per annum shall be allowed and entered to the credit of each depositor, the same to be computed on such basis and under such rules and regulations as the board of trustees may prescribe."

SEC. 3. That section 6 of the aforesaid act of June 25, 1910, as amended by section 1 of the aforesaid act of May 18, 1916, and as amended by sections 12 and 13 of the act of July 2, 1918, entitled "An act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1919, and for other purposes," is hereby amended to read as follows:

"SEC. 6. At least $1, or a larger amount in multiples thereof, must be deposited before an account is opened with the person depositing the same, and $1 or multiples thereof may be deposited after such account has been opened, but the balance to the credit of any person in a postal-savings depository, exclusive of accumulated interest, shall not exceed $5,000: *Provided*, That in order that smaller amounts may be accumulated for deposit, any person may purchase for 10 cents from any postal-savings depository specially prepared adhesive stamps to be known as 'postal savings stamps' and attach them to a card which shall be furnished for the purpose. A card with 10 postal-savings stamps affixed shall be accepted as a deposit of $1, either in opening an account or in adding to an existing account, or may be redeemed in cash."

SEC. 4. That section 10 of the aforesaid act of June 25, 1910, is hereby amended to provide that the United States coupon or registered bonds authorized therein shall bear interest at the rate of 3½ per cent per annum, payable semiannually.

SEC. 5. That all laws and parts of laws inconsistent herewith are hereby repealed.

ENLARGEMENT OF BUILDING USED BY MAIL EQUIPMENT SHOPS.

To enable the Postmaster General to enlarge the building used for mail equipment shops:

The Postmaster General is hereby authorized to enlarge the building used by the Post Office Department equipment shops in the city of Washington, District of Columbia, and belonging to the Government of the United States, by the addition thereto of two stories conforming to the plan of construction of the present building, at a cost of not exceeding $400,000.

LEAVES OF ABSENCE, RAILWAY POSTAL CLERKS.

To provide for carrying over to the succeeding fiscal year any unclaimed annual leave of railway postal clerks not exceeding five days:

That the paragraph of the act entitled "An act to reclassify postmasters and employees of the Postal Service and readjust their salaries and com-

pensation on an equitable basis," approved June 5, 1920 (41 Stat. p. 1052), providing for leaves of absence, as amended by the act approved June 19, 1922, be further amended by adding a paragraph to read as follows:

"*And provided further*, That hereafter a fractional part not exceeding 5 days of the 15 days' annual leave with pay, exclusive of Sundays and holidays, granted to railway postal clerks, may be carried over to the succeeding fiscal year."

TRAVEL ALLOWANCE TO SUBSTITUTE RAILWAY POSTAL CLERKS.

To authorize the Postmaster General to make allowances to substitute railway postal clerks in lieu of payment of actual expenses:

That the paragraph of the act entitled "An act to reclassify postmasters and employees of the Postal Service and readjust their salaries and compensation on an equitable basis," approved June 5, 1920 (41 Stat. p. 1051), providing for time credit while deadheading and travel expenses, be amended to read as follows:

"Substitute railway postal clerks shall be credited with full time while traveling under orders of the department to and from their designated headquarters to take up an assignment, and shall be paid travel allowance, in lieu of actual expenses, not to exceed $2 per day, while on duty away from their designated headquarters, under such regulations as the Postmaster General may prescribe. When a substitute clerk performs service in a railway post office starting from his official headquarters he shall be allowed the travel allowance under the law applying to clerks regularly assigned to the run."

LEAVE OF ABSENCE TO EMPLOYEES OF THE MAIL-EQUIPMENT SHOPS.

To allow employees of the mail-equipment shops in Washington, D. C., sick leave, and for other purposes:

From and after the date of the approval of this act the employees of the mail-equipment shops may be allowed 30 days' annual leave of absence with pay in any one year: *Provided*, That where some member of the immediate family of an employee of said shops is afflicted with a contagious disease and requires his care and where his or her presence in the shops would jeopardize the health of fellow employees, and in exceptional and meritorious cases where an employee is personally ill, and where to limit the annual leave to 30 days in any one calendar year would work peculiar hardship, it may be extended, in the discretion of the Postmaster General, with pay, not exceeding 30 days in any one case or in any one calendar year. This section shall not be construed to mean that so long as an employee is borne upon the rolls in excess of the time herein provided for or granted that he or she shall be entitled to pay during the period of such excessive absence, but that the pay shall stop

upon the expiration of the granted leave: *Provided further*, That the 30 days' annual leave of absence with pay in any one year to such employee shall be exclusive of Sundays and legal holidays: *And provided further*, That the Postmaster General may grant 30 days' annual leave of absence with pay in any one year to such employee notwithstanding such employee may have had during such year not exceeding 30 days' leave with pay on account of sickness as provided herein.

AUTHORIZATION OF MOTOR-VEHICLE RURAL SERVICE.

To enable the Postmaster General to establish motor-vehicle rural routes of not less than 36 nor more than 75 miles in length:

That hereafter the Postmaster General is authorized, in his discretion, to establish motor-vehicle rural routes of not less than 36 nor more than 75 miles in length, carriers serving such routes who furnish and maintain their own motor vehicles to receive compensation of not less than $2,160 and not more than $2,600 per annum, to be based upon the length of the routes, in accordance with a schedule of compensation to be fixed by the Postmaster General.

SERVICE PENSIONS.

In order that proper and adequate recognition by the Government through a system of service pensions may be made of the services of employees who devote the larger part of their effective years to the Government's work suitable legislation should be enacted. It is recommended that such service pensions be authorized after 30 years of service. Specific language for such a provision is not included at this time, as the proposal necessarily involves other fields of activity as well as the Postal Service.

RECLASSIFICATION OF DEPARTMENTAL EMPLOYEES.

In order that proper and adequate recognition of the services of the departmental officers and employees and suitable grades of salaries be provided therefor, it is earnestly recommended that some reclassification bill, such as is pending before Congress, or appropriate legislation based on the classification of the services made under the provisions of the President's Executive order be enacted.

REEMPLOYMENT OF CIVIL-SERVICE EMPLOYEES AT ADVANCE IN SALARIES.

To remove the prohibition against reemploying in other departments certain Government employees at higher salaries paid out of

lump-sum appropriations, or at increased compensation, within one year after such reemployment:

Section 7 of the act of October 4, 1917 (40 Stat. 383), is hereby repealed.

STATISTICS.

Tables presenting statistical data with respect to the department's affairs and the audit of its accounts will be found in the appendix to this report.

Respectfully submitted.

HUBERT WORK,
Postmaster General.

APPENDIX.

FINANCIAL SUMMARY.

Following is a statement of the revenues and expenditures of the Postal Service for the fiscal year 1922 compared with the year preceding:

TABLE 1.—*Comparison of revenues and expenditures for the fiscal year ended June 30, 1922, with those of the preceding year.*

Items.	Fiscal year.	
	1921	1922
Ordinary postal revenues	$451,307,960.73	$471,110,834.90
Revenues from money-order business	9,061,530.43	9,556,121.45
Revenues from postal-savings business	3,121,783.54	4,186,584.36
Total revenues from all sources	463,491,274.70	484,853,540.71
Expenditures on account of the current year	522,980,808.18	530,962,756.29
Expenditures on account of previous years	98,012,865.47	14,681,452.25
Total expenditures during year	620,993,673.65	545,644,208.54
Excess of expenditures over revenues	157,502,398.95	60,790,667.83
Amount of losses by fire, burglary, bad debts, etc	15,289.16	24,732.53
Deficiency in postal revenues	157,517,688.11	60,815,400.36

Revenues in detail.

Ordinary postal revenues:	
Sales of stamps, stamped envelopes, newspaper wrappers, and postal cards	$422,108,842.15
Second-class postage (pound rate) paid in money	25,197,444.76
First, second, third, and fourth class postage paid in money under permit	16,205,156.91
Receipts from box rents	7,068,769.98
Miscellaneous receipts	210,376.84
Receipts from foreign-mail transit service	21,164.77
Fines and penalties	115,113.80
Receipts from unclaimed letters	183,965.69
Total ordinary postal revenues	471,110,834.90
Money-order revenues:	
Revenues from domestic and international money-order business	7,726,329.79
Revenues from invalid money orders	1,829,791.66
Total money-order business	9,556,121.45
Revenues from postal-savings business	4,186,584.36
Total revenues from all sources	484,853,540.71

Expenditures of the Postal Service during the fiscal year.

Items.	On account of the fiscal year 1922.	Onaccount of previous fiscal years.	Total.
Compensation to assistant postmasters and clerks	$121,467,811.72	$594,561.48	$122,062,373.20
Railroad transportation	87,536,948.41	6,532,132.20	94,069,080.61
Rural-delivery carriers	82,414,281.81	265,484.15	82,679,765.96
City Delivery Service	74,826,901.93	399,783.94	75,226,685.87
Railway Mail Service	46,885,713.56	103,261.55	46,988,975.11
Compensation to postmasters	43,699,508.03	120,089.08	43,819,597.11
Vehicle service, cities	13,843,328.29	269,844.25	14,113,172.54
Star-route service	11,569,443.92	86,712.69	11,656,156.61
Rent, light, and fuel	9,937,886.80	93,154.27	10,031,041.07
Mail messengers	5,953,244.62	5,467.98	5,958,712.60
Special-delivery service	5,764,363.68	1,156.15	5,765,519.83
Foreign-mail transportation	5,412,976.02	1,663,143.62	7,076,119.64
Manufacture of stamped envelopes	4,348,160.67	534,423.50	4,882,584.17
Mail bags and equipment	2,612,336.35	712,770.25	3,325,106.60
Indemnities for lost mail, domestic	2,203,596.89	2,040,508.00	4,244,104.89
Post-office inspectors	1,902,248.95	34,597.69	1,936,846.64
Airplane Service	1,298,368.78	72,110.75	1,370,479.53
Village delivery service	1,243,260.63	8,452.79	1,251,713.42
Manufacture of postage stamps	1,172,482.70	95,000.00	1,267,482.70
Power-boat service	1,063,837.87	101,757.83	1,165,595.70
Stationery	902,053.27	96,332.80	998,386.07
Car fare and bicycle allowances	878,547.14	11,153.16	889,700.30
Post-office equipment and supplies	782,959.70	137,389.38	920,349.08
Miscellaneous items, first and second class offices	687,789.33	16,075.65	703,864.98
Twine and tying devices	588,552.25	.....	588,552.25
Manufacture of postal cards	552,300.80	93,689.87	645,990.67
Electric and cable car service	517,483.52	66,799.91	584,283.43
Shipment of supplies	197,607.36	72,955.28	270,562.64
Unpaid money orders more than one year old	190,976.13	.....	190,976.13
Star-route service—Alaska	157,165.01	28,516.84	185,681.85
Labor-saving devices	156,108.80	13,449.67	169,558.47
Balances due foreign countries	124,166.15	311,890.24	436,056.39
Joint Commission on Postal Service	.....	73,713.16	73,713.16
Distribution of stamped envelopes	18,951.15	.....	18,951.15
Detroit River postal service	14,400.00	.....	14,400.00
Payment of rewards	11,038.07	9,949.40	20,987.47
Claims for damage to persons or property	10,306.82	.....	10,306.82
Electric power, light, etc	6,888.33	1,228.06	8,116.39
Expenditures under 12 other small appropriations	8,760.83	13,896.66	22,657.49
Total	530,962,756.29	14,681,452.25	545,644,208.54

TABLE 2.—*Statement showing the postal revenues for the fiscal years 1921 and 1922, by quarters, with increases and per cent of increases.*

Period.	Fiscal year 1921.	Fiscal year 1922.	Increase.	Per cent of increase.
September quarter	$107,123,293.15	$106,832,938.06	[1] $290,355.09	[1] $0.27
December quarter	126,787,487.20	133,443,626.43	6,656,139.23	5.25
March quarter	116,993,075.48	122,290,565.08	5,297,489.60	4.53
June quarter	112,587,418.87	122,286,411.14	9,698,992.27	8.65
Total	463,491,274.70	484,853,540.71	21,362,266.01	4.61

[1] Decrease.

TABLE 3.—*Growth of the Postal Service—Receipts and expenditures for certain years from 1800 to 1922.*

Items.	1800	1810	1820	1830
Receipts	$280,804	$551,684	$1,111,927	$1,850,583
Expenditures	213,994	495,969	1,160,926	1,932,708
Excess of receipts	66,810	55,715	.....	.....
Excess of expenditures	.....	.....	48,999	82,125

Items.	1840	1850	1860	1870
Receipts	$4,543,522	$5,499,984	$8,518,067	$19,772,221
Expenditures	4,718,236	5,212,953	19,170,610	23,998,837
Excess of receipts	.....	287,031	.....	.....
Excess of expenditures	174,714	.....	10,652,543	4,226,616

Items.	1880	1890	1900	1910
Receipts	$33,315,479	$60,882,098	$102,354,579	$224,128,657
Expenditures	36,542,804	66,259,548	107,740,267	229,977,224
Excess of expenditures	3,227,325	5,377,450	5,385,688	5,848,567

Items.	1915	1916	1917	1918
Receipts	$287,248,165	$312,057,688	$329,726,116	[1] $388,975,962
Expenditures	298,546,026	306,204,033	319,838,718	324,833,729
Excess of expenditures	11,297,861	.....	.....	.....
Excess of receipts	.....	5,853,655	9,887,398	64,142,233

Items.	1919	1920	1921	1922
Receipts	[2] $436,239,126	$437,150,212	$463,491,275	$484,853,540
Expenditures	362,497,636	454,322,609	620,993,674	545,644,208
Excess of expenditures	.....	17,172,397	157,502,399	60,790,668
Excess of receipts	73,741,490	.....	.....	.....

[1] Includes $44,500,000 accrued from increased postage rates on first-class mail from November 2, 1917, to June 30, 1918, as war revenue.

[2] Includes $71,392,000 accrued from increased postage rates on first-class mail for the fiscal year 1919 as war revenue.

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TABLE 4.—*Annual expenditures, by items, for years 1913 to 1922, inclusive.*

Items.	1913	1914	1915
Service in post offices:			
Salaries of postmasters	$29,126,662.47	$29,968,515.35	$30,400,145.92
Salaries of clerks, etc	45,785,826.34	50,933,220.39	53,316,548.83
City Delivery Service	36,732,578.66	40,549,103.67	42,667,813.92
All other expenditures	11,809,403.32	13,182,327.07	13,552,037.56
Total	123,454,470.79	134,633,166.48	139,936,546.23
Railway Mail Service	22,925,614.11	26,265,352.16	28,408,243.10
Rural Delivery Service	45,702,413.20	47,443,711.99	49,805,851.17
Transportation of domestic mail:			
By railroads	51,959,387.66	56,155,496.31	59,576,288.13
By other means of transportation	13,375,142.06	15,037,105.35	17,337,637.76
Total	65,334,529.72	71,192,601.66	76,913,925.89
Transportation of foreign mail	4,258,621.29	3,768,101.91	3,273,436.38
Payment on account of invalid money orders	391,892.22	240,834.96	208,023.65

Items.	1916	1917	1918
Service in post offices:			
Salaries of postmasters	$31,135,234.45	$31,945,103.68	$31,420,536.57
Salaries of clerks, etc	55,011,110.23	58,560,085.04	63,272,061.51
City Delivery Service	43,341,097.64	42,762,587.88	43,573,473.51
All other expenditures	13,884,696.33	15,696,575.96	20,014,521.41
Total	143,372,138.65	148,964,352.56	158,280,593.00
Railway Mail Service	28,515,474.87	29,340,950.24	28,789,141.79
Rural Delivery Service	51,964,734.97	55,150,740.32	52,309,496.02
Transportation of domestic mail:			
By railroads	16,692,460.85	62,750,551.01	61,319,308.69
By other means of transportation	17,239,945.11	19,694,113.67	20,434,252 95
Total	78,932,405.96	82,444,664.68	81,753,561.64
Transportation of foreign mails	3,117,984.67	3,711,940.31	3,543,015.08
Payment on account of invalid money orders	301,294.02	226,070.29	157,920.94

Items.	1919	1920	1921	1922
Service in post offices:				
Salaries of postmasters	$33,675,754.18	$40,108,079.86	$42,681,434.33	$43,819,597.11
Salaries of clerks, etc	77,624,166.05	102,318,558.01	119,934,260.17	122,062,373.20
City Delivery Service	50,657,439.49	63,625,843.43	73,506,220.08	76,478,399.29
All other expenditures	23,879,946.07	28,049,444.28	38,967,512.17	36,808,782.84
Total	185,837,305.79	234,101,925.58	275,089,426.75	279,169,152.44
Railway Mail Service	32,899,147.14	38,710,992.32	45,073,890.02	46,988,975.11
Rural Delivery Service	65,145,437.03	75,793,770.77	81,307,674.70	82,679,765.96
Transportation of domestic mail:				
By railroads	50,587,807.32	70,714,391.18	176,121,873.36	94,069,080.61
By other means of transportation	23,798,209.92	28,805,207.02	36,877,616.36	35,034,082.26
Total	74,386,017.24	99,519,598.20	212,999,489.72	129,103,162.87
Transportation of foreign mail	4,055,524.04	5,912,053.24	6,332,644.31	7,512,176.03
Payment on account of invalid money orders	174,204.45	284,269.10	190,548.15	190,976.13

TABLE 5.—*Statement showing receipt and disposition of funds coming directly to the department during the fiscal year ended June 30, 1922.*

Dead-letter fund:		
Amount in current funds deposited in the Treasury at Washington, D. C.	$184,388.09	
Amount of loss sustained in sale of uncurrent funds and mutilated minor coin and deductions on account of lightweight gold	94.47	
Total dead-letter fund		$184,482.56
Other funds:		
Amount deposited in the Treasury to the credit of the postal revenue, including erroneous remittances by postmasters to the department and to the comptroller; the proceeds of the sale of bills of exchange received from foreign governments in payment of postal balances, and amounts received on account of postal-savings business	3,523,435.27	
Amount returned to remitters	5,519.46	
Amounts otherwise disposed of (made up principally of money-order balances turned over to the postmaster, Washington, D. C., for credit to the money-order service)	41,432.44	
Total other funds		3,570,387.17
Total received during the year		3,754,869.73

Statement showing receipt and disbursement of post-office inspectors' collections for losses in the mails, etc., during the fiscal year ended June 30, 1922.

Balance on hand June 30, 1921	$117,776.72
Deposits by chief inspector	412,770.89
Total to be accounted for	530,547.61
Disbursements as per schedules approved by the Postmaster General	357,540.91
Balance on hand June 30, 1922	173,006.70

TABLE 6.—*Balance sheet showing comparatively the resources and liabilities of Postal Savings on June 30, 1922, and June 30, 1921, the increase or decrease in each item during the period reported, and related data.*

Items.		June 30, 1922.		June 30, 1921.		Increase.	Decrease.
RESOURCES.							
0. Working cash:							
0.1 Depository banks		$43,989,257.90		$48,478,899.28			$4,489,641.38
0.2 Postmasters		77,460.38		110,059.00			32,598.62
			$44,066,718.28		$48,588,958.28		4,522,240.00
1. Special funds:							
1.1 Treasurer of the United States—Reserve fund		7,047,167.74		3,983,990.44		$3,063,177.30	
1.2 Treasurer of the United States—Returnable deposits fund		7,006.24		67,094.21			60,087.97
1.3 Treasurer of the United States—Bond investment fund		100.85		29,687.04			29,586.19
			7,054,274.83		4,080,771.69	2,973,503.14	
2. Accounts receivable:							
2.2 Accrued interest on bond investments		922,441.84		1,071,701.59			149,259.75
2.3 Due from discontinued depository banks		2.57		1.55		1.02	
2.4 Due from late postmasters, including credits temporarily withheld		101,755.68		103,886.71			2,131.03
			1,024,200.09		1,175,589.85		151,389.76
3. Investments, carried at cost price:							
U. S. Bonds.	*Par value.*						
3.1 Postal Savings 2½'s	$8,278,800	8,278,800.00		7,469,580.00		809,220.00	
3.2 First Liberty 4¼'s	375,000	323,925.82		323,925.82			
3.4 Second Liberty 4¼'s	15,237,000	13,338,829.12		13,338,829.12			
3.5 Third Liberty 4¼'s	4,000,000	3,840,142.86		13,440,500.00			9,600,357.14
3.6 Fourth Liberty 4¼'s	77,676,750	67,613,969.68		71,095,969.68			3,482,000.00
			93,395,667.48		105,668,804.62		12,273,137.14
	105,567,550						
			145,540,860.68		159,514,124.44		13,973,263.76

LIABILITIES.						
5. Due depositors:						
5.1 Outstanding principal, represented by certificates of deposit	137,736,439.00		152,389,903.00			14,653,464.00
5.2 Interest payable on certificates of deposit	2,632,024.73		2,561,420.15		70,604.58	
5.3 Outstanding savings stamps	61,704.20		56,220.50		5,483.70	
		140,430,167.93		155,007,543.65		14,577,375.72
6. Accounts payable:						
6.1 Due Postal Service—Interests and profits		3,981,217.32		235,367.04	3,745,850.28	
7. Surplus funds:						
7.1 Interest and profits (undistributed earnings) subject to future allocation of maturing interest charges		1,129,475.43		4,271,213.75		3,141,738.32
		145,540,860.68		159,514,124.44		13,973,263.76

Statement of interest-earning resources and liabilities June 30, 1922, compared with June 30, 1921.

Items.	June 30, 1922.		June 30, 1921.		Decrease.
RESOURCES.					
0. Working cash:					
0.1 Depository banks	$43,989,257.90		$48,478,899.28		$4,489,641.38
3. Investments, carried at cost price	93,395,667.48		105,668,804.62		12,273,137.14
		$137,384,925.38		$154,147,703.90	16,762,778.52
LIABILITIES.					
5. Due depositors:					
5.1 Outstanding principal, represented by certificates of deposit		137,736,439.00		152,389,903.00	14,653,464.00
Excess of resources				1,757,800.90	
Excess of liabilities		351,513.62			2,109,314.52

Statement of interest and profits for fiscal year ending June 30, 1922, compared with fiscal year ending June 30, 1921.

Items.	Fiscal year 1922.		Fiscal year 1921.		Increase.	Decrease.
8. Credits:						
8.1 Interest on bank deposits	$1,136,622.79		$2,071,862.01			$935,239.22
8.2 Interest on bond investments	4,698,304.58		3,401,489.05		$1,296,815.53	
8.3 Miscellaneous receipts	604.71		288.52		316.19	
8.4 Profit realized on sale of investments	389,550.30		.....		389,550.30	
		$6,225,082.38		$5,473,639.58	751,442.80	
9. Debits:						
9.1 Interest credited to depositors	2,267,579.16		2,235,005.18		32,573.98	
9.2 Allowances to postmasters:						
9.21 Losses by fire, burglary, etc	1,738.40		747.02		991.38	
9.22 Erroneous payments, uncollectible items, etc	270.00		266.40		3.60	
9.3 Miscellaneous losses	15.82		1.10		14.72	
		2,269,603.38		2,236,019.70	33,583.68	
10. Gross profit		3,955,479.00		3,237,619.88	717,859.12	

TABLE 7.—*Statement showing the growth of Postal Savings and giving a summary of transactions since it went into operation, by fiscal years, and detail for the fiscal year 1922, by months.*

Fiscal year.	In operation.			Deposits.	Withdrawals.	Balance to credit of depositors.	Increase.[1]		Number of depositors.	Average principal per depositor.	Savings stamps.			Balance on deposit in banks.[2]
	Offices.	Branches and stations.	Total depositories.				Amount.	Per cent.			Sold.	Redeemed.	Outstanding.	
1911	400	.....	400	$778,129	$100,984	$677,145	.....	.....	11,918	$56.82	$4,825.70	$2,938.00	$1,887.70	$571,670.90
1912	9,907	263	10,170	30,732,357	11,172,418	20,237,084	$19,559,939	2,888.6	243,801	83.01	166,479.00	134,346.00	34,020.70	18,586,042.32
1913	12,158	662	12,820	41,701,383	28,119,597	33,818,870	13,581,786	67.1	331,006	102.00	161,291.00	154,784.00	40,527.70	31,512,337.46
1914	9,639	708	10,347	47,815,249	38,189,848	43,444,271	9,625,401	28.5	388,511	111.82	150,390.10	141,904.00	49,013.80	40,919,673.31
1915	8,832	714	9,546	70,314,858	48,074,421	65,684,708	22,240,437	51.2	525,414	125.02	157,424.30	150,232.00	56,206.10	60,086,318.94
1916	7,701	720	8,421	76,775,868	56,440,691	86,019,885	20,335,177	31.0	602,937	142.67	181,172.50	168,833.00	68,545.60	80,775,586.36
1917	6,423	738	7,161	132,112,217	86,177,406	131,954,696	45,934,811	53.4	674,728	195.57	171,392.30	168,600.00	71,337.90	126,840,819.83
1918	5,926	730	6,656	116,893,259	100,376,456	148,471,499	16,516,803	12.5	612,188	242.53	117,863.60	130,133.20	59,068.30	140,658,608.42
1919	5,715	724	6,439	136,690,122	117,838,361	167,323,260	18,851,761	10.7	565,509	295.88	67,795.60	70,767.00	56,096.90	135,942,981.09
1920	5,583	731	6,314	139,208,954	149,255,892	157,276,322	−10,046,938	−6.0	508,508	309.29	72,066.00	69,043.00	59,119.90	126,426,019.31
1921	5,554	746	6,300	133,574,840	138,461,259	152,389,903	−4,886,419	−3.1	466,109	326.94	60,023.60	62,923.00	56,220.50	48,668,107.78
1922	6,020	754	6,774	96,507,746	111,161,210	137,736,439	−14,653,464	−9.6	420,242	327.76	73,671.70	68,188.00	61,704.20	44,160,416.74
Details for 1922:														
July	5,558	746	6,304	11,026,124	11,434,461	151,981,566	−408,337	−.3	.....	.....	3,371.40	4,245.00	55,346.90	47,574,317.32
August	5,559	745	6,304	10,184,441	10,387,796	151,778,211	−203,355	−.1	.....	.....	3,858.80	4,015.00	55,190.70	47,757,931.49
September	5,563	745	6,308	8,386,404	9,806,556	150,358,059	−1,420,152	−.9	.....	.....	3,520.30	3,789.00	54,922.00	46,795,205.20
October	5,567	746	6,313	7,809,417	9,600,069	148,567,407	−1,790,652	−1.2	.....	.....	3,964.10	3,933.00	54,953.10	45,955,966.62
November	5,568	746	6,314	7,151,186	8,629,845	147,088,748	−1,478,659	−1.0	.....	.....	4,783.00	4,042.00	55,694.10	44,665,905.31
December	5,980	746	6,726	7,404,314	8,924,352	145,568,710	−1,520,038	−1.0	435,393	334.34	4,632.00	5,832.00	54,494.10	43,992,036.97
January	5,981	748	6,729	8,272,791	9,173,493	144,668,008	−900,702	−.6	.....	.....	8,221.60	5,237.00	57,478.70	43,344,398.63
February	6,008	750	6,758	7,273,402	7,331,015	144,610,395	−57,613	−.1	.....	.....	8,346.20	5,729.00	60,095.90	43,608,627.10
March	6,011	750	6,761	8,003,310	8,595,781	144,017,924	−592,471	−.4	.....	.....	9,931.00	8,156.00	61,870.90	43,565,845.99
April	6,016	751	6,767	7,082,818	8,774,765	142,325,977	−1,691,947	−1.2	.....	.....	7,913.50	7,439.00	62,345.40	47,815,405.46
May	6,016	751	6,767	7,143,812	9,510,982	139,958,807	−2,367,170	−1.7	.....	.....	8,291.80	7,740.00	62,897.20	45,771,949.74
June	6,020	754	6,774	6,769,727	8,992,095	137,736,439	−2,222,368	−1.6	420,242	327.76	6,838.00	8,031.00	61,704.20	44,160,416.74

[1] A minus sign (—) denotes decrease.

[2] Balances are as shown by banks' books—i. e. ,outstanding and transit items are not taken into consideration as in balance sheet.

TABLE 8.—*Comparative statement of money-order business for the fiscal years 1921 and 1922.*

Items.	Year ended June 30—		Increase (+) or decrease (−).
	1922	1921	
DOMESTIC.			
Orders issued:			
Number	153,619,571	144,342,275	+9,277,296
Amount	$1,205,327,018.70	$1,305,369,801.16	−$100,042,782.46
Orders paid:			
Number	153,407,637	146,699,048	+6,708,589
Amount	$1,205,490,252.25	$1,310,114,354.19	−$104,624,101.94
Excess of issues over payments:			
Number	211,934	− 2,356,773	+2,568,707
Amount	−$163,233.55	−$4,744,553.03	+$4,581,319.48
Fees received [1]	$9,755,888.63	$9,837,348.09	−$81,459.46
Average amount of orders [2]	$7.846	$9.043	−$1.197
Average amount of fees [1]	$0.06332	$0.0679	−$0.00458
INTERNATIONAL.			
Orders issued:			
Number	1,340,576	1,344,121	−3,545
Amount	$20,650,500.64	$24,398,542.08	−$3,748,041.44
Orders paid:			
Number	1,281,534	1,178,651	+102,883
Amount	$14,961,319.23	$17,683,621.25	−$2,722,302.02
Excess of issues over payments:			
Number	59,042	165,470	−106,428
Amount	$5,689,181.41	$6,714,920.83	−$1,025,739.42
Fees received [3]	$178,811.28	$200,071.55	−$21,260.27
Average amount of orders [4]	$15.404	$18.152	−$2.748
Average amount of fees [3]	$0.2023	$0.1488	+$0.0535

[1] Including fees for orders on British Guiana, Canada, Canal Zone, Cuba, the Philippine Islands, and other countries with which business is transacted on the domestic basis.

[2] Not including orders drawn on countries named in footnote 1.

[3] Not including fees for orders drawn on countries named in footnote 1.

[4] Including amounts of orders drawn on countries named in footnote 3.

TABLE 9.—*Statement showing volume of money-order business and revenues resulting therefrom for the fiscal years 1921 and 1922.*

Items.	1922	1921	Increase (+) or decrease (−).	
			Amount.	Per cent.
Fees received for domestic money orders issued [1]	$9,755,888.63	$9,837,348.09	−$81,459.46	0.83
Fees received for international money orders issued [2]	$178,811.28	200,071.55	−$21,260.27	10.63
Gain on exchange	$191,944.99	550,034.17	−$358,089.18	65.13
Total revenue-producing operations	$10,126,644.90	10,587,453.81	−$460,808.91	4.36
Number of domestic money orders issued	153,619,571	144,342,275	+9,277,296	6.43
Number of domestic money orders paid	153,407,637	146,699,048	+6,708,589	4.43
Number of international money orders issued	1,340,576	1,344,121	−3,545	0.26
Number of international money orders paid	1,281,534	1,178,651	+102,883	8.73
Amount of domestic money orders issued	$1,205,327,018.70	$1,305,369,801.16	−$100,042,782.46	7.66
Amount of domestic money orders paid	$1,205,490,252.25	1,310,114,354.19	−$104,624,101.94	7.99
Amount of international money orders issued	$20,650,500.64	24,398,542.08	−$3,748,041.44	15.36
Amount of international money orders paid	$14,961,319.23	17,683,621.25	−$2,722,302.02	15.39
Foreign exchange received	$6,323,670.41	6,530,989.50	−$207,319.09	3.16
Foreign exchange purchased	$11,367,370.73	15,701,451.24	−$4,334,080.51	27.54

[1] Includes fees for orders drawn on British Guiana, Canada, Canal Zone, Cuba, the Philippine Islands, and other countries (22 in all) with which the international money-order business is transacted on the domestic basis; that is, the orders are issued on domestic forms and charged for at domestic rates.
[2] Not including fees for orders drawn on countries named in footnote 1.

TABLE 10.—*Statistics relating to money-order duplicates and repayments.*

Items.	Year ended June 30—		Increase (+) or decrease (−).
	1922	1921	
Number of duplicates issued by the department:			
(1) Of orders issued and payable in the United States	108,050	115,400	− 7,350
(2) Of orders issued in the United States payable in France	205	326	− 121
(3) Of orders issued in the United States payable in British Guiana, Canada, Canal Zone, Cuba, the Philippine Islands, and other countries with which business is transacted on the domestic basis	1,600	1,695	
(4) Of orders payable in the United States issued in foreign countries with the exception of France and those named in (3)	830	753	− 95
Number of repayments authorized by the department:			+ 77
(5) Of orders payable in the United States issued in foreign countries not named in (3)	5,450	4,731	+ 719
(6) Of orders issued in the United States payable in foreign countries not named in (3)	32,000	15,200	+16,800

TABLE 11.—*Statement showing the number of pounds of second-class matter mailed at pound rates and free-in-county, together with the postage collected thereon, during the fiscal year ended June 30, 1922.*

State.	Subscribers' copies.		Sample copies at pound rates.	Total at pound rates.	Total mailings at pound rates and free in county.	Total postage collected.
	Free in county.	At pound rates.				
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	
Alabama	687,451	8,134,584	15,357	8,149,941	8,837,392	$157,883.26
Alaska	44,729	28,006	.....	28,006	72,735	985.98
Arizona	115,724	544,877	2,644	547,521	663,245	12,143.90
Arkansas	503,294	5,427,454	3,791	5,431,245	5,934,539	97,705.28
California	2,041,916	29,182,674	31,685	29,214,359	31,256,275	696,573.70
China, Shanghai	.....	36,270	.....	36,270	36,270	2,021.24
Colorado	514,225	10,863,472	17,502	10,880,974	11,395,199	249,401.95
Connecticut	321,213	2,857,915	4,401	2,862,316	3,183,529	53,586.56
Delaware	82,595	405,239	2,316	407,555	490,150	7,193.97
District of Columbia	733	22,827,474	54,848	22,882,322	22,883,055	411,008.58
Florida	275,367	4,618,354	12,438	4,630,792	4,906,159	97,486.98
Georgia	369,375	18,547,062	47,446	18,594,508	18,963,883	356,723.49
Guam	.....	69	.....	69	69	1.79
Hawaii	70,698	516,534	.....	516,534	587,232	11,683.32
Idaho	323,488	1,468,624	1,815	1,470,439	1,793,927	26,650.48
Illinois	4,756,486	113,145,476	1,259,323	114,404,799	119,161,285	2,595,934.90
Indiana	2,499,310	30,587,288	104,079	30,691,367	33,190,677	535,275.65
Iowa	3,935,728	38,779,125	266,886	39,046,011	42,981,739	774,277.26
Kansas	1,883,028	23,750,554	140,614	23,891,168	25,774,196	540,635.35
Kentucky	680,636	8,390,304	32,301	8,422,605	9,103,241	154,407.22
Louisiana	157,990	7,124,634	1,363	7,125,997	7,283,987	147,205.49
Maine	882,528	13,515,180	161,336	13,676,516	14,559,044	425,283.65
Maryland	442,676	7,202,722	14,491	7,217,213	7,659,889	138,300.35
Massachusetts	437,330	31,316,512	184,576	31,501,088	31,938,418	729,601.58
Michigan	3,396,485	22,724,186	176,006	22,900,192	26,296,677	435,377.41
Minnesota	2,129,607	46,126,165	157,985	46,284,150	48,413,757	999,859.27
Mississippi	340,740	1,176,048	3,137	1,179,185	1,519,925	21,285.01
Missouri	1,663,281	67,801,477	245,973	68,047,450	69,710,731	1,328,867.11
Montana	456,273	2,672,721	18,155	2,690,876	3,147,149	53,805.15
Nebraska	1,593,941	23,511,505	152,524	23,664,029	25,257,970	431,956.85
Nevada	42,323	332,342	1,363	333,705	376,028	6,558.03
New Hampshire	132,454	4,476,436	8,773	4,485,209	4,617,663	115,358.96
New Jersey	395,080	3,900,325	20,182	3,920,507	4,315,587	69,678.64
New Mexico	99,687	591,682	1,216	592,898	692,585	12,498.79
New York	5,335,374	236,821,425	1,053,748	237,875,173	243,210,547	6,290,291.65
North Carolina	923,279	8,612,156	20,033	8,632,189	9,555,468	150,386.43
North Dakota	585,427	2,285,147	29,087	2,314,234	2,899,661	43,787.19
Ohio	4,344,318	88,214,505	248,071	88,462,576	92,806,894	1,990,058.06
Oklahoma	1,234,592	10,383,711	31,210	10,414,921	11,649,513	194,512.76
Oregon	716,976	9,076,700	16,231	9,092,931	9,809,907	180,004.94
Pennsylvania	4,745,676	95,790,651	390,715	96,181,366	100,927,042	2,675,384.80
Porto Rico	906	620,888	.....	620,888	621,794	11,977.87
Rhode Island	61,323	1,134,741	.....	1,134,741	1,196,064	22,274.63
South Carolina	592,175	3,791,802	2,992	3,794,794	4,386,969	65,615.51
South Dakota	856,811	3,575,207	30,205	3,605,412	4,462,223	67,324.19
Tennessee	563,439	18,196,355	23,624	18,219,979	18,783,418	311,789.71
Texas	1,899,443	28,880,671	88,622	28,969,293	30,868,736	588,111.00
Utah	148,246	3,372,896	4,368	3,377,264	3,525,510	66,656.86
Vermont	508,533	1,648,354	11,382	1,659,736	2,168,269	31,675.38

TABLE 11.—*Statement showing the number of pounds of second-class matter mailed at pound rates and free-in-county, together with the postage collected thereon, during the fiscal year ended June 30, 1922*—Continued.

State.	Subscribers' copies.		Sample copies at pound rates.	Total at pound rates.	Total mailings at pound rates and free in county	Total postage collected.
	Free in county.	At pound rates.				
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	
Virginia	704,108	7,983,138	7,695	7,990,833	8,694,941	$140,707.80
Washington	1,299,344	7,920,820	60,107	7,980,927	9,280,271	163,467.19
West Virginia	834,343	3,907,247	3,741	3,910,988	4,745,331	70,147.50
Wisconsin	2,327,431	18,457,944	181,849	18,639,793	20,967,224	367,633.43
Wyoming	239,649	520,111	2,058	522,169	761,818	11,218.69
Virgin Islands	4,113	982	.....	982	5,095	16.79
Total	59,201,897	1,103,778,741	5,350,264	1,109,129,005	1,168,330,902	25,140,259.53

TABLE 12.—*Summary of transactions in stamped paper and war-savings securities during the fiscal year ended June 30, 1922.*

Items.	Value of postage stamps.	Number of war-savings stamps and other war-saving issues.	Value of documentary stamps.	Value of proprietary stamps.
Stamp stock on hand in post offices July 1, 1921	$219,137,148.43	93,262,020	$27,197,056.05	$4,823,965.41
Stamp stock charged to postmasters	418,171,641.25	2,230,313	9,124,895.00	1,783,701.00
Stamp stock transferred from post offices	2,998,377.51	1,154,086	322,934.49	129,121.01
Total	640,307,167.19	96,646,419	36,644,885.54	6,736,787.42
Stamp stock sold by postmasters July 1, 1921, to June 30, 1922	422,215,735.02	5,287,073	11,377,307.17	3,007,852.65
Stamp stock redeemed by department from postmasters	2,921,599.82	88,656,159	13,015.35	3,728,702.34
International reply coupons redeemed	2,327.31	.....	.....	.....
Dead-letter bills	14,816.17	.....	.....	.....
Stamp stock transferred to post offices	3,063,157.49	.....	.....	.....
Rebate on revalued 2-cent postal cards and 3-cent stamped envelopes	549,963.07	.....	.....	.....
Decrease in prices of stamped envelopes and newspaper wrappers	527,365.60	.....	.....	.....
Miscellaneous credit adjustments	3,413.23	11,163	781.19	52.96
Stamped paper on hand in post offices June 30, 1922	211,008,789.48	2,692,024	25,253,781.83	179.47
Total	640,307,167.19	96,646,419	36,644,885.54	6,736,787.42

NOTE.—The postage-stamp sales reported above differ from those reported by the Comptroller General, the difference being due to credits allowed by the Comptroller General to postmasters on account of losses by fire, burglary, and other casualties; to the excess revenue gained in sales of stamped envelopes and newspaper wrappers singly and in odd quantities, an item which is stated by postmasters directly to the Comptroller General and not to the department; to the adjustment of certain differences between the stamp and postal accounts; and to the adjustment in postal accounts of certain debits and credits which can not be entered in stamp accounts. The differences are all reconciled between the two offices quarterly and annually.

The number and not the value of war-savings, and thrift stamps and Treasury savings certificates is stated in the foregoing table, because the unit of war-savings stamps is not fixed but increases monthly.

The sales of war-savings and war-revenue stamps are subject to changes that may develop in the final audit of postmasters' war-stamp accounts.

Proprietary revenue stamps were withdrawn from sale Dec. 31, 1921.

TABLE 13.—*Statement showing the number of pieces of mail registered, insured, and sent C. O. D. during the fiscal years ended June 30, 1922, and June 30, 1921.*

Description.	1922	1921	Increase.	Per cent.
REGISTERED.				
Paid registrations:				
Domestic letters and parcels	62,729,493	64,980,019	[1] 2,250,526	[1] 3.46
Foreign letters and parcels	11,291,520	13,224,995	[1] 1,933,475	[1] 14.70
Total paid registrations	74,021,013	78,205,014	[1] 4,184,001	[1] 5.35
Official free	7,439,642	7,883,688	[1] 444,046	[1] 5.63
Total paid and free	81,460,655	86,088,702	[1] 4,628,047	[1] 5.37
Amount collected for registry fees	$7,402,101.30	$7,820,501.40	[1] $418,400.10	[1] 5.35
INSURED.				
Fourth class (domestic parcel post):				
Pieces mailed at 3-cent fee	59,757,805	49,660,149	10,097,656	20.33
Fees	$1,792,734.15	$1,489,804.47	$302,929.68	20.33
Pieces mailed at 5-cent fee	50,395,910	50,861,194	[1] 465,284	[1] .91
Fees	$2,519,795.50	$2,543,059.70	[1] $23,264.20	[1] .91
Pieces mailed at 10-cent fee	12,126,164	11,441,296	684,868	5.99
Fees	$1,212,616.40	$1,144,129.60	$68,486.80	5.99
Pieces mailed at 25-cent fee	4,054,002	4,364,025	[1] 310,023	[1] 7.10
Fees	$1,013,500.50	$1,091,006.25	[1] $77,505.75	[1] 7.10
Total pieces insured	126,333,881	116,326,664	10,007,217	8.60
Total fees	$6,538,646.55	$6,268,000.02	$270,646.53	4.32
COLLECT ON DELIVERY.				
Pieces mailed at 10-cent fee	30,554,946	25,876,454	4,678,492	18.08
Fees	$3,055,494.60	$2,587,645.40	$467,849.20	18.08
Pieces mailed at 25-cent fee	386,624	448,813	[1] 62,189	[1] 13.86
Fees	$96,656.00	$112,203.25	[1] $15,547.25	[1] 13.86
Total pieces sent C. O. D.	30,941,570	26,325,267	4,616,303	17.53
Total fees	$3,152,150.60	$2,699,848.65	$452,301.95	16.75
Total pieces sent insured and C. O. D.	157,275,451	142,651,931	14,623,520	10.25
Total fees, insured and C. O. D.	$9,690,797.15	$8,967,848.67	$722,948.48	8.06
SUMMARY.				
Total paid registered, insured, and C. O. D. pieces	231,296,464	220,856,945	10,439,519	4.73
Total fees	$17,092,898.45	$16,788,350.07	$304,548.38	1.81
Total paid registered, insured, and C. O. D. pieces and free registered pieces	238,736,106	228,740,633	9,995,473	4.37

[1] Decrease.

TABLE 14.—*Statement of mailings during the fiscal year 1922 at the 50 offices transacting the largest registry business, the 50 offices doing the largest insurance business, and the 50 offices doing the largest C. O. D. business.*

Description.	Number pieces at 50 largest offices.	Total number of pieces at all offices.	Per cent of the 50 largest offices to all offices.
Registered (paid)	38,094,502	74,021,013	51.46
Insured	58,359,389	126,333,881	46.19
C. O. D.	22,075,929	30,941,570	71.35
Total	118,529,820	231,296,464	51.25

TABLE 15.—*Statement showing the number of domestic and international registry claims and the number of domestic insured and C. O. D. claims approved during the fiscal year ended June 30, 1922, the amount of indemnity paid, and the average amount of indemnity paid per piece of mail.*

Class of mail.	Number of claims.	Amount of indemnity.	Average indemity paid. per piece of mail.
Domestic registered mail	4,691	$94,158.06	$20.07
International registered mail	1,220	9,892.84	8.11
Insured domestic fourth-class mail	[1] 327,385	[2] 3,412,102.48	10.42
C. O. D. domestic fourth-class mail [3]	98,052	900,913.16	9.19
Total	431,348	$4,417,066.54	$10.24

[1] This item is composed of 32,509 claims paid by the department after audit and 294,876 claims paid by postmasters before audit. Those adjusted by the department were principally complicated claims involving large amounts.
[2] This entire amount consists of the sum actually allowed after audit.
[3] All of the C. O. D. claims paid during the fiscal year 1922 were adjusted by the department and paid after audit.

MISCELLANEOUS TABLES.

TABLE 1.—*Post offices by classes in the United States and Territories for fiscal year ended June 30, 1922.*

First class	799
Second class	2,778
Third class	10,860
Total Presidential	14,437
Fourth class	37,509
Total number of offices	51,946
Postmasters commissioned—	
At Presidential offices	7,164
At fourth class offices	5,219
Post offices established	491
Post offices discontinued	712

TABLE 2.—*Readjustment of presidential postmasters' salaries, July 1, 1922.*

Items.	First class.	Second class.	Third class.	Total presidential.
Number of offices July 1, 1921	799	2,779	10,480	14,058
Increase:				
Advanced from fourth class Oct. 1, 1921	.....	1	157	158
Advanced from fourth class Jan. 1, 1922	1	.....	107	108
Advanced from fourth class Apr. 1, 1922	.....	.....	123	123
Advanced from lower class July 1, 1922	49	146	99	294
Relegated from higher class July 1, 1922	.....	14	81	95
Total	849	2,940	11,047	14,836
Decrease:				
Advanced to higher class July 1, 1922	.....	49	145	194
Relegated to lower class July 1, 1922	14	81	488	583
Discontinued subsequent to July 1, 1922	1	2	7	10
Total	15	132	640	787
Number of offices July 1, 1922	834	2,808	10,407	14,049
Net increase since July 1, 1921	35	29	[1] 73	[1] 9
Salaries of postmasters July 1, 1922	$3,146,000	$7,164,800	$16,454,600	$26,765,400
Increase over salaries on July 1, 1921	$127,200	$76,300	[1] $132,200	$70,300
Gross receipts:				
Four quarters ended Dec. 31, 1921	$363,793,532	$45,689,503	$34,393,909	$443,876,944
Increase over receipts for four quarters ended Dec. 31, 1920	$10,272,226	$599,112	$295,597	$11,166,935

[1] Decrease.

TABLE 3.—*Statement showing the number of assistant postmasters, clerks, and supervisory officers; city letter carriers; watchmen, messengers, and laborers; and printers, mechanics, and skilled laborers in first and second class post offices on June 30, 1922.*

Annual salaries.	Assistant postmasters.	Clerks and supervisory.	City letter carriers.	Watchmen, messengers, and laborers.	Printers, mechanics, and skilled laborers.
$1,350				1,384	
$1,400		5,769	2,959		10
$1,450				1,731	
$1,500		7,343	2,836		5
$1,600		3,053	1,873		17
$1,700		7,022	3,959		6
$1,800		21,366	27,853		13
$1,850	439				
$1,900	385	1,530			
$1,950	289				
$2,000	279	5,509			
$2,050	239				
$2,100	186	1,550	5		
$2,150	128				
$2,200	351	1,123			
$2,300	68	590			
$2,400	71	170			
$2,500	48	309			
$2,600	47	165			
$2,700	48	78			
$2,800	25	173			
$2,900	28	19			
$3,000	20	68			
$3,200	8	78			
$3,300		11			
$3,400	22	32			
$3,500		22			
$3,600	17	17			
$3,700	9	2			
$3,800	6	18			
$4,000	7	7			
$4,200		2			
$4,300	1				
$4,400		3			
$4,500	2				
$4,600	2				
Total	2,725	56,029	39,485	3,115	51

TABLE 4.—*Clerical and carrier service for the fiscal years 1909 to 1922, inclusive.*

Years.	First and second class offices.			City delivery service.		
	Offices.	Clerks.	Cost of service.	Offices.	Carriers.	Cost of service.
1909	1,979	29,930	$32,920,754	1,440	27,620	$29,738,123
1910	2,105	31,825	36,048,873	1,492	28,715	31,683,591
1911	2,246	32,319	38,393,295	1,541	29,168	32,970,451
1912	2,351	33,714	40,445,344	1,621	29,962	34,152,518
1913	2,390	35,486	43,668,732	1,675	30,923	36,600,544
1914	2,465	37,993	48,661,320	1,759	32,292	40,398,621
1915	2,601	38,761	50,837,401	1,808	32,902	42,458,003
1916	2,674	40,127	52,543,984	1,864	34,114	43,136,818
1917	2,775	41,805	55,942,003	1,948	34,592	48,047,712
1918	2,898	42,699	61,522,800	1,992	34,993	49,995,450
1919	3,204	44,681	74,251,888	2,018	35,024	59,527,296
1920	3,315	47,598	98,082,237	2,086	36,142	74,932,540
1921	3,578	53,703	115,240,990	2,161	38,532	87,830,428
1922	3,642	56,029	116,909,888	2,229	39,485	89,908,118

TABLE 5.—*Post offices by classes in each State and Territory on July 1, 1922.*

States and Territories.	Abbreviations.	Presidential.				Fourth class.	Total number of offices.
		First class.	Second class.	Third class.	Total.		
Alabama	Ala	8	36	185	229	917	1,146
Alaska	Alaska	.....	4	10	14	148	162
Arizona	Ariz	4	16	35	55	244	299
Arkansas	Ark	8	43	165	216	1,293	1,509
California	Calif	37	129	304	470	1,111	1,581
Colorado	Colo	8	42	139	189	609	798
Connecticut	Conn	21	36	101	158	180	338
Delaware	Del	1	10	24	35	67	102
District of Columbia	D. C	1	.....	.....	1	.....	1
Florida	Fla	12	45	130	187	720	907
Georgia	Ga	11	59	230	300	825	1,125
Guam	Guam	.....	.....	1	1	.....	1
Hawaii	Hawaii	1	3	19	23	67	90
Idaho	Idaho	6	27	87	120	406	526
Illinois	Ill	45	156	516	717	942	1,659
Indiana	Ind	36	82	270	388	709	1,097
Iowa	Iowa	28	101	455	584	667	1,251
Kansas	Kans	22	78	346	446	634	1,080
Kentucky	Ky	12	52	177	241	2,327	2,568
Louisiana	La	6	28	162	196	881	1,077
Maine	Maine	7	40	156	203	655	858
Maryland	Md	6	24	98	128	584	712
Massachusetts	Mass	32	80	178	290	380	670
Michigan	Mich	35	89	360	484	754	1,238
Minnesota	Minn	17	82	402	501	745	1,246
Mississippi	Miss	10	38	188	236	758	994
Missouri	Mo	18	73	398	489	1,364	1,853
Montana	Mont	9	22	126	157	738	895

TABLE 5.—*Post offices by classes in each State and Territory on July 1, 1922*—Contd.

States and Territories.	Abbreviations.	Presidential.				Fourth class.	Total number of offices.
		First class.	Second class.	Third class.	Total.		
Nebraska	Nebr.	8	54	302	364	537	901
Nevada	Nev.	1	10	19	30	158	188
New Hampshire	N. H.	7	26	78	111	281	392
New Jersey	N. J.	38	78	187	303	380	683
New Mexico	N. Mex.	3	15	58	76	503	579
New York	N. Y.	71	189	548	808	1,481	2,289
North Carolina	N. C.	15	61	218	294	1,280	1,574
North Dakota	N. Dak.	5	20	238	263	452	715
Ohio	Ohio	56	108	365	529	1,076	1,605
Oklahoma	Okla.	15	80	255	350	795	1,145
Oregon	Oreg.	9	29	122	160	630	790
Pennsylvania	Pa.	64	200	552	816	2,171	2,987
Porto Rico	P. R.	2	5	35	42	50	92
Rhode Island	R. I.	5	5	33	43	69	112
Samoa	Samoa	.....	.....	1	1	.....	1
South Carolina	S. C.	8	37	117	162	528	690
South Dakota	S. Dak.	8	28	193	229	443	672
Tennessee	Tenn.	7	49	182	238	789	1,027
Texas	Tex.	30	141	484	655	1,633	2,288
Utah	Utah	4	7	68	79	273	352
Vermont	Vt.	7	24	80	111	285	396
Virginia	Va.	17	48	263	328	1,955	2,283
Virgin Islands	V. I.	.....	1	2	3	2	5
Washington	Wash.	12	46	167	225	732	957
West Virginia	W. Va.	9	43	170	222	1,737	1,959
Wisconsin	Wis.	28	89	365	482	603	1,085
Wyoming	Wyo.	4	20	43	67	330	397
Total	.....	834	2,808	10,407	14,049	37,898	51,947
OFFICES UNDER JURISDICTION OF PANAMA CANAL.							
Canal Zone	C. Z.	.....	.....	.....	.....	.....	12
OFFICES UNDER JURISDICTION OF WAR DEPARTMENT.							
Philippine Islands	P. I.	.....	.....	.....	.....	.....	458

TABLE 6.—*Post offices, by classes, July 1, 1918, to 1922.*

Year.	Presidential.				Fourth class.	Total.
	First class.	Second class.	Third class.	Total.		
1918	627	2,370	7,622	10,619	43,726	54,345
1919	665	2,539	7,621	10,825	42,259	53,084
1920	700	2,615	8,221	11,536	41,102	52,638
1921	799	2,779	10,480	14,058	38,110	52,168
1922	834	2,808	10,407	14,049	37,898	51,947

TABLE 7.—*Unclaimed parcel-post matter treated in post offices at division headquarters Railway Mail Service, and the Division of Dead Letters during the fiscal year ended June 30, 1922.*

Office.	Received.			Disposition.		
	Addressed.	Loose, etc.	Total.	Delivered.	Filed.	Destroyed.
Division of Dead Letters	36,137	12,345	48,482	19,450	20,390	8,642
Atlanta, Ga	32,450	8,242	40,692	20,440	19,817	435
Boston, Mass	31,090	21,850	52,940	29,674	20,624	2,642
Chicago, Ill	36,565	65,521	102,086	43,432	55,890	2,764
Cincinnati, Ohio	24,500	11,313	35,813	12,637	22,360	816
Fort Worth, Tex	38,162	6,996	45,158	17,991	24,157	3,010
New Orleans, La	11,848	1,066	12,914	6,152	6,061	701
New York, N. Y	75,064	32,110	107,174	39,783	39,374	28,017
Omaha, Nebr	32,322	6,726	39,048	24,761	12,902	1,385
St. Louis, Mo	44,277	22,352	66,629	29,385	35,223	2,021
St Paul, Minn	32,882	1,980	34,862	28,995	5,758	109
San Francisco, Calif	17,209	9,157	26,366	3,565	22,429	372
Seattle, Wash	12,432	4,607	17,039	6,882	9,647	510
Total	424,938	204,265	629,203	283,147	294,632	51,424

TABLE 8.—*Report of the Division of Dead Letters for the fiscal year ended June 30, 1922.*

DEAD LETTERS RECEIVED.

Division of Dead Letters:		
Domestic origin, unclaimed	6,305,463	
Domestic origin, unmailable	612,804	
Foreign origin, unclaimed	124,043	
		7,042,310
Dead letter branch, Chicago, Ill.:		
Domestic origin, unclaimed	3,329,015	
Domestic origin, unmailable	431,500	
Foreign origin, unclaimed	89,900	
		3,850,415
Dead letter branch, San Francisco, Calif.:		
Domestic origin, unclaimed	1,553,951	
Domestic origin, unmailable	47,385	
Foreign origin, unclaimed	87,758	
		1,689,094
Dead letter branch, New York, N. Y.:		
Domestic origin, unclaimed	3,382,231	
Domestic origin, unmailable	437,300	
Foreign origin, unclaimed	137,193	
		3,956,724
Dead letter branch, San Juan, P. R.:		
Domestic origin, unclaimed	24,078	
Domestic origin, unmailable	1,041	
Foreign origin, unclaimed	1,417	
		26,536
Dead letter branch, Honolulu, Hawaii:		
Domestic origin, unclaimed	13,012	
Domestic origin, unmailable	1,008	
Foreign origin, unclaimed	7,320	
		21,340
Grand total		16,586,419

Decrease from preceding year, 3,096,840.

TABLE 9.—*Summary of dead mail received.*

	Letters.	Increase (+) or decrease (−).
Registered:		
Of domestic origin	16,496	−16,407
Of foreign origin	2,897	−2,894
Unregistered:		
Of domestic origin with domestic address	15,619,379	−2,858,082
Returned from foreign countries	502,913	−114,909
Of foreign origin	444,734	−104,548
Total	16,586,419	−3,096,840

MANNER OF DISPOSAL.

	Number.	Increase (+) or decrease (−).
Unopened:		
Of domestic origin—		
Returned to senders	294,384	−14,418
Missent and forwarded or returned for proper treatment	118,533	+9,741
Of foreign origin—		
Delivered to addressees	2,071	+1,001
Returned unopened to countries of origin	445,560	−111,513
Total	860,548	−115,189
Opened (all of domestic origin):		
Delivered to senders—		
Letters containing correspondence and inclosures	3,312,089	−425,836
Filed awaiting reclamation	84,168	−6,564
Destroyed	12,257,675	−2,491,823
Under treatment	71,939	−57,428
Total	15,725,871	−2,981,651
Grand total	16,586,419	−3,096,840
RECAPITULATION.		
Delivered	4,172,637	−541,025
Filed	84,168	−6,564
Destroyed	12,257,675	−2,491,823
Under treatment	71,939	−57,428

TABLE 10.—*Opened dead mail with valuable inclosures.*

	Number.	Increase (+) or decrease (−).
Money	52,827	+10,262
United States bonds, war-savings certificates, etc	24	−1
Drafts, checks, money orders, etc	131,624	−18,308
Miscellaneous papers	161,093	−32,630
Postage stamps	384,006	−3,432
Manuscripts	2,735	+288
Photographs	83,886	−34,406
Merchandise, books, etc	32,545	−269
Total	848,740	−78,496

TABLE 10.—*Opened dead mail with valuable inclosures*—Continued.

VALUE OF INCLOSURES IN DEAD LETTERS OPENED OR FOUND LOOSE IN THE MAIL.

	Amount.	Increase (+) or decrease (−).
Money	$96,275.18	−$33,181.29
United States bonds, war-savings certificates, etc	312.50	−1,278.72
Drafts, checks, money orders, etc	5,424,088.91	−1,445,993.09
Postage stamps	12,923.33	+2,681.50
Total	5,533,599.92	−1,477,771.60

REVENUE DERIVED FROM DEAD MAIL.

Source.	Amount.	Increase (+) or decrease (−).
Money:		
Derived from sale of merchandise	$145,386.19	+$12,734.05
Removed from letters and found loose in mails	39,035.59	−16,486.32
Received for postage	59.19	+18.62
Total	184,480.97	−3,733.65
Stamps:		
Removed from letters and found loose in mails	10,898.48	+2,075.35
Received for postage	2,061.85	+643.15
3-cent fee collected for letters returned	92,039.79	−17,735.58
Total	105,000.12	−15,017.08
Grand total	289,481.09	−18,750.73

TABLE 11.—*Mail transportation by railroads—Service in operation on June 30, 1922.*

Number of routes	1,414
Length of routes ... miles	231,981.44
Annual travel (all space units) ... do	[1] 561,189,678.19
Annual rate of expenditure	[1] $82,330,176.33
Average rate of cost per mile of length	$354.90
Average rate of cost per unit mile traveled ... cents	14.67
Number authorized units regular service (all classes)	30,137
Rate per 60-foot car mile, all units equated ... cents	38.83

COMPARISON WITH PREVIOUS YEAR.

Increase in number of routes	617
Decrease in length of routes ... miles	521.91
Decrease in annual travel ... unit miles	792,811.08
Decrease in annual rate of expenditure	$329,181.61
Decrease in rate of cost per mile of length	$0.61
Decrease in rate of cost per unit mile traveled ... cents	.03
Increase in cost per 60-foot car mile, equated ... do	.0039

[1] Does not include emergency or side service.

TABLE 12.—*Mail transportation by railroad routes, as authorized June 30, 1922.*

Units of service.	Regular rates.		Less than 50-mile rate (separately operated railroads).		50 to 100 mile rate (separately operated railroads).		Percentage of total annual rate.
	Miles of service per annum.	Annual pay.	Miles of service per annum.	Annual pay.	Miles of service per annum.	Annual pay.	
60-foot full R. P. O. cars	48,367,122.96	$16,323,901.26	.....	.....	.....	.....	19.94
60-foot full R. P. O. cars, land grant	6,047,435.84	1,632,806.96	.....	.....	.....	.....	2.00
30-foot apartment R. P. O. cars	99,655,763.67	18,685,448.36	.....	.....	41,923.90	$9,432.86	22.84
30-foot apartment R.P.O.cars, land grant	15,140,977.18	2,271,145.14	.....	.....	.....	.....	2.77
15-foot apartment R. P. O. cars	105,529,182.52	13,191,133.63	311,919.30	$58,484.68	1,087,352.10	163,102.48	16.39
15-foot apartment R.P.O.cars, land grant	4,589,080.42	458,906.96	.....	.....	1,971.00	236.52	.56
70-foot storage cars	504,578.60	206,036.16	.....	.....	.....	.....	.25
70-foot storage cars, land grant	132,225.74	43,193.71	.....	.....	.....	.....	.05
60-foot storage cars	39,313,263.97	13,759,639.77	.....	.....	.....	.....	16.81
60-foot storage cars, land grant	4,746,867.32	1,329,121.97	.....	.....	.....	.....	1.62
30-foot storage space	12,365,456.87	2,318,521.02	.....	.....	.....	.....	2.83
30-foot storage space, land grant	3,125,185.16	468,777.28	.....	.....	.....	.....	.57
15-foot storage space	18,789,219.07	1,878,918.54	.....	.....	.....	.....	2.30
15-foot storage space, land grant	3,766,940.74	301,354.18	.....	.....	.....	.....	.37
7-foot storage space	22,265,890.73	1,252,449.45	.....	.....	37,653.90	2,541.62	1.53
7-foot storage space, land grant	1,787,839.51	80,451.86	.....	.....	.....	.....	.10
3-foot storage space	23,759,562.64	742,478.96	.....	.....	97,981.14	3,674.23	.91
3-foot storage space, land grant	1,807,768.95	45,193.48	.....	.....	.....	.....	.06
15-foot closed pouch	5,881,228.82	735,152.32	.....	.....	.....	.....	.90
15-foot closed pouch, land grant	845,287.03	84,528.52	.....	.....	.....	.....	.10
7-foot closed pouch	17,420,351.75	1,088,766.58	59,407.61	5,569.42	16,191.59	1,214.34	1.34
7-foot closed pouch, land grant	1,643,836.05	82,191.38	.....	.....	.....	.....	.10
3-foot closed pouch	106,987,017.67	4,011,951.81	5,265,408.15	296,173.91	2,390,820.34	107,585.36	5.39
3-foot closed pouch, land grant	7,403,347.67	222,099.09	.....	.....	3,618.28	130.24	.27
Total	551,875,430.88	81,214,168.39	5,636,735.06	360,228.01	3,677,512.25	287,917.65	100.00

TABLE 12.—*Mail transportation by railroad routes, as authorized June 30, 1922*—Con.

RECAPITULATION.

	Miles of service per annum.	Annual pay.
Total miles of service and pay, regular rates	551,875,430.88	$81,214,168.39
Total miles of service and pay, less than 50-mile rate (separately operated railroads)	5,636,735.06	360,228.01
Total miles of service and pay, 50 to 100 mile rate (separately operated railroads)	3,677,512.25	287,917.65
Total miles of service and annual pay at space rates	561,189,678.19	81,862,314.05
Total amount authorized in excess of space rates, due to statement of minimum pay, all classes		710,427.42
Total annual rate		82,572,741.47
Total equalization deduction		242,565.14
Net total annual rate		[1] 82,330,176.33

Miles of service per annum, prorated to 60-foot car basis.		Total authorized rate of compensation per annum.		Rate per 60-foot car-mile, all units (in cents).	
June 30, 1921	215,021,657.89	June 30, 1921	$82,659,357.94	June 30, 1921	38.44
June 30, 1922	212,012,239.90	June 30, 1922	82,330,176.33	June 30, 1922	38.83
Decrease	3,009,417.99	Decrease	329,181.61	Increase	.39
Per cent of decrease	1.40	Per cent of decrease	.40	Per cent of increase	1.01

[1] This does not include emergency and side service. The total cost of railroad transportation for the year will be approximately $91,366,000.

TABLE 13.—*Mail transportation by electric railroads—Service in operation on June 30, 1922.*

Number of routes		328
Length of routes	miles	8,359.92
Annual travel	unit miles	10,932,769.86
Annual rate		$558,500.01
Average cost per mile of length		$66.81
Average cost per mile (unit) traveled	cents	5.10

COMPARISON WITH PREVIOUS YEAR.

Increase in number of routes		6
Increase in length of routes	miles	468.75
Increase in annual travel	do	571,815.57
Increase in annual rate		$31,707.97
Increase in average cost per mile of length	cents	22
Increase in rate of cost per unit mile traveled	do	.02

TABLE 14.—*Mail transportation by electric railroads as authorized June 30, 1922.*

Units.	Miles per annum.	Pay per annum.	Number of units.
10 bags in passenger car without compartment	5,672,917.62	$226,916.7048	1,653
60 cubic feet in passenger car without compartment	1,401,173.30	70,058.6650	334
90 cubic feet in passenger car without compartment	216,508.30	12,990.4980	34
120 cubic feet in passenger car without compartment	46,165.22	3,231.5654	18
150 cubic feet in passenger car without compartment	25,603.00	2,048.2400	9
180 cubic feet in passenger car without compartment	16,524.87	1,487.2383	7
210 cubic feet in passenger car without compartment	19,966.08	1,996.6080	6
270 cubic feet in passenger car without compartment	71.24	8.5488	1
330 cubic feet in passenger car without compartment	3,295.89	461.4246	1
360 cubic feet in passenger car without compartment	1,742.00	261.3000	1
390 cubic feet in passenger car without compartment	1,833.52	293.3632	1
30 cubic feet in baggage or express car	2,041,959.47	61,258.7841	381
60 cubic feet in baggage or express car	454,191.39	18,167.6556	88
90 cubic feet in baggage or express car	128,279.94	6,413.9970	23
120 cubic feet in baggage or express car	60,745.70	3,644.7420	12
150 cubic feet in baggage or express car	16,702.20	1,169.1540	3
180 cubic feet in baggage or express car	35,192.50	2,815.4000	7
210 cubic feet in baggage or express car	28,483.69	2,563.5321	4
240 cubic feet in baggage or express car	17,254.71	1,725.4710	1
300 cubic feet in baggage or express car	22,004.60	2,640.5520	2
360 cubic feet in baggage or express car	3,437.72	481.2808	1
540 cubic feet in baggage or express car	403.00	80.6000	1
3 linear feet in independent car	4,650.10	209.2544	2
10 linear feet in independent car	1,910.52	286.5780	1
16 linear feet in independent car	2,664.50	639.4800	1
18 linear feet in independent car	1,898.00	512.4600	1
20 linear feet in independent car	380.64	114.1920	1
30 linear feet in independent car	17,722.27	6,645.8512	8
10 linear feet in apartment R. P. O. car	13,550.46	1,693.8075	6
11 linear feet in apartment R. P. O. car	48,707.52	6,697.2840	4
12 linear feet in apartment R. P. O. car	19,841.04	2,976.1560	2
13 linear feet in apartment R. P. O. car	35,250.06	5,728.1346	2
14 linear feet in apartment R. P. O. car	164,669.16	28,817.1030	12
15 linear feet in apartment R. P. O. car	172,020.47	32,253.8379	15
16 linear feet in apartment R. P. O. car	36,079.81	7,215.9620	6
17 linear feet in apartment R. P. O. car	198,969.35	42,280.9865	55
Total amount authorized in excess of space rates due to statement of minimum pay, all classes	.....	1,713.6064	.....
Total	10,932,769.86	558,500.0182	2,700

TABLE 15.—*Power-boat service, authorized service (exclusive of freight and express service), in operation June 30, 1922.*

Number of routes		280
Length of routes	miles	47,271.92
Annual travel	do	4,866,210.46
Annual rate of expenditure		$1,367,908.35
Average cost per mile of length		$28.93
Average cost per mile traveled	cents	28.11
Average number of trips per week		6.83

TABLE 15.—*Power-boat service, authorized service (exclusive of freight and express service), in operation June 30, 1922*—Continued.

COMPARISON WITH PREVIOUS YEAR.

Increase in number of routes		14
Increase in length of routes	miles	16,309.04
Increase in annual travel	do	829,044.13
Increase in annual rate		$502,877.12
Increase in average cost per mile of length		$1.00
Increase in average cost per mile traveled	cents	6.69
Increase in average number of trips per week		.82

The cost of freight and express service to Alaska which was in effect from July 1 to October 31, 1921, was $23,813.33.

TABLE 16.—*Consolidated statement of the performance of the Air Mail Service fiscal year 1922.*

Month.	Trips. possible (scheduled).	Trips attempted.	Trips defaulted.	Trips uncompleted.	Weather encountered.		Mileage possible (scheduled).	Miles traveled with mail.
					Trips in fog, etc.	Trips clear.		
1921.								
July	624	623	1	6	65	558	131,450	130,555
August	693	689	4	13	129	560	136,974	134,549
September	657	651	6	8	180	471	127,706	125,914
October	714	707	7	7	166	541	140,080	138,759
November	672	633	39	46	285	348	131,520	117,529
December	726	660	66	37	266	394	142,240	125,416
1922.								
January	699	633	66	32	191	442	136,880	119,966
February	635	558	77	15	210	348	124,960	107,944
March	729	690	39	22	269	421	144,720	134,503
April	675	652	23	16	276	376	134,000	127,634
May	702	694	8	8	235	459	139,360	136,973
June	702	697	5	1	161	536	139,360	138,185
Total	8,228	7,887	341	211	2,433	5,454	1,629,250	1,537,927

Month.	Miles, ferry, and test.	Total miles traveled.	Per cent of performance.	Mail carried (pounds).	Number of letters advanced.	Cost of service.	Forced landing due to—	
							Mechanical causes.	Other causes.
1921.								
July	18,129	148,684	99.31	77,276	3,091,040	$109,799.11	34	29
August	14,883	149,432	98.22	84,680	3,387,200	106,986.98	32	30
September	22,185	148,099	98.59	88,401	3,536,040	102,988.45	13	26
October	20,212	158,971	99.05	99,057	3,962,280	122,205.51	23	21
November	25,616	143,145	89.36	93,519	3,740,760	117,417.83	17	74
December	15,840	141,256	88.17	101,198	4,047,920	118,264.70	42	46
1922.								
January	17,721	137,687	87.64	93,283	3,731,320	116,553.07	31	44
February	10,140	118,084	86.38	92,902	3,716,080	86,898.29	24	28
March	16,161	150,664	92.94	123,312	4,932,480	95,884.94	13	57
April	6,369	134,003	95.25	116,303	4,652,120	80,066.05	17	69
May	12,312	149,285	98.30	121,888	4,875,520	79,611.22	17	46
June	9,770	147,955	99.15	132,904	5,316,160	78,480.86	18	9
Total	189,338	1,727,265	94.39	1,224,723	48,988,920	1,215,167.01	281	479

NOTE.—Temporary service from Elko to Ely, Nev., Oct. 19, 1921–Feb. 15, 1922.

TABLE 17.—*Statement showing the several items of cost, unit cost, and the cost per mile in the operation of the Air Mail Service for the fiscal year ending June 30, 1922.*

Items of cost.	Amount.
Gasoline	$149,027.30
Grease and oil	32,177.24
Repairs and accessories	226,735.18
Miscellaneous	92,193.13
Motor cycles and trucks	43,672.29
Rent, light, fuel, telephone, power and water	24,830.45
Office force and watchmen	117,933.86
Warehouse	59,583.71
Pilots	174,406.99
Mechanics and helpers	172,891.87
Testing and experiments, College Park	4,020.47
Radio	83,427.42
Departmental overhead	34,267.10
Total	1,215,167.01

Month.	Service and unit cost.				Cost per mile.			
	Gasoline (gallon).	Time.	Miles flown.	Cost per hour.	Overhead.[1]	Flying.[2]	Maintenance.[3]	Total cost per mile.
1921.		*Hr. min.*						
July	48,625	1,644 26	148,684	$66.76	$0.18	$0.22	$0.33	$0.73
August	47,818	1,696 30	149,432	63.06	.16	.22	.33	.71
September	43,953	1,667 07	148,099	61.73	.17	.21	.32	.70
October	46,469	1,779 32	158,971	68.58	.20	.20	.37	.77
November	41,758	1,602 31	143,145	73.27	.20	.21	.41	.82
December	39,576	1,532 26	141,256	76.17	.20	.21	.42	.84
1922.								
January	38,755	1,491 22	137,687	78.15	.20	.20	.45	.85
February	34,343	1,274 58	118,084	68.15	.21	.22	.31	.74
March	41,532	1,640 20	150,664	58.35	.16	.19	.29	.64
April	37,810	1,453 53	134,003	56.06	.17	.21	.22	.60
May	41,022	1,585 39	149,285	50.22	.15	.19	.19	.53
June	40,970	1,668 09	147,955	47.05	.17	.19	.17	.53
Total and averages	502,631	19,036 53	1,727,265	63.83	.1783	.2058	.3194	.7035

[1] Overhead consists of departmental overhead, office force and watchmen, motor cycles and trucks, rent, light, fuel, telephone, power, and water, testing experiments, College Park; radio.

[2] Flying consists of gas, grease, and oil, pilots.

[3] Maintenance consists of miscellaneous, mechanics and helpers, repairs and accessories, warehouse.

TABLE 18.—*Statement showing the growth of the rural delivery service, by years, since its inception, and the expenditure involved.*

Fiscal years.	Routes.[1]	Increase in routes.	Appropriation.	Expenditure.	Increase in expenditure.
1897	82	.....	$40,000	$14,840	.....
1898	153	71	50,250	50,241	$35,401
1899	412	259	150,432	150,012	99,771
1900	1,259	847	450,000	420,433	270,421
1901	3,761	2,502	1,750,796	1,750,321	1,329,888
1902	8,298	4,537	4,089,075	4,089,041	2,338,720
1903	15,119	6,821	8,580,364	8,051,599	3,962,558
1904	24,566	9,447	12,926,905	12,645,275	4,593,676
1905	32,110	7,544	21,116,600	20,864,885	[2] 8,219,610
1906	35,766	3,656	25,828,300	25,011,625	4,146,740
1907	37,728	1,962	28,200,000	26,661,555	1,649,930
1908	39,277	1,549	34,900,000	34,371,939	[3] 7,710,384
1909	40,628	1,351	35,673,000	35,661,034	1,289,095
1910	41,079	451	37,260,000	36,914,769	1,253,735
1911	41,656	577	38,860,000	37,125,630	210,861
1912	42,199	543	42,790,000	41,859,422	[4] 4,733,792
1913	42,805	606	47,000,000	45,642,810	[5] 3,783,388
1914	43,652	847	47,500,000	47,380,959	1,738,149
1915	43,866	214	53,000,000	52,565,811	[6] 5,184,852
1916	42,927	[7] 939	53,000,000	51,952,326	[7] 613,485
1917	43,464	537	53,000,000	52,423,090	470,764
1918	43,453	[7] 11	53,000,000	52,552,996	129,906
1919	43,210	[7] 243	65,800,000	65,020,836	[8] 12,467,840
1920	43,445	235	[9] 68,800,000	75,795,110	[11] 10,774,274
1921	43,752	307	[10] 78,000,000	81,315,961	5,520,851
1922	44,186	434	86,800,000	.....	([12])

[1] Apparent discrepancies between the figures in this column and in the corresponding column headed "Carriers" in previous annual reports are due to having been taken for periods other than fiscal years.

[2] Maximum salary of carriers increased from $600 to $720 per annum.

[3] Maximum salary of carriers increased from $720 to $900 per annum.

[4] Maximum salary of carriers increased from $900 to $1,000 per annum.

[5] Maximum salary of carriers increased from $1,000 to $1,100 per annum.

[6] Maximum salary of carriers increased from $1,100 to $1,200 per annum.

[7] Decrease.

[8] Increase of 20 per cent in salary of carrier, plus allowance of $24 a mile or major fraction thereof over 24 miles.

[9] Such additional appropriation as is necessary to cover increase to $1,700 to be added to this amount.

[10] Such additional appropriation as is necessary to cover increase to $1,800 to be added to this amount.

[11] Includes additional allowance of $200 per annum under joint resolution 151, approved Nov. 9, 1919, making salary for standard route of 24 miles $1,700 per annum.

[12] Salary for standard route of 24 miles increased to $1,800 per annum.

Number of counties in the United States	3,061
Number of counties having rural delivery service	2,708
Number of counties for which maps have been drawn	1,147
Number of counties for which preliminary maps have been made	281
Number of counties for which base maps are available	1,433
Number of counties for which no available base maps, preliminary sketches, have been made	200

TABLE 19.—*Statement showing the number and mileage of rural routes and annual cost (including substitutes) at close of business June 30, 1921, and June 30, 1922.*

State.	Number of routes.		Mileage of routes.		Annual rate of cost (including substitutes).	
	June 30, 1921.	June 30, 1922.	June 30, 1921.	June 30, 1922.	June 30, 1921.	June 30, 1922.
Alabama	1,143	1,152	29,870	30,255	$2,214,608.77	$2,238,057.40
Arizona	32	35	881	973	59,950.92	66,380.42
Arkansas	692	716	17,306	17,960	1,303,320.18	1,343,949.45
California	434	454	14,080	14,764	929,048.85	971,405.27
Colorado	299	323	10,272	11,878	619,533.45	686,691.35
Connecticut	268	268	6,307	6,308	498,228.50	498,183.58
Delaware	87	92	2,583	2,623	180,744.67	187,480.03
District of Columbia	6	6	175	169	12,544.58	12,352.08
Florida	265	274	9,090	9,419	563,102.07	585,598.90
Georgia	1,612	1,624	45,227	45,730	3,248,039.67	3,278,701.71
Hawaii	1	1	18	17	924.00	924.00
Idaho	208	216	5,440	5,759	386,694.00	405,838.13
Illinois	2,616	2,620	70,071	70,151	5,252,317.58	5,258,984.50
Indiana	1,816	1,822	53,180	53,579	3,784,915.75	3,804,526.15
Iowa	2,189	2,203	59,569	59,903	4,432,539.22	4,456,586.75
Kansas	1,883	1,894	54,141	54,662	3,860,155.45	3,888,834.73
Kentucky	876	885	21,360	21,679	1,659,644.10	1,677,745.52
Louisiana	313	321	8,198	8,459	586,443.76	604,801.85
Maine	480	480	11,180	11,190	886,132.05	887,139.46
Maryland	417	418	10,175	10,217	788,852.17	791,444.50
Massachusetts	279	280	7,099	7,158	541,106.80	544,437.05
Michigan	1,801	1,808	49,625	49,921	3,648,115.63	3,665,203.21
Minnesota	1,633	1,656	46,276	47,056	3,339,703.88	3,385,262.22
Mississippi	973	989	25,376	26,068	1,864,221.33	1,910,359.30
Missouri	2,224	2,234	54,832	55,167	4,249,448.20	4,271,139.73
Montana	181	189	5,204	5,485	309,914.30	323,626.72
Nebraska	1,122	1,135	31,322	31,868	2,264,528.29	2,295,654.47
Nevada	4	4	122	122	7,625.13	7,625.13
New Hampshire	246	247	5,737	5,766	456,481.67	458,528.58
New Jersey	303	304	7,749	7,813	591,206.00	594,459.25
New Mexico	52	53	1,809	1,887	93,938.93	97,901.22
New York	1,823	1,832	46,197	46,359	3,549,975.92	3,567,891.25
North Carolina	1,392	1,394	34,099	34,404	2,623,677.68	2,639,546.10
North Dakota	744	782	22,130	23,312	1,413,716.80	1,475,878.25
Ohio	2,534	2,534	62,443	62,685	4,882,339.00	4,893,063.39
Oklahoma	1,187	1,223	35,771	36,781	2,462,370.17	2,526,147.55
Oregon	260	265	6,916	7,248	512,913.05	527,986.87
Pennsylvania	2,009	2,015	52,463	52,578	3,971,473.92	3,984,230.25
Rhode Island	45	45	1,054	1,059	82,505.50	82,685.17
South Carolina	884	887	22,042	22,269	1,689,253.80	1,700,155.72
South Dakota	653	671	19,545	20,160	1,337,608.71	1,374,719.50
Tennessee	1,595	1,599	39,458	39,673	3,046,055.83	3,057,612.25
Texas	2,128	2,155	57,263	58,221	4,166,843.23	4,233,162.69
Utah	58	60	1,412	1,461	107,326.23	111,339.87
Vermont	339	339	7,775	7,803	618,592.33	619,997.58
Virginia	1,119	1,128	25,833	26,112	2,051,876.75	2,068,893.75
Washington	381	391	10,064	10,525	731,875.37	758,713.08
West Virginia	434	437	9,960	10,058	792,885.04	800,488.80
Wisconsin	1,684	1,696	44,342	44,794	3,339,887.83	3,365,506.37
Wyoming	28	30	855	940	52,869.05	56,292.35
Total	43,752	44,186	1,163,896	1,180,448	86,068,076.11	87,044,133.45

TABLE 20.—*Statement showing the number of star routes in operation June 30, 1922, by contract sections, and the annual rate of cost for operating the service in each section.*

	Number of routes.	Cost.
First contract section	2,945	$2,974,713.10
Second contract section	2,144	2,134,686.50
Third contract section	1,263	1,099,839.92
Fourth contract section	4,363	5,837,999.73
Total	10,715	12,047,239.25

The following statement shows cost of the service under the old contracts in the fourth section as of June 30, 1922, and the annual rate of cost of the service in that section under the new contracts beginning July 1, 1922:

Cost of service under old contracts	$5,837,999.73
Cost of service under new contracts	5,635,746.23
Decrease	202,253.50

The cost per mile of travel under the new contracts is 13.66 cents, or a decrease of 0.79 cent per mile of travel from the cost per mile for the old contract period.

TABLE 21.—*Star-route service in Alaska, authorized service, in operation June 30, 1922.*

Number of routes		[1] 69
Length of routes	miles	11,042
Annual travel	do	231,278.19
Annual rate of expenditure		$208,049.28
Average rate of cost per mile of length		$18.84
Average rate of cost per mile traveled	cents	89.95
Average number of trips per week		.86

COMPARISON WITH PREVIOUS YEAR.

Increase in number of routes		6
Increased length of routes	miles	988.29
Decrease in annual travel	do	5,214.09
Decrease in annual rate of expenditure		$3,628.49
Decrease in average cost per mile of length		$2.21
Increase in cost per mile traveled	cents	.45
Increase in average number of trips per week		.06

[1] Does not include authorization of bulk shipments supplementing regular routes.

TABLE NO. 22.—*Motor-vehicle service established during the fiscal year 1922.*

Name of city.	Date of establishment.	Name of city.	Date of establishment.
Ashland, Wis	June 9, 1922	Keene, N. H	May 4, 1922
Aurora, Ill	Jan. 1, 1922	Keyport, N. J	Apr. 20, 1922
Bangor, Me	Feb. 13, 1922	Keyser, W. Va	Dec. 17, 1921
Bar Harbor, Me	Aug. 29, 1921	Lewistown, Mont	Jan. 13, 1922
Bloomfield, N. J	May 3, 1922	Little Falls, N. Y	Mar. 12, 1922
Blue Island, Ill	Jan. 5, 1922	Logan, Utah	Oct. 17, 1921
Boonton, N. J	Nov. 15, 1921	Madison, N. J	Mar. 30, 1922
Bristol, Conn	July 1, 1921	McKee's Rocks, Pa	Jan. 14, 1922
Burlington, N. J	May 1, 1922	Mobile, Ala	Mar. 2, 1922
Boulder, Colo	Apr. 17, 1922	Monongahela, Pa	June 14, 1922
Carbondale, Pa	Apr. 26, 1922	Moundsville, W. Va	May 26, 1922
Darby, Pa	Feb. 13, 1922	Mount Sterling, Ky	May 24, 1922
Denton, Tex	Apr. 14, 1922	Monmouth, Ill	Dec. 20, 1921
Dover, N. J	Feb. 15, 1922	Natick, Mass	Oct. 20, 1921
Enid, Okla	Mar. 13, 1922	New Kensington, Pa	Mar. 3, 1922
Fond du Lac, Wis	Apr. 5, 1922	Norwich, Conn	July 1, 1921
Fresno, Calif	Oct. 28, 1921	Ocean City, N. J	June 16, 1922
Fort Wayne, Ind	July 1, 1921	Oxford, Pa	Mar. 15, 1922
Galesburg, Ill	May 1, 1922	Plymouth, Pa	Nov. 1, 1921
Glencoe, Ill	Apr. 5, 1922	Port Washington, N. Y	Apr. 1, 1922
Glen Cove, N. Y	Nov. 7, 1921	Providence, R. I	Oct. 19, 1921
Goshen, Ind	Feb. 17, 1922	Ridgefield Park, N. J	Apr. 1, 1922
Great Neck, N. Y	Aug. 9, 1921	Rockville Center, N. Y	Apr. 19, 1922
Greenfield, Mass	May 1, 1922	St. Augustine, Fla	Mar. 7, 1922
Greenville, N. C	Apr. 27, 1922	Sedalia, Mo	Feb. 21, 1922
Greensburg, Pa	Apr. 1, 1922	Sewickley, Pa	Feb. 23, 1922
Harrisonburg, Va	Jan. 1, 1922	South Orange, N. J	Sept. 7, 1921
Haverhill, Mass	Oct. 15, 1921	Sturgis, Mich	Jan. 1, 1922
Helena, Ark	May 20, 1922	Syracuse, N. Y	Jan. 15, 1922
Highland Park, Ill	June 7, 1922	Venice, Calif	Oct. 14, 1921
Huntington, W. Va	July 6, 1921	Visalia, Calif	Dec. 6, 1921
Independence, Mo	Apr. 13, 1922	Winchester, Ky	Mar. 3, 1922
Ironton, Ohio	Mar. 7, 1922	Woonsocket, R. I	Oct. 3, 1921
Jamaica, N. Y	Feb. 8, 1922	Wooster, Ohio	July 1, 1921
Johnson City, Tenn	July 7, 1921		

TABLE 23.—*Number of Government-owned trucks in service, period ending June 30, 1922.*

Date established.	City.	Name and capacity.																	
		Total.	Motor cycle.	Ford, ⅜ ton.	Miscellaneous, ½ ton.	G. M. C., ¾ ton.	White, ¾ ton.	Commerce, 1 ton.	Miscellaneous, 1 ton.	Denby, 1½ tons.	Packard, 1½ tons.	White, 1½ tons.	Light aviation, 1½ tons.	Miscellaneous, 2 tons.	Packard, 3 tons.	Riker, 3 tons.	White, 3 tons.	Miscellaneous, 3 tons.	Miscellaneous, 5 tons.
Oct. 10, 1919	Akron, Ohio	32	1	18				11		2									
June 1, 1921	Alameda, Calif.	3	1	2															
Dec. 24, 1919	Albany, N. Y	14		8				6											
Feb. 1, 1921	Alexandria, La	1		1															
May 17, 1920	Allentown, Pa	6		3				3											
Apr. 5, 1920	Alliance, Ohio	3		2				1											
June 13, 1921	Ambridge, Pa	1		1															
May 18, 1920	Ames, Iowa	3		2				1											
June 4, 1920	Andover, Mass	1		1															
Sept. 25, 1919	Annapolis, Md	2		2															
Mar. 31, 1920	Ann Arbor, Mich	7		4				3											
Feb. 16, 1921	Ansonia, Conn	1		1															
May 1, 1920	Ardmore, Pa	1		1															
Jan. 1, 1920	Arlington, N. J	4	1	2				1											
Aug. 11, 1920	Ashland, Ky	1		1															
June 9, 1922	Ashland, Wis	1		1															
Mar. 1, 1919	Atlanta, Ga	31		4				27											
Aug. 9, 1920	Athens, Ga	2		2															
Jan. 1, 1920	Atlantic City, N. J	28		13		4		7					4						
Aug. 1, 1919	Augusta, Ga	7		5				2											
Sept. 6, 1920	Augusta, Me	2		2															
Jan. 1, 1922	Aurora, Ill	1		1															

Nov. 5, 1920	Austin, Tex	2		2														
Aug. 5, 1922	Amsterdam, N. Y	2		1				1										
Apr. 1, 1919	Baltimore, Md	53		22				22				4		1		2		2
Feb. 13, 1922	Bangor, Me	3						3										
Aug. 29, 1921	Bar Harbor, Me	1				1												
Apr. 19, 1920	Bath, Me	1		1														
Mar. 11, 1921	Baton Rouge, La	1		1														
Dec. 1, 1920	Bay City, Mich	2		2														
Apr. 26, 1921	Benton Harbor, Mich	2	1	1														
Dec. 8, 1919	Berkeley, Calif	12		11				1										
Mar. 1, 1920	Bethlehem, Pa	4		2		2												
May 15, 1921	Binghamton, N. Y	1		1														
Apr. 1, 1920	Birmingham, Ala	21	2	1				12		6								
Aug. 8, 1922	Belle Vernon, Pa	1		1														
July 1, 1922	Belmar, N. J	1		1														
July 19, 1920	Bloomington, Ill	2		2														
May 3, 1922	Bloomfield, N. J	1						1										
Jan. 21, 1920	Bluefield, W. Va	1						1										
Jan. 5, 1922	Blue Island, Ill	1		1														
Dec. 20, 1920	Boone, Iowa	1		1														
Nov. 15, 1921	Boonton, N. J	1		1														
Oct. 1, 1917	Boston, Mass	201	4	94		73						30						
July 1, 1920	Bradford, Pa	2		1				1										
July 28, 1922	Bradley Beach, N. J	1		1														
Jan. 4, 1921	Bridgeport, Conn	16		9				7										
May 1, 1920	Bridgeton, N. J	2		1				1										
July 1, 1921	Bristol, Conn	2	1	1														
July 1, 1920	Brockton, Mass	11	2	7				2										
Jan. 1, 1918	Brooklyn, N. Y	131		60				26		23						22		
Nov. 29, 1920	Bryn Mawr, Pa	1		1														
Aug. 1, 1917	Buffalo, N. Y	68	2	38		17						3				8		
Dec. 18, 1920	Burlington, Iowa	2		2														
May 1, 1922	Burlington, N. J	1		1														
June 18, 1920	Butler, Pa	2		2														
Jan. 1, 1921	Butte, Mont	7	5	2														

TABLE 23.—*Number of Government-owned trucks in service, period ending June 30, 1922*—Continued.

Date established.	City.	Name and capacity.																	
		Total.	Motor cycle.	Ford, ⅝ ton.	Miscellaneous, ½ ton.	G. M. C., ¾ ton.	White, ¾ ton.	Commerce, 1 ton.	Miscellaneous, 1 ton.	Denby, 1½ tons.	Packard, 1½ tons.	White, 1½ tons.	Light aviation, 1½ tons.	Miscellaneous, 2 tons.	Packard, 3 tons.	Riker, 3 tons.	White, 3 tons.	Miscellaneous, 3 tons.	Miscellaneous, 5 tons.
Apr. 17, 1922	Boulder, Colo	1		1															
Apr. 9, 1920	Camden, N. J	9		2				7											
Oct. 20, 1919	Canton, Ohio	14		9				4		1									
Jan. 16, 1920	Cape Girardeau, Mo	1		1															
Apr. 26, 1922	Carbondale, Pa	1				1													
Sept. 27, 1920	Champaign, Ill	4		2				2											
Mar. 1, 1921	Chanute, Kans	1		1															
Sept. 1, 1920	Charleston, S. C	9		2				7											
June 1, 1920	Charleston, W. Va	6	1	3				2											
Apr. 16, 1920	Charlotte, N. C	7		4				3											
Oct. 1, 1920	Chattanooga, Tenn	16		7				7		2									
Mar. 1, 1920	Chester, Pa	3		3															
Nov. 22, 1915	Chicago, Ill	478	6	225			77	2		47		62					46		13
Mar. 4, 1919	Cincinnati, Ohio	99	1	28				39				27				4			
July 1, 1919	Cleveland, Ohio	82	2	27				32				15				6			
Jan. 1, 1920	Cloquett, Minn	1		1															
Sept. 11, 1920	Columbia, Pa	1		1															
Apr. 1, 1920	Columbia, S. C	9		5				4											
Oct. 20, 1918	Columbus, Ohio	33	1	12		12				7					1				
Apr. 15, 1920	Concord, N. H	7	6	1															
June 11, 1920	Connellsville, Pa	1				1													
Nov. 29, 1919	Cortland, N. Y	2	1	1															
Apr. 1, 1920	Dallas, Tex	38	3	18				13		4									

Sept. 9, 1920	Danbury, Conn	2		1				1											
June 23, 1920	Danville, Va	3		3															
Feb. 13, 1922	Darby, Pa	1		1															
Oct. 16, 1919	Dayton, Ohio	9		5		4													
Mar. 1, 1920	Decatur, Ill	4		3		1													
Apr. 1, 1920	Delaware, Ohio	1		1															
Apr. 14, 1922	Denton, Tex	1		1															
July 1, 1922	Denver, Colo	40		24		10					6								
Jan. 14, 1921	Derby, Conn	1		1															
Jan. 1, 1920	Des Moines, Iowa	29	1	8				13		6					1				
Sept. 1, 1915	Detroit, Mich	100	2	54		24				20									
Feb. 15, 1922	Dover, N. J	1		1															
Nov. 8, 1919	East Orange, N. J	7		3				4											
Mar. 8, 1921	East Chicago, Ind	1		1															
Dec. 1, 1919	East St. Louis, Ill	6		3		3													
Apr. 5, 1922	Edwardsville, Ill	1		1															
Jan. 12, 1920	Elizabeth, N. J	5		1				4											
Apr. 5, 1920	Elkhart, Ind	1		1															
June 17, 1921	Elkins, W. Va	1		1															
Sept. 13, 1920	Elmira, N. Y	8		4				4											
Aug. 24, 1920	Elyria, Ohio	1		1															
Apr. 29, 1920	Englewood, N. J	2						2											
Mar. 16, 1920	Erie, Pa	12		8				4											
Aug. 16, 1920	Eugene, Oreg	2		1				1											
Feb. 11, 1920	Evansville, Ind	9		5				4											
Mar. 13, 1922	Enid, Okla	1		1															
Feb. 1, 1920	Fairmont, W. Va	2		2															
Mar. 8, 1921	Fall River, Mass	3		2				1											
Aug. 1, 1919	Far Rockaway, N. Y	11		7				4											S
Apr. 1, 1920	Fitchburg, Mass	3	2	1															
Aug. 1, 1919	Flushing, N. Y	20		16				4											
Apr. 5, 1922	Fond du Lac, Wis	2		1		1													
Dec. 18, 1920	Fort Dodge, Iowa	3	1	2															
Oct. 28, 1921	Fresno, Calif	3		3															
July 1, 1921	Fort Wayne, Ind	13	1	6				6											

TABLE 23.—*Number of Government-owned trucks in service, period ending June 30, 1922*—Continued.

Date established.	City.	Name and capacity.																	
		Total.	Motor cycle.	Ford, ⅜ ton.	Miscellaneous, ½ ton.	G. M. C., ¾ ton.	White, ¾ ton.	Commerce, 1 ton	Miscellaneous, 1 ton.	Denby, 1½ tons.	Packard, 1½ tons.	White, 1½ tons.	Light aviation, 1½ tons.	Miscellaneous, 2 tons.	Packard, 3 tons.	Riker, 3 tons.	White, 3 tons.	Miscellaneous, 3 tons.	Miscellaneous, 5 tons.
May 1, 1922	Galesburg, Ill	1		1															
Apr. 5, 1922	Glencoe, Ill	1		1															
Nov. 7, 1921	Glen Cove, N. Y	1		1															
Apr. 19, 1920	Gloucester, Mass	9	6	3															
Aug. 9, 1920	Gloversville, N. Y	1		1															
Feb. 17, 1922	Goshen, Ind	1		1															
Jan. 3, 1920	Grand Rapids, Mich	31	4	19				4		4									
Aug. 9, 1921	Great Neck, N. Y	2		2															
May 1, 1922	Greenfield, Mass	1						1											
May 11, 1920	Greensboro, N. C	1		1															
Dec. 21, 1920	Greenville, Ala	1		1															
July 15, 1920	Greenville, Miss	1		1															
Apr. 27, 1922	Greenville, N. C	1		1															
Dec. 1, 1920	Greenville, Pa	1		1															
Apr. 1, 1922	Greensburg, Pa	1						1											
July 1, 1922	Hanover, Pa	1				1													
Sept. 1, 1919	Hackensack, N. J	4		4															
July 14, 1920	Hagerstown, Md	5	1	3				1											
Mar. 19, 1920	Harrisburg, Pa	20		8				8		4									
Jan. 1, 1922	Harrisonburg, Va	1		1															
July 15, 1922	Hastings, Nebr	1						1											
Oct. 15, 1921	Haverhill, Mass	1		1															
May 20, 1922	Helena, Ark	1				1													

June 7, 1922	Highland Park, Ill	1		1														
Sept. 11, 1920	Homestead, Pa	1				1												
Oct. 1, 1920	Honolulu, Hawaii	24	20	4														
Apr. 1, 1921	Hoquiam, Wash	1		1														
July 6, 1921	Huntington, W. Va	8		1				6		1								
July 15, 1922	Houston, Tex	3	1	2														
Apr. 13, 1922	Independence, Mo	1		1														
Jan. 15, 1916	Indianapolis, Ind	58		23				22		12				1				
Mar. 7, 1922	Ironton, Ohio	1				1												
Dec. 13, 1920	Ithaca, N. Y	7						7										
Dec. 26, 1919	Jacksonville, Fla	28	15	6				7										
Feb. 8, 1922	Jamaica, N. Y	3		3														
July 16, 1920	Janesville, Wis	1		1														
Mar. 1, 1921	Jefferson City, Mo	1		1														
Dec. 16, 1918	Jersey City, N. J	21				12					9							
July 7, 1921	Johnson City, Tenn	1		1														
Mar. 22, 1920	Joliet, Ill	6	2	4														
Dec. 7, 1919	Kalamazoo, Mich	8		5				3										
Apr. 1, 1921	Kansas City, Kans	14		10				4										
Dec. 1, 1919	Kansas City, Mo	70	2	28				14		16					10			
May 4, 1922	Keene, N. H	1						1										
Apr. 20, 1922	Keyport, N. J	1		1														
Dec. 17, 1921	Keyser, W. Va	1						1										
July 1, 1920	Kittanning, Pa	1		1														
Aug. 16, 1920	Kokomo, Ind	3		3														
Mar. 23, 1920	La Crosse, Wis	3		1				2										
Oct. 1, 1920	Lancaster, Pa	6		4				2										
May 2, 1921	La Porte, Ind	1		1														
Sept. 16, 1920	Latrobe, Pa	1		1														
July 2, 1920	Lawrence, Mass	6		2				4										
Sept. 19, 1920	Lexington, Ky	6		3				3										
Jan. 13, 1922	Lewistown, Mont	1		1														
July 1, 1922	Lincoln, Nebr	5		2		3												
Mar. 12, 1922	Little Falls, N. Y	1				1												
Jan. 9, 1920	Little Rock, Ark	3	2	1														

TABLE 23.—*Number of Government-owned trucks in service, period ending June 30, 1922*—Continued.

Date established.	City.	Name and capacity.																	
		Total.	Motor cycle.	Ford, ⅜ ton.	Miscellaneous, ½ ton.	G. M. C., ¾ ton.	White, ¾ ton.	Commerce, 1 ton.	Miscellaneous, 1 ton.	Denby, 1½ tons.	Packard, 1½ tons.	White, 1½ tons.	Light aviation, 1½ tons.	Miscellaneous, 2 tons.	Packard, 3 tons.	Riker, 3 tons.	White, 3 tons.	Miscellaneous, 3 tons.	Miscellaneous, 5 tons.
June 5, 1920	Lock Haven, Pa	1						1											
Oct. 17, 1921	Logan, Utah	1		1															
June 15, 1921	Long Branch, N. J	1		1															
Oct. 20, 1919	Long Island City, N. Y	5		3				2											
Mar. 1, 1920	Los Angeles, Calif	93	2	50				22		17							2		
Oct. 1, 1920	Louisville, Ky	32		20				9		3									
Mar. 17, 1920	Lowell, Mass	12		6				6											
Aug. 27, 1920	Lynn, Mass	9		7				2											
Mar. 30, 1922	Madison, N. J	1		1															
July 24, 1920	Mahanoy City, Pa	1						1											
Mar. 27, 1920	Manchester, N. H	6		3				3											
Jan. 7, 1920	Manhattan, Kans	1				1													
Sept. 1, 1920	Manitowoc, Wis	2		1		1													
June 22, 1921	Mansfield, Ohio	2						2											
Nov. 1, 1919	Marietta, Ohio	2		2															
Feb. 1, 1921	Marion, Ohio	2		2															
Feb. 21, 1920	Marshall, Tex	1		1															
Dec. 15, 1921	Martinsburg, W. Va	2	1					1											
Jan. 15, 1921	Massillon, Ohio	1		1															
Jan. 14, 1922	McKees Rocks, Pa	1		1															
Sept. 19, 1920	Memphis, Tenn	24		12				10		2									
Jan. 26, 1921	Miami, Fla	4	3	1															
Mar. 7, 1921	Michigan City, Ind	1		1															

Feb. 9, 1920	Middletown, Conn	2		2															
Aug. 11, 1920	Middletown, Ohio	2		2															
July 1, 1919	Milwaukee, Wis	53	2	28				17					6						
Do	Minneapolis, Minn	77	3	15				48				11							
Mar. 3, 1921	Missoula, Mont	3		2				1											
Mar. 2, 1922	Mobile, Ala	1		1															
June 14, 1922	Monongahela, Pa	1						1											
Aug. 16, 1919	Montclair, N. J	3		2				1											
July 1, 1920	Morgantown, W. Va	2		2															
May 26, 1922	Moundsville, W. Va	1		1															
May 24, 1922	Mount Sterling, Ky	1		1															
July 23, 1920	Mount Vernon, N. Y	2						2											
Aug. 5, 1920	Muncie, Ind	2		2															
Jan. 12, 1921	Muskogee, Okla	2				2													
Dec. 20, 1921	Monmouth, Ill	1		1															
Nov. 1, 1916	Nashville, Tenn	25	1	11				9				4							
Oct. 20, 1921	Natick, Mass	1		1															
Dec. 18, 1919	Newark, N. J	35	1	5				25				3				1			
Feb. 8, 1921	Newark, Ohio	1				1													
July 1, 1922	Naugatuck, Conn	1		1															
June 21, 1920	New Bedford, Mass	6		4				2											
July 1, 1920	New Brunswick, N. J	1						1											
July 1, 1920	Newcastle, Ind	1		1															
Sept. 16, 1920	New Castle, Pa	3		1				2											
Nov. 8, 1920	New Haven, Conn	20	1	8				11											
Mar. 3, 1922	New Kensington, Pa	1						1											
Jan. 24, 1920	New London, Conn	3	1	1				1											
July 2, 1920	New Philadelphia, Ohio	1		1															
July 1, 1920	New Rochelle, N. Y	4		3		1													
Jan. 1, 1918	New York, N. Y	341	4	7			132				103					95			
Dec. 1, 1920	Niagara Falls, N. Y	4		1		3													
July 1, 1920	Niles, Ohio	1		1															
Dec. 4, 1918	Norfolk, Va	54	6	16		4		26				2							
Sept. 11, 1920	Norristown, Pa	3		1				2											
June 15, 1920	North Adams, Mass	2		2															

TABLE 23.—*Number of Government-owned trucks in service, period ending June 30, 1922*—Continued.

Date established.	City.	Name and capacity.																	
		Total.	Motor cycle.	Ford, ⅜ ton.	Miscellaneous, ½ ton.	G. M. C., ¾ ton.	White, ¾ ton.	Commerce, 1 ton.	Miscellaneous, 1 ton.	Denby, 1½ tons.	Packard, 1½ tons.	White, 1½ tons.	Light aviation, 1½ tons.	Miscellaneous, 2 tons.	Packard, 3 tons.	Riker, 3 tons.	White, 3 tons.	Miscellaneous, 3 tons.	Miscellaneous, 5 tons.
Aug. 1, 1922	Northampton, Mass	2		1		1													
Apr. 1, 1921	North Tonawanda, N. Y	1		1															
July 1, 1921	Norwich, Conn	2		2															
Apr. 1, 1920	Oakland, Calif	24	2	15				3		4									
June 16, 1922	Ocean City, N. J	1				1													
Sept. 15, 1920	Oil City, Pa	2				2													
Nov. 1, 1920	Oklahoma, Okla	9	6	1				2											
Jan. 31, 1920	Olean, N. Y	1		1															
Dec. 13, 1920	Omaha, Nebr	51	3	11				27				10							
June 14, 1921	Oneida, N. Y	1		1															
Oct. 16, 1919	Orange, N. J	4	1	3															
Dec. 21, 1920	Ottawa, Ill	1		1															
July 28, 1920	Ottuma, Iowa	2		1		1													
Mar. 15, 1922	Oxford, Pa	1		1															
July 26, 1922	Ossining, N. Y	1		1															
Apr. 19, 1920	Parkersburg, W. Va	3		2				1											
July 1, 1920	Passaic, N. J	3						3											
May 1, 1920	Paterson, N. J	8	3	1				4											
May 10, 1920	Pawtucket, R. I	5	1	3				1											
Aug. 3, 1920	Peekskill, N. Y	1				1													
Jan. 1, 1921	Peoria, Ill	12	3	6				3											
Jan. 20, 1920	Perth Amboy, N. J	2		1				1											

Apr. 1, 1920	Petersburg, Va	6	1	1				4										
Nov. 15, 1916	Philadelphia, Pa	195		45		88							40		22			
Nov. 1, 1917	Pittsburgh, Pa	96	2				51					22				21		
Aug. 4, 1919	Pittston, Pa	2	1	1														
Apr. 1, 1920	Plainfield, N. J	3		1				2										
Nov. 1, 1921	Plymouth, Pa	1		1														
Oct. 18, 1920	Portland, Me	24		8				12		2					2			
Nov. 1, 1919	Portsmouth, Ohio	7		3				3		1								
Apr. 1, 1922	Port Washington, N. Y	1		1														
Apr. 9, 1920	Pottstown, Pa	2		1		1												
Jan. 19, 1920	Pottsville, Pa	3	1					2										
Dec. 1, 1920	Princeton, N. J	1						1										
Oct. 19, 1921	Providence, R. I	3		3														
Mar. 2, 1921	Pueblo, Colo	10		7		3												
Jan. 1, 1920	Quincy, Ill	9	2	5				2										
Do	Racine, Wis	8		5				3										
Jan. 13, 1920	Raleigh, N. C	6		4				2										
Sept. 11, 1920	Reading, Pa	7		2				5										
May 28, 1920	Red Bank, N. J	1						1										
Feb. 3, 1919	Richmond, Va	32	1	7		8							16					
Jan. 1, 1920	Richmond, Ind	2		2														
Apr. 1, 1922	Ridgefield Park, N. J	1		1														
Jan. 23, 1920	Roanoke, Va	4		3				1										
Nov. 13, 1919	Rochester, N. Y	34	1	8				20					5					
Aug. 1, 1920	Rockford, Ill	7		6				1										
Aug. 31, 1920	Rock Island, Ill	6	1	3		2												
May 12, 1921	Ridgewood, N. J	1		1														
Apr. 19, 1922	Rockville Center, N. Y	1		1														
Dec. 20, 1919	Rutherford, N. J	3	1	2														
May 31, 1920	Rocky Mount, N. C	1						1										
July 9, 1922	Sacramento, Calif	14		10									4					
Mar. 7, 1922	St. Augustine, Fla	1		1														
Aug. 30, 1920	Saginaw, Mich	4		4														

TABLE 23.—*Number of Government-owned trucks in service, period ending June 30, 1922*—Continued.

Date established.	City.	Name and capacity.																	
		Total.	Motor cycle.	Ford, ⅜ ton.	Miscellaneous, ½ ton.	G. M. C., ¾ ton.	White, ¾ ton.	Commerce, 1 ton.	Miscellaneous, 1 ton.	Denby, 1½ tons.	Packard, 1½ tons.	White, 1½ tons.	Light aviation, 1½ tons.	Miscellaneous, 2 tons.	Packard, 3 tons.	Riker, 3 tons.	White, 3 tons.	Miscellaneous, 3 tons.	Miscellaneous, 5 tons.
Jan. 2, 1920	St. Joseph, Mo	6		5				1											
Nov. 15, 1915	St. Louis, Mo	123		74		40					7					2			
July 1, 1919	St. Paul, Minn	40						38				2							
June 11, 1921	Salamanca, N. Y	1		1															
Aug. 12, 1920	San Antonio, Tex	15		10				5											
Dec. 1, 1920	San Diego, Calif	14	7	6				1											
Sept. 1, 1919	San Francisco, Calif	77	1	33				14		29									
Sept. 22, 1920	Santa Cruz, Calif	1		1															
May 25, 1921	Santa Monica, Calif	1		1															
Sept. 30, 1920	Santa Rosa, Calif	1		1															
Aug. 1, 1920	Savannah, Ga	13		8				5											
Mar. 13, 1919	Scranton, Pa	16		10			6												
Feb. 21, 1922	Sedalia, Mo	1		1															
Feb. 23, 1922	Sewickley, Pa	1						1											
Aug. 14, 1920	Shamokin, Pa	2	1	1															
Sept. 18, 1920	Sharon, Pa	1						1											
Mar. 8, 1920	Shreveport, La	3		2				1											
Sept. 15, 1920	Sidney, Ohio	1		1															
Sept. 7, 1921	South Orange, N. J	2		2															
Apr. 16, 1920	Spartanburg, S. C	1						1											
Dec. 1, 1919	Springfield, Ill	12	2	6				4											
Jan. 10, 1921	Springfield, Mass	20		12				6					1		1				

Feb. 21, 1921	Springfield, Mo	2		2															
July 1, 1919	Staten Island, N. Y	8		8															
Jan. 1, 1922	Sturgis, Mich	1		1															
Jan. 15, 1922	Syracuse, N. Y	3		3															
June 20, 1920	Tamaqua, Pa	2						2											
July 1, 1919	Toledo, Ohio	34	2	16				11				3				2			
Feb. 1, 1921	Topeka, Kans	8	3	3											2				
Apr. 1, 1921	Trenton, N. J	14		5				7					2						
May 8, 1920	Tyrone, Pa	2		1				1											
Nov. 1, 1920	Uniontown, Pa	2		1				1											
Sept. 27, 1920	Urbana, Ill	3		2		1													
June 1, 1920	Utica, N. Y	7		6				1											
Oct. 21, 1920	Vandergrift, Pa	1		1															
Oct. 14, 1921	Venice, Calif	1		1															
Dec. 6, 1921	Visalia, Calif	2	1	1															
Mar. 3, 1921	Walla Walla, Wash	1		1															
Sept. 18, 1919	Warren, Ohio	9		6				3											
Oct. 19, 1914	Washington, D. C	130	4	74	10	13	12	1	3		2	1	3		6			1	
June 16, 1920	Washington, Pa	1				1													
Mar. 14, 1921	Waterbury, Conn	8		5				3											
Dec. 10, 1919	Waterloo, Iowa	3		3															
Feb. 16, 1920	Waynesboro, Pa	1		1															
Jan. 19, 1920	Weekawken, N. J	8	3	2				3											
Oct. 13, 1919	West Chester, Pa	1						1											
Dec. 1, 1920	West Hoboken, N. J	1						1											
July 1, 1920	Wheeling, W. Va	4		2				2											
Apr. 1, 1920	White Plains, N. Y	1		1															
May 27, 1920	Wildwood, N. J	2		1		1													
Sept. 13, 1920	Williamsport, Pa	10		6				4											
Dec. 18, 1920	Wilmington, Del	13		6				7											
May 11, 1920	Winston-Salem, N. C	1						1											
Aug. 23, 1920	Wilmington, N. C	6		2				4											
Mar. 3, 1922	Winchester, Ky	1		1															
June 24, 1920	Woburn, Mass	2		2															
Oct. 3, 1921	Woonsocket, R. I	2				2													

TABLE 23.—*Number of Government-owned trucks in service, period ending June 30, 1922*—Continued.

Date established.	City.	Name and capacity.																	
		Total.	Motor cycle.	Ford, ⅜ ton.	Miscellaneous, ½ ton.	G. M. C., ¾ ton.	White, ¾ ton.	Commerce, 1 ton.	Miscellaneous, 1 ton.	Denby, 1½ tons.	Packard, 1½ tons.	White, 1½ tons.	Light aviation, 1½ tons.	Miscellaneous, 2 tons.	Packard, 3 tons.	Riker, 3 tons.	White, 3 tons.	Miscellaneous, 3 tons.	Miscellaneous, 5 tons.
Dec. 13, 1919	Worcester, Mass	10	1	7	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July 1, 1921	Wooster, Ohio	2	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Apr. 1, 1921	Yonkers, N. Y	8	.....	6	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nov. 29, 1920	York, Pa	11	2	3	.....	.....	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 19, 1919	Youngstown, Ohio	19	.....	11	.....	.....	.....	5	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oct. 18, 1919	Zanesville, Ohio	6	.....	5	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total	4,433	184	1,841	10	353	278	867	3	216	121	205	81	1	35	174	48	1	15

EXPLANATION OF MISCELLANEOUS COLUMNS.

Baltimore, Md., one 2-ton Nash Quad, two 5-ton Macks; Chicago, Ill., thirteen 5-ton Macks; Washington, D. C., ten 1½-ton Dodges, three 1-ton Whites, one 3-ton Kelly-Springfield

The principal items of work completed during the year were as follows:

TABLE 24.—*Mail-equipment shops—Cost and production report, fiscal year 1922.*

MANUFACTURING.

Article.	Number made.	Total cost.	Unit cost, including indirect and overhead expense.
No. 1-D sacks	995,685	$918,360.75	$0.922341
No. 3-D sacks	104,303	53,023.47	.508360
No. 0-E sacks	20,354	32,103.83	1.577274
No. 1-E sacks	10,412	13,174.30	1.265299
No. 0-F sacks	5,393	4,379.37	.812046
No. 1-F sacks	16,594	14,502.81	.873979
No. 1 pouch	36,009	57,341.36	1.592417
No. 2 pouch	68,132	80,980.30	1.188579
No. 3 pouch	76,007	52,945.91	.696592
Catcher pouches	16,324	35,221.22	2.157634
Grommets	14,343,080	14,198.65	.000991
Cord clamps	3,848,000	1,776.17	.000462
Cord fasteners	1,301,100	60,635.32	.046603
Hasps	634,100	9,889.14	.015596
Label cases	564,811	6,353.91	.011250
LA locks	304,136	31,797.72	.104551
Registered locks	21,754	26,622.87	1.223815
	13,562	(1)	.....
Miscellaneous locks	7,739	4,419.65	.571088
Flexible stamps	42,164	2,063.48	.048939
10-inch pouch fasteners	64,852	4,543.97	.070067
11-inch pouch fasteners	290,166	22,837.12	.078704
11½-inch pouch fasteners	159,266	12,883.34	.080892

[1] Not available.

TABLE 25.—*Mail-equipment shops—Cost comparisons.*

Article.	Year.	Number.	Unit costs.			Change in cost from previous years.	
			Labor.	Material.	Labor, material, and overhead.	Increase.	Decrease.
MANUFACTURED.							
Grommets	1922	14,343,080	$0.000219	$0.001676	$0.002010	.....	$0.001332
Do	1921	12,576,160	.000396	.002765	.003342	.....	.....
Do	1920	4,024,950	.000663	.002618	.003681	.....	.....
Cord clamps	1922	3,848,000	.000130	.000268	.000462	.....	.000091
Do	1921	3,047,501	.000168	.000316	.000553	.....	.....
Do	1920	2,891,500	.000143	.000312	.000528	.....	.....
Cord fasteners	1922	1,301,100	.013588	.021144	.046603	.....	.007322
Do	1921	801,900	.014600	.039658	.053925	.....	.....
Do	1920	599,900	.012853	.021443	.043056	.....	.....
No. 1-D sacks	1922	995,685	.052630	.845671	.922341	.....	1.311871
Do	1921	407,592	.066128	2.143096	2.234212	.....	.....
Do	1920	156,442	.061698	1.831753	1.915892	.....	.....
No. 3-D sacks	1922	104,303	.043593	.443388	.508360	.....	.841776
Do	1921	20,546	.048379	1.279428	1.350136	.....	.....
Do	1920	.....	.....	.....	.....	.....	.....
No. 0-E sacks	1922	20,354	.049090	1.506833	1.577274	.....	1.351623
Do	1921	29,462	.047826	2.861290	2.928897	.....	.....

TABLE 25.—*Mail-equipment shops—Cost comparisons*—Continued.

Article.	Year.	Number.	Unit costs.			Change in cost from previous years.	
			Labor.	Material.	Labor, material, and overhead.	Increase.	Decrease.
No. 0-E sacks	1920	24,798	$0.056820	$2.156728	$2.233040		
No. 1-E sacks	1922	10,412	.045122	1.199147	1.265299		$0.765627
Do	1921	67,855	.040581	1.972881	2.030926		
Do	1920						
No. 0-F sacks	1922	5,393	.056265	.736211	.812049		2.093637
Do	1921	15,256	.067360	2.813929	2.905686		
Do	1920	10,617	.076626	2.491844	2.594318		
No. 1-F sacks	1922	16,594	.050195	.805579	.873979		.825715
Do	1921	25,151	.053089	1.626896	1.699694		
No. 1 pouch	1922	36,009	.111146	1.438688	1.592417		.972735
Do	1921	40,889	.113036	2.409823	2.565052		
No. 2 pouch	1922	68,132	.096179	1.054099	1.188579		.945318
Do	1921	61,307	.123127	1.970863	2.133897		
No. 3 pouch	1922	76,007	.084223	.580172	.696592		.508857
Do	1921	25,743	.112758	1.052148	1.205449		
Catcher pouches	1922	16,324	.222513	1.859011	2.157634	$0.099977	
Do	1921	10,300	.228181	1.760783	2.057657		
Do	1920	10,195	.186841	1.689219	1.949914		
Rotary locks	1922	35,316	.440781	.536350	1.223815		.227586
Do	1921	17,294	.521499	.666329	1.451401		
Do	1920	7,533	.507429	.488196	1.252081		
LA locks	1922	304,136	.040909	.038980	.104551		.010080
Do	1921	106,500	.042139	.050357	.114631		
Hasps	1922	634,100	.005160	.008025	.015596		.005820
Do	1921	145,000	.006834	.010855	.021416		
Label cases	1922	564,811	.002560	.007388	.011250		.005283
Do	1921	81,800	.005639	.008809	.016533		
Flexible stamps	1922	42,164	.034131	.008264	.048939		.019092
Do	1921	36,600	.040923	.008852	.068031		
11-inch pouch fasteners	1922	290,166	.020772	.047810	.078704		.043879
Do	1921	60,662	.024396	.086542	.122583		
Do	1920	100,000	.021040	.074662	.108548		
11½-inch fasteners	1922	159,266	.016685	.056709	.080892		.040299
Do	1921	58,667	.021968	.088367	.121191		
Do	1920	10,049	.023867	.092635	.126913		
REPAIRED.							
Sacks	1922	1,842,940	.055656	.016725	.093167		.004703
Do	1921	2,494,618	.054686	.024986	.097870		
Do	1920	2,449,023	.049513	.017892	.085586		
Pouches	1922	226,616	.067096	.008362	.096175		.003156
Do	1921	263,690	.070254	.010393	.099331		
Do	1920	220,988	.065749	.015539	.099505		
Cord fasteners	1922	542,091	.003568		.005352	.000144	
Do	1921	504,014	.003442		.005208		
Do	1920	457,892	.003332		.003188		
Rotary locks	1922	25,948	.078903	.007893	.117434	.002242	
Do	1921	15,819	.076756	.007420	.115192		
Do	1920	14,457	.069217	.008686	.080521		
Arrow locks	1922	3,083	.113824	.038891	.213792	.008812	
Do	1921	3,174	.100721	.053440	.204980		
Do	1920	3,068	.082774	.054830	.141090		

Other repairs include:

TABLE 25 —*Mail equipment shops—Cost comparisons*—Continued.

	Number.	Total cost.	Unit cost.
Sacks, remodeled	10,559	$754.51	$0.07
Sacks, part new	24,164	6,444.96	.27
Pouches remodeled	3,767	1,034.02	.27
8-ounce scales	1,432	876.55	.61
4-pound scales	344	183.91	.53
Numbering machines	2,685	4,142.76	1.54
Canceling machines	288	6,877.46	23.88
Motors	298	2,622.41	8.80
R. M. S. badges	1,127	190.75	.17
Satchels	5,533	8,905.17	1.61
Miscellaneous containers	1,461	1,167.74	.80
Miscellaneous locks	9,192	2,869.37	.31

TABLE 26.—*Tabulation of savings, mail-equipment shops, 1922.*

Savings under contractors' lowest prices	$152,471.51
Savings through inventions of employees, which changed the form or style of articles manufactured or repaired	55,975.05
Condemned articles reclaimed	189,086.37
Junk sales	25,396.97
Total	422,929.90

TABLE 27.—*Statement showing number of pounds, cost per pound, and total cost of various kinds of twine for fiscal years 1916, 1917, 1918, 1919, 1920, 1921, and 1922.*

Item.	Twine.	1916–17			1917–18		
		Pounds.	Cost per pound.	Total cost.	Pounds.	Cost per pound.	Total cost.
1150	Jute	1,187,151	$0.099	$117,518.02	996,198	$0.141	$140,464.04
		905,295	.141	127,646.59	1,095,088	.174	190,545.40
1151	Soft, 6-fold, jute	6,217	.144	895.25	13,166	.175	2,311.14
1152	Cotton, cable-laid	6,987	.249	245.76	543	.37	199.96
1153	Jute, soft:						
	New York	8,057	.157	1,264.95	11,061	.192	2,123.71
	Stock	2,027	.158	320.27	2,033	.193	392.37
1154	Jute or flax, 4-fold	2,946	.178	524.39	3,462	.193	668.37
1155	Cotton, 7-ply, on cones	6,967	.2097	1,452.56			
	Paper						
	Total	2,119,647		249,867.79	2,121,551		336,704.88
	Tying devices						
	Total						

TABLE 27.—*Statement showing number of pounds, cost per pound, and total cost of various kinds of twine for fiscal years 1916, 1917, 1918, 1919, 1920, 1921, and 1922*—Con.

Item.	Twine.	1918-19			1919-20		
		Pounds.	Cost per pound.	Total cost.	Pounds.	Cost per pound.	Total cost.
1150	Jute	868,967	$0.174	$151,200.25	1,010,188	$0.28	$282,852.31
		1,219,279	.28	341,397.87	1,059,101	.271	287,016.47
		.....	.....	.....	3,000	.27	810.00
1151	Soft, 6-fold, jute	14,866	.179	2,661.10	15,540	.20	3,108.00
1152	Cotton, cable-laid	.....	.....	.....	475	.559	265.53
1153	Jute, soft:						
	New York	4,000	.194	776.00	8,040	.2575	2,070.30
	Stock	6,172	.195	1,203.55	5,991	.259	1,551.67
1154	Jute or flax, 4-fold	6,065	.215	1,303.97	5,056	.26	1,314.56
1155	Cotton, 7-ply, on cones	3,000	.62	1,920.00	12,409	.40	4,963.60
	Paper	30,274	.21	6,357.54	.....	.....	.....
	Total	1,974,053	.....	506,820.28	2,119,800	.....	583,952.44
	Tying devices	2,000,000	[1] 10,000	20,000.00	1,000	[2] 45.50	45.50
	Total	.....	.....	526,820.28	.....	.....	583,997.94

Item.	Twine.	1920-21			1921-22		
		Pounds.	Cost per pound.	Total cost.	Pounds.	Cost per pound.	Total cost.
1150	Jute	1,168,131	$0.271	$316,563.40	1,211,331	$0.28	$339,172.72
		1,230,857	.28	344,640.01	1,115,194	.182	202,965.34
					266,698	.167	44,538.64
					60,200	.1825	10,986.44
1151	Soft, 6-fold, jute	25,578	.294	7,519.93	20,065	.16	3,210.40
1152	Cotton, cable-laid	.....	.....	.....	279	.32	92.07
1153	Jute, soft:						
	New York	18,137	.365	6,620.01	12,108.75	.1912	2,315.19
	Stock	.....	.....	.....	2,960	.19	562.40
1154	Jute or flax, 4-fold	5,976	.44	2,629.44	2,503	.215	538.15
1155	Cotton, 7-ply, on cones	7,000	.293	2,050.00	.....	.....	.....
	Paper	.....	.....	.....	.....	.....	.....
	Job lot of cotton twine	.....	.....	.....	379	.182	68.98
	Total	2,455,679	.....	680,022.79	271,717.75	.....	604,450.33
	Tying devices	.....	.....	.....	.....	.....	.....
	Total	.....	.....	.....	.....	.....	.....

[1] Per million. [2] Per thousand.

AUDIT OF POSTAL SERVICE ACCOUNTS.

The Postal revenues stated from July 1, 1921, to June 30, 1922, amounted to $484,853,540.71, and the expenditures, $545,668,941.07, leaving a postal deficit of $60,815,400.36.

No. 1.—*Comparison of Postal revenues and expenditures, fiscal years 1921 and 1922.*

Fiscal year.	Postal revenues.	Postal expenditures.	Postal deficit.
1922	$484,853,540.71	$545,668,941.07	[1] $60,815,400.36
1921	463,491,274.70	621,008,962.81	157,517,688.11
Increase	21,362,266.01		
Decrease		75,340,021.74	96,702,287.75
Rate of increase, per cent	4.61		
Rate of decrease, per cent		12.13	

[1] If $7,915,704.78 transferred to civil service retirement and disability fund were treated as a postal expenditure, the deficit would be increased to $68,731,105.14.

MONEY-ORDER BUSINESS.

The number of domestic money orders issued, stated from July 1, 1921, to June 30, 1922, was 154,076,407, amounted to $1,211,784,679.24; the number of international money orders issued payable in foreign countries, 883,740, amounted to $14,192,840.10; the number of domestic money orders paid, 154,459,363, amounted to $1,216,813,574 89; and the number of international money orders paid and repaid in the United States; 229,808, amounted to $3,637,996.59.

No. 2.—*Comparison of money orders issued, fiscal years 1921 and 1922.*

Fiscal year.	Domestic money orders issued.			International money orders issued in the United States.		
	Number.	Value.	Average per order.	Number.	Value.	Average. per order.
1922	154,076,407	$1,211,784,679.24	$7.86	883,740	$14,192,840.10	$16.06
1921	144,809,855	1,313,092,591.08	9.06	876,541	16,675,752.16	19.02
Increase	9,266,552			7,199		
Decrease		101,307,911.84			2,482,912.06	
Rate of increase, per cent	6.40			0.82		
Rate of decrease, per cent		7.71			14.89	

Includes 456,836 orders, aggregating $6,457,660.54 payable in "domestic basis" foreign countries.

No. 3.—*Statement showing the growth of the money-order service, 1865 to 1922.*

Fiscal year.	Number of money order offices.	Domestic money orders issued.[1]		International money orders issued in the United States.[2]		Postal notes issued.[3]	
		Number.	Value.	Number.	Value.	Number.	Value.
1865	419	74,277	$1,360,122.52	.....	.....	.....	.....
1866	766	243,609	3,977,259.28	.....	.....	.....	.....
1867	1,224	474,496	9,229,327.72	.....	.....	.....	.....
1868	1,468	831,937	16,197,858.47	.....	.....	.....	.....
1869	1,466	1,264,143	24,848,058.93	.....	.....	.....	.....
1870	1,694	1,671,253	34,054,184.71	.....	$22,189.70	.....	.....
1871	2,076	2,151,794	42,164,118.03	.....	38,489.56	.....	.....
1872	2,452	2,573,349	48,515,532.72	41,812	883,006.00	.....	.....
1873	2,775	3,355,686	57,516,214.69	91,847	1,863,512.37	.....	.....
1874	3,069	4,420,633	74,424,854.71	112,614	2,265,242.32	.....	.....
1875	3,404	5,005,323	77,431,251.58	102,250	1,964,574.88	.....	.....
1876	3,401	4,998,600	77,035,972.78	109,409	2,068,668.03	.....	.....
1877	3,697	4,925,931	72,820,509.70	104,816	1,844,053.98	.....	.....
1878	4,143	5,613,117	81,442,364.87	120,788	2,047,696.86	.....	.....
1879	4,512	6,372,243	88,254,541.02	137,088	2,240,454.95	.....	.....
1880	4,829	7,240,537	100,352,818.83	221,372	3,463,862.33	.....	.....
1881	5,163	7,663,232	105,075,769.35	291,098	4,683,926.38	.....	.....
1882	5,491	8,420,869	113,400,118.21	377,443	6,536,514.48	.....	.....
1883	5,927	8,807,556	117,329,406.31	466,326	7,717,832.11	.....	.....
1884	6,310	7,835,694	122,121,261.98	478,148	7,688,776.53	3,689,237	$7,411,992.48
1885	7,056	7,725,893	117,858,921.27	448,921	6,840,358.47	5,058,287	9,996,274.37
1886	7,357	7,940,302	113,819,521.21	493,423	7,178,786.21	5,999,428	11,718,010.05
1887	7,853	9,232,177	117,462,660.89	615,405	9,035,530.31	6,307,552	11,768,824.81
1888	8,241	9,959,207	119,649,064.98	759,636	11,293,870.05	6,668,006	12,134,459.04
1889	8,727	10,130,140	115,081,845.79	824,427	12,280,516.67	6,802,720	12,082,190.73
1890	9,382	10,624,727	114,362,757.12	859,054	13,230,135.71	6,927,825	12,160,489.60
1891	10,070	11,451,274	119,122,236.50	923,896	14,443,667.47	6,802,558	11,753,849.28
1892	12,069	12,069,442	120,066,801.07	983,476	15,120,271.55	7,050,040	11,895,765.51
1893	18,434	13,309,735	127,576,433.65	1,055,999	16,341,837.86	7,753,210	12,903,076.73
1894	19,262	14,304,041	138,793,579.49	917,823	13,792,455.31	7,765,310	12,649,094.55
1895	19,691	22,031,120	156,709,089.77	909,278	12,906,485.67	.....	.....
1896	19,825	23,962,053	172,100,649.02	985,799	13,852,615.74	.....	.....
1897	20,031	25,169,055	174,482,676.94	944,185	13,588,379.33	.....	.....
1898	22,388	27,798,078	191,354,121.63	955,334	13,239,769.27	.....	.....
1899	26,784	29,007,870	211,213,592.84	968,501	13,744,770.37	.....	.....
1900	29,649	32,060,983	238,921,009.67	1,102,067	16,749,018.31	.....	.....
1901	30,529	35,586,379	274,546,067.34	1,247,888	20,072,613.65	.....	.....
1902	31,680	40,474,327	313,551,279.88	1,311,111	22,974,473.11	.....	.....
1903	34,547	46,229,354	357,851,458.32	1,626,476	31,014,125.14	.....	.....
1904	35,094	50,712,168	383,452,373.80	1,888,730	37,876,265.75	.....	.....
1905	36,832	53,722,463	401,916,214.78	2,163,098	42,503,246.57	.....	.....
1906	37,444	58,863,123	450,359,052.00	2,634,738	57,204,607.04	.....	.....
1907	37,572	62,530,408	486,478,146.65	3,179,511	77,252,907.05	.....	.....
1908	43,313	65,345,395	506,170,014.62	3,230,815	81,502,011.18	.....	.....
1909	50,043	69,304,395	498,511,747.14	3,175,014	69,317,899.97	.....	.....
1910	51,791	77,585,321	558,178,028.35	3,832,318	89,558,299.42	.....	.....
1911	51,809	81,906,206	590,034,432.52	4,060,431	97,681,211.85	.....	.....
1912	52,815	85,286,380	594,901,623.90	3,708,773	86,095,404.58	.....	.....
1913	54,594	91,412,698	636,814,179.46	3,850,310	90,703,205.12	.....	.....
1914	55,055	104,736,717	677,908,573.58	3,896,824	91,285,920.10	.....	.....
1915	55,670	105,728,032	665,249,087.81	2,399,836	51,662,120.65	.....	.....
1916	56,026	122,302,149	728,177,816.63	2,345,766	37,544,520.17	.....	.....
1917	56,170	133,291,973	822,679,622.83	2,798,465	32,284,182.85	.....	.....
1918	55,668	122,686,471	914,575,254.99	1,589,374	25,938,963.63	.....	.....
1919	54,826	132,587,919	1,120,546,968.04	1,786,860	28,831,960.05	.....	.....
1920	54,395	149,091,944	1,342,267,597.43	1,250,890	23,392,287.46	.....	.....
1921	54,183	144,809,855	1,313,092,591.08	876,541	16,675,752.16	.....	.....
1922	54,201	154,076,407	1,211,784,679.24	883,740	14,192,840.10	.....	.....

[1] Domestic money orders first issued, Nov. 1, 1864, under act of Congress approved May 17, 1864.
[2] International money orders first issued, Sept. 1, 1869, under Postal Convention of Oct. 12, 1867.
[3] Postal notes first issued, Sept. 3, 1883, under act of Congress approved Mar. 3, 1883.

No. 4.—*Statement showing the growth of the Postal Service, 1837 to 1922.*

Fiscal year.	Estimated population of the United States.	Number of post offices.	Postal revenues.	Revenue per capita.	Postal expenditures.	Losses and contingencies—postal funds.	Postal surplus.	Postal deficit.
1837	15,655,000	11,767	$4,101,703.33	$0.26	$3,288,319.03	[1] *$0.28*	$813,384.58	
1838	16,112,000	12,519	4,238,733.46	.26	4,430,662.21			$191,928.75
1839	16,584,000	12,780	4,484,656.70	.27	4,636,536.31			151,879.61
1840	17,069,453	13,468	4,543,521.92	.27	4,718,235.64			174,713.72
1841	17,591,000	13,778	4,407,726.27	.25	4,499,686.73			91,960.46
1842	18,132,000	13,733	4,546,849.65	.25	5,672,751.76	[1] *1,688.81*		1,124,213.30
1843	18,694,000	13,814	4,296,225.43	.23	4,374,753.71	90.56		78,618.84
1844	19,276,000	14,103	4,237,287.83	.22	4,298,512.70	115.25		61,340.12
1845	19,878,000	14,183	4,289,841.80	.22	4,320,731.99	5,959.94		36,850.13
1846	20,500,000	14,601	3,487,199.35	.17	4,076,036.91	44,480.66		633,318.22
1847	21,143,000	15,146	3,880,309.23	.18	3,979,542.10	101,586.29		200,819.16
1848	21,805,000	16,159	4,555,211.10	.21	4,326,850.27	53,609.36	174,751.47	
1849	22,489,000	16,749	4,705,176.28	.21	4,479,049.13	[1] *1,385.41*	227,512.56	
1850	23,191,876	18,417	5,499,984.86	.20	5,212,953.43	291.49	286,739.94	
1851	23,995,000	19,796	6,410,604.33	.27	6,278,401.68	308.03	131,894.62	
1852	24,802,000	20,901	5,184,526.84	.21	7,108,459.04	[1] *909.35*		1,923,022.85
1853	25,615,000	22,320	5,240,724.70	.20	7,982,756.59	332.78		2,742,364.67
1854	26,433,000	23,548	6,255,586.22	.24	8,577,424.12	30,862.08		2,352,699.98
1855	27,256,000	24,410	6,642,136.13	.24	9,968,342.29	649.99		3,326,856.15
1856	28,083,000	25,565	6,920,821.66	.25	10,405,286.36	2,581.82		3,487,046.52
1857	28,916,000	26,586	7,353,951.76	.25	11,508,057.93	[1] *387.77*		4,153,718.40
1858	29,753,000	27,977	7,486,792.86	.25	12,722,470.01	[1] *833.45*		5,234,843.70
1859	30,596,000	28,539	7,968,484.07	.26	11,458,083.63	[1] *571.30*		3,489,028.26
1860	31,443,321	28,498	8,518,067.40	.27	19,170,609.99	[1] *3.93*		10,652,538.66
1861	32,064,000	28,586	8,349,296.40	.26	13,606,759.11	[1] *5,495.73*		5,251,966.98
1862	32,704,000	28,875	8,299,820.90	.25	11,125,364.13	601.12		2,826,144.35
1863	33,365,000	29,047	11,163,789.59	.33	11,314,206.84	[1] *7,792.11*		142,625.14
1864	34,046,000	28,878	12,438,253.78	.37	12,644,786.20	198,282.30		404,814.72
1865	34,748,000	20,550	14,556,158.70	.42	13,694,728.28	[1] *55,819.08*	917,249.50	
1866	35,469,000	23,828	14,386,986.21	.40	15,352,079.30	[1] *31,241.99*		933,851.10
1867	36,211,000	25,163	15,237,026.87	.42	19,235,483.46	[1] *26,104.67*		3,972,351.92
1868	36,973,000	26,481	16,292,600.80	.44	22,730,792.65	107,156.35		6,545,348.20
1869	37,756,000	27,106	17,314,175.72	.46	23,698,131.50	[1] *20,218.58*		6,363,737.20
1870	38,558,371	28,492	18,879,536.73	.49	23,998,837.63	[1] *21,446.79*		5,097,854.11
1871	39,550,000	30,045	20,037,045.42	.51	24,390,104.08	5,693.55		4,358,752.21
1872	40,596,000	31,863	21,915,426.37	.54	26,658,192.31	6,328.17		4,749,094.11
1873	41,677,000	33,244	22,996,741.57	.55	29,084,945.67	40,688.74		6,128,892.84
1874	42,796,000	34,294	26,471,071.82	.62	32,126,414.58	102,565.31		5,757,908.07
1875	43,951,000	35,547	26,791,313.54	.61	33,611,309.45	324.93		6,820,320.84
1876	45,187,000	36,383	28,644,197.50	.63	33,263,487.58	27,962.96		4,647,253.04
1877	46,353,000	37,345	27,531,585.26	.59	33,486,322.44	172,618.84		6,127,356.02
1878	47,598,000	38,253	29,277,516.95	.62	34,165,084.49	17,461.74		4,905,029.28
1879	48,866,000	40,588	30,041,982.86	.62	33,449,899.45	8,016.41		3,415,933.00
1880	50,155,783	42,989	33,315,479.34	.66	36,542,803.68	[1] *5,370.86*		3,221,953.48
1881	51,316,000	44,512	36,785,397.97	.72	39,592,566.22	14,790.86		2,821,959.11
1882	52,495,000	46,231	41,876,410.15	.80	40,482,021.23	140,465.35	1,253,923.57	
1883	53,693,000	46,820	45,508,692.61	.85	43,282,944.43	44,395.61	2,181,352.57	
1884	54,911,000	48,434	43,325,958.81	.79	47,224,560.27	8,455.83		3,907,057.29
1885	56,148,000	51,252	42,560,843.83	.76	50,046,235.21	[1] *3,091.16*		7,481,410.22
1886	57,404,000	53,614	43,948,422.95	.77	51,004,743.80	12,174.25		7,068,495.10
1887	58,680,000	55,157	48,837,609.39	.83	53,006,194.39	[1] *23,566.80*		4,145,018.20
1888	59,974,000	57,376	52,695,176.79	.88	56,468,315.20	[1] *672.38*		3,772,466.03
1889	61,289,000	58,999	56,175,611.18	.92	62,317,119.36	27,596.26		6,169,104.44
1890	62,622,250	62,401	60,882,097.92	.97	66,259,547.84	23,314.52		5,400,764.44
1891	63,947,000	64,329	65,931,785.72	1.03	73,059,519.49	22,876.36		7,150,610.13
1892	65,191,000	67,119	70,930,475.98	1.09	76,980,846.16	60,605.79		6,110,975.97
1893	66,456,000	68,403	75,896,933.16	1.14	81,581,681.33	32,040.58		5,716,788.75
1894	67,740,000	69,805	75,080,479.04	1.11	84,994,111.62	63,882.74		9,977,515.32
1895	69,043,000	70,064	76,983,128.19	1.12	87,179,551.28	34,019.04		10,230,442.13
1896	70,365,000	70,360	82,499,208.40	1.17	90,932,669.50	10,740.21		8,444,201.31
1897	71,704,000	71,022	82,665,462.73	1.15	94,077,242.38	19,799.76		11,431,579.41
1898	73,060,000	73,570	89,012,618.55	1.22	98,033,523.61	33,646.69		9,054,551.75
1899	74,433,000	75,000	95,021,384.17	1.28	101,632,160.92	19,358.85		6,630,135.60
1900	76,126,000	76,688	102,354,579.29	1.34	107,740,267.99	24,669.40		5,410,358.10
1901	77,708,000	76,945	111,631,193.39	1.43	115,554,920.87	57,793.23		3,981,520.71
1902	79,298,000	75,924	121,848,047.26	1.53	124,785,697.07	23,520.10		2,961,169.91
1903	80,897,000	74,169	134,224,443.24	1.66	138,784,487.97	26,932.43		4,586,977.16
1904	82,503,000	71,131	143,582,624.34	1.74	152,362,116.70	33,276.81		8,812,769.17
1905	84,118,000	68,131	152,826,585.10	1.81	167,399,169.23	21,802.99		14,594,387.12
1906	85,742,000	65,600	167,932,782.95	1.96	178,449,778.89	25,945.82		10,542,941.76
1907	87,373,000	62,658	183,585,005.57	2.11	190,238,288.34	38,748.70		6,692,031.47
1908	89,013,000	61,158	191,478,663.41	2.15	208,351,886.15	37,056.25		16,910,278.99
1909	90,662,000	60,144	203,562,383.07	2.24	221,004,102.89	38,050.65		17,479,770.47
1910	92,318,000	59,580	224,128,657.62	2.43	229,977,224.50	32,915.07		5,881,481.95
1911	93,983,000	59,237	237,879,823.60	2.53	237,648,926.68	11,778.80	219,118.12	
1912	95,656,000	58,729	246,744,015.88	2.58	248,525,450.08	4,088.90		1,785,523.10

[1] Amount of balances due late postmasters closed to "suspense" in excess of losses.

No. 4.—*Statement showing the growth of the Postal Service, 1837 to 1922.*—Continued.

Fiscal year.	Estimated population of the United States.	Number of post offices.	Postal revenues.	Revenue per capita.	Postal expenditures.	Losses and contingencies—postal funds.	Postal surplus.	Postal deficit.
1913....	97,337,000	58,020	$266,619,525.65	$2.74	$262,067,541.33	$41,333.41	$4,510,650.91	.....
1914....	99,027,000	56,810	287,934,565.67	2.91	283,543,769.16	14,333.46	4,376,463.05	.....
1915....	100,693,000	56,380	287,248,165.27	2.85	298,546,026.42	35,447.82	.....	$11,333,308.97
1916....	102,276,000	55,935	312,057,688.83	3.04	306,204,033.14	24,419.62	5,829,236.07	.....
1917....	103,729,000	55,414	329,726,116.36	3.16	319,838,718.40	51,186.06	9,836,211.90	.....
1918....	105,621,000	54,347	388,975,962.24	3.67	324,833,728.47	15,459.69	64,126,774.08	.....
1919....	106,136,000	53,084	436,239,126.20	4.11	362,497,635.69	6,638.55	73,734,851.96	.....
1920....	106,414,000	52,641	437,150,212.33	4.10	454,322,609.21	98,085.84	.....	17,270,482.72
1921....	108,087,000	52,168	463,491,274.70	4.28	620,993,673.65	15,289.16	.....	157,517,688.11
1922....	109,743,000	51,950	484,853,540.71	4.41	545,644,208.54	24,732.53	.....	60,815,400.36

No. 5.—*Balance sheet of the Post Office Department June 30, 1922.*

POSTAL SERVICE.

ASSETS.

Funds deposited in United States Treasury depositaries		$12,844,917.79
Balance due from money-order service on account of revenue from money-order business		3,937,899.63
Balance due from the Postal Savings System		3,981,217.32
Funds in the custody of fiscal agents of the Post Office Department:		
Postmasters	$8,564,936.01	
Superintendent, Division of Finance	173,006.70	
		8,737,942.71
Unavailable funds, act of Congress approved Mar. 4, 1911:		
Assistant Treasurer of the United States, New Orleans, La., 1861	31,164.44	
Depositaries of the United States—		
Savannah, Ga., 1861	205.76	
Galveston, Tex., 1861	83.36	
Little Rock, Ark., 1861	5,823.50	
		37,277.06
Adjustment items		257.17
Total		29,539,511.68

LIABILITIES.

Post Office Department warrants outstanding	$9,539,433.36	
Post Office Department warrants outstanding more than 3 years transferred to account of "Outstanding liabilities"	272,899.72	
		9,812,333.08
Postmaster General's drafts outstanding		64,997.86
Balances due postmasters		503,259.35
Balance due the United States Treasury on account of grants		13,930,982.23
Balance due the money-order service on account of transfer of funds		3,988,509.04
Balance due the Postal Savings System on account of balances transferred to Postal Service		61.41
Inspectors' collections in suspense		173,006.70
Balances July 1, 1908 (excess of assets over liabilities)		1,066,362.01
Total		29,539,511.68

MONEY-ORDER SERVICE.

ASSETS.

Funds deposited in United States Treasury depositaries	4,779,140.03
Funds in custody of postmasters	13,781,923.85
Balance due from the Postal Service on account of transfers of funds	3,988,509.04
Balances due from foreign countries	1,582,325.53
Adjustment items	1,250.00
Total	24,133,148.45

LIABILITIES.

Drafts on the Treasurer, United States, outstanding	4,763,102.75
Balances due foreign countries	2,083,645.79
Balances due the Postal Service on account of revenue from money-order business	3,937,899.63
Balances due postmasters	729,643.89
Domestic money orders outstanding	10,159,832.17
International money orders certified to the United States and not paid prior to July 1, 1922	329,033.22
International money orders issued in the United States and not certified prior to July 1, 1922	451,672.83
Balances July 1, 1908 (excess of assets over liabilities)	1,325,556.09
Amounts received from foreign countries on account of international money orders to be repaid by the United States	352,762.08
Total	24,133,148.45

No. 6.—*The Post Office Department general account with the United States Treasury, stated from July 1, 1921, to June 30, 1922.*

Balance due the United States Treasury July 1, 1921		$10,471,727.81
Grants from the United States Treasury:		
Certified claims prior fiscal years	$329,393.28	
Deficiency in the postal revenues, 1922 [1]	71,915,704.78	
Deficiency in the postal revenues, 1916	1,144.40	
Additional compensation fiscal year 1920	22,397.37	
Pan American Congress, Buenos Aires, 1922	3,213.91	
		72,271,853.74
Statement of postal deficit for fiscal year 1922:		
Audited postal expenditures	545,644,208.54	
Adjusted losses and contingencies, postal funds	24,732.53	
Total	545,668,941.07	
Less audited postal revenues	484,853,540.71	
Net postal deficit	60,815,400.36	
Transferred to the civil service retirement and disability fund	7,915,704.78	
Payment of balance due the United States Treasury on account of postal surplus for the fiscal year 1917	81,494.18	
Balance due the United States Treasury June 30, 1922	13,930,982.23	
Total	82,743,581.55	82,743,581.55

[1] Includes $7,915,704.78 transferred to the civil service retirement and disability fund.

No. 7.—*The Post Office Department general account with the United States Treasury depositaries, stated from July 1, 1921, to June 30, 1922.*

POSTAL SERVICE.

Balance on deposit July 1, 1921	$22,478,175.24	
Deposits of funds	175,947,167.06	
Post Office Department warrants and counter warrants	415,341,351.43	$415,341,351.43
Post Office Department warrants paid		185,580,424.51
Balance on deposit June 30, 1922		12,844,917.79
Total	613,766,693.73	613,766,693.73

No. 8.—*The Post Office Department account with the Superintendent, Division of Finance, stated from July 1, 1921, to June 30, 1922.*

Balance due the United States July 1, 1921	$117,776.72	
Receipts	4,168,034.48	
Disbursements		$4,112,804.50
Balance due the United States June 30, 1922		173,006.70
Total	4,285,811.20	4,285,811.20

No. 9.—*The general Post Office Department warrant account, stated from July 1, 1921, to June 30, 1922.*

Outstanding July 1, 1921		$18,527,131.51
Issued		176,703,648.95
Post Office Department warrants and counter warrants	$415,341,351.43	415,341,351.43
Paid	185,580,424.51	
Canceled	71,962.59	
Outstanding more than 3 years transferred to account of "Outstanding liabilities"	38,960.00	
Outstanding June 30, 1922	9,539,433.36	
Total	610,572,131.89	610,572,131.89

No. 10.—*Postal revenues, stated from July 1, 1921, to June 30, 1922.*

Source.	Quarter ended—				Total for year.
	Sept. 30, 1921.	Dec. 31, 1921.	Mar. 31, 1922.	June 30, 1922.	
Sales of postage stamps and other stamped paper	$93,672,015.69	$116,394,864.12	$105,494,908.69	$106,547,053.65	$422,108,842.15
Second-class postage paid in money	5,786,210.40	6,203,534.59	6,581,403.14	6,626,296.63	25,197,444.76
First, second, third and fourth class postage paid in money under permit	3,595,135.83	3,762,299.03	4,990,685.32	3,857,036.73	16,205,156.91
Box rents	1,749,020.02	1,762,603.43	1,770,671.11	1,786,475.42	7,068,769.98
Miscellaneous receipts	58,378.90	23,492.40	61,563.85	66,941.69	210,376.84
Foreign mail transit service	15,421.77	.....	.....	5,743.00	21,164.77
Fines and penalties	34,507.36	22,652.75	40,614.44	17,339.25	115,113.80
Dead letters	43,214.39	58,113.93	23,095.24	59,542.13	183,965.69
Revenue from money-order business	1,673,666.66	2,114,763.50	1,858,802.44	2,079,097.19	7,726,329.79
Unpaid money orders more than 1 year old	.....	1,230,708.67	599,082.99	.....	1,829,791.66
Interest and profits, Postal Savings System	205,367.04	1,870,594.01	869,737.86	1,240,885.45	4,186,584.36
Total	106,832,938.06	133,443,626.43	122,290,565.08	122,286,411.14	484,853,540.71

No. 11.—*Comparison of postal revenues fiscal years 1921 and 1922.*

Source.	Fiscal year—		Increase.	Decrease.
	1922	1921		
Sales of stamps and other stamped paper	$422,108,842.15	$403,892,342.98	$18,216,499.17	.....
Second-class postage paid in money	25,197,444.76	25,499,780.14	.....	$302,335.38
First, second, third and fourth class postage paid in money under permit	16,205,156.91	14,106,686.92	2,098,469.99	.....
Box rents	7,068,769.98	6,855,700.88	213,069.10	.....
Miscellaneous receipts	210,376.84	337,594.71	.....	127,217.87
Letter postage paid in money	.....	.06	.....	.06
Foreign mail transit service	21,164.77	282,380.92	.....	261,216.15
Fines and penalties	115,113.80	99,852.23	15,261.57	.....
Dead letters	183,965.69	233,621.89	.....	49,656.20
Revenue from money-order business	7,726,329.79	8,476,942.02	.....	750,612.23
Unpaid money orders more than 1 year old	1,829,791.66	584,588.41	1,245,203.25	.....
Interest and profits, Postal Savings System	4,186,584.36	3,121,783.54	1,064,800.82	.....
Total	484,853,540.71	463,491,274.70	22,853,303.90	1,491,037.89
Net increase	.....	.....	21,362,266.01	.....

No. 12.—*Losses and contingencies—Postal funds, adjusted from July 1, 1921, to June 30, 1922.*

Losses:		
Burglary, fire and other unavoidable casualties	$34,261.62	
Bad debts, late postmasters' accounts	1,207.71	
		$35,469.33
Contingencies:		
Balances, late postmasters' accounts closed to suspense		10,736.80
Net losses		24,732.53

No. 13.—*Audited expenditures—Service of the Post Office Department.*

Appropriation title.	Stated from July 1, 1921, to June 30, 1922, service of the fiscal year—					Comparison, fiscal years 1921 and 1922.			
	1922	1921	1920	1919	Deficiency in the Postal Re enues (certified claims).	Total expenditures audited during the fiscal year 1922.	Total expenditures audited during the fiscal year 1921.	Increase.	Decrease.
Office of the Postmaster General.									
Electric power, light, etc	$6,888.33	$1,090,96			$137.10	$8,116.39	$8,040.51	$75.88	
Post office inspectors:									
Salaries	1,328,776.99	113.23				1,328,890.22	1,230,625.62	98,264.60	
Clerks, division headquarters	230,354.71	301.94				230,656.65	217,166.48	13,490.17	
Traveling expenses	333,501.71	32,586.58	$2.98			366,091.27	373,268.82		$7,177.55
Miscellaneous expenses, division headquarters	9,615.54	1,600.91	[1] 7.95			11,208.50	8,301.56	2,906.94	
Payment of rewards:									
Rewards	4,660.00	9,150.00	740.00		50.00	14,600.00	12,875.00	1,725.00	
Information	6,378.07	9.40				6,387.47	5,134.90	1,252.57	
Special assistant to the Attorney General	6,000.00					6,000.00	6,000.00		
Increased compensation, Postal Service employees							36.81		36.81
Personal or property damage claims	10,306.82					10,306.82		10,306.82	
Travel expenses, etc., Postal Savings System	111.57					111.57	236.90		125.33
Travel expenses, etc., Postmaster General	643.22	[1] 35.00				608.22	557.84	50.38	
Office of the First Assistant Postmaster General.									
Compensation to postmasters	43,699,508.03	119,321.51	[1] 333.88		1,101.45	43,819,597.11	42,681,434.33	1,138,162.78	
Compensation to assistant postmasters	5,517,106.75	7,719.22	793.87			5,525,619.84	5,598,315.96		72,696.12
Clerks, first and second class post offices	94,835,586.37	483,879.18	53,803.05		463.42	95,373,732.02	87,910,890.61	7,462,841.41	
Printers, mechanics, and skilled laborers	81,239.37	1,028.46	21.89			82,289.72	89,451.21		7,161.49
Watchmen, messengers, and laborers	3,860,255.07	9,104.04	3,574.79			3,872,933.90	3,339,984.00	532,949.90	
Clerks, contract stations	1,218,840.76	2,554.17	22.34			1,221,417.27	1,054,102.32	167,314.95	
Temporary clerk hire	11,396,859.70	20,692.54	142.75		638.33	11,418,333.32	17,345,761.68		5,927,428.36
Separating mails	697,432.61	11,025.01	322.66		36.00	708,816.28	708,490.84	325.44	
Unusual conditions at post offices	119,418.92	1,919.89	1,700.99		254.49	123,294.29	185,780.14		62,485.85
Clerks, third-class post offices	3,741,072.17	[1] 5,370.77	160.16		75.00	3,735,936.56	3,701,483.41	34,453.15	
Rent, light, and fuel	9,937,886.80	87,073.72	5,230.09		850.46	10,031,041.07	7,873,445.40	2,157,595.67	
Miscellaneous items, first and second class post offices	687,789.33	16,295.03	[1] 220.09		.71	703,864.98	628,635.97	75,229.01	
City delivery carriers	66,762,054.27	377,261.25	1,875.19		5,860.11	67,147,050.82	63,380,337.56	3,766,713.26	
Temporary city delivery carriers	7,940,568.78	4,997.95	[1] 369.55		158.40	7,945,355.58	8,805,814.50		860,458.92
City delivery carriers, new offices	124,278.88	8,436.12	46.35			132,761.35	123,021.11	9,740.24	
City delivery carriers (special payments)			607,81			607.81		607.81	

[1] Repayments in excess of audited expenditures.

No. 13.—*Audited expenditures—Service of the Post Office Department*—Continued.

Appropriation title.	Stated from July 1, 1921, to June 30, 1922, service of the fiscal year—					Comparison, fiscal years 1921 and 1922.			
	1922	1921	1920	1919	Deficiency in the Postal Revenues (certified claims).	Total expenditures audited during the fiscal year 1922.	Total expenditures audited during the fiscal year 1921.	Increase.	Decrease.
Office of the First Assistant Postmaster General—Continued.									
City delivery, horse hire							$1,470.32		$1,470.32
City delivery service					$910.31	$910.31	70,177.24		69,266.93
Village delivery service	$1,243,260.63	$8,415.53			37.26	1,251,713.42	1,125,398.85	$126,314.57	
City delivery incidental expense							.50		.50
Car fare and bicycle allowance	878,547.14	10,370.43	[1] $0.60		783.33	889,700.30	860,221.60	29,478.70	
Street car collection service	466.17					466.17	4,100.00		3,633.83
Detroit River postal service	14,400.00					14,400.00	14,400.00		
Special delivery car fare	8,242.07					8,242.07	9,768.41		1,526.34
Special delivery fees	5,756,121.61	780.05	2.10		374.00	5,757,277.76	6,002,247.10		244,969.34
Travel expenses, etc., First Assistant Postmaster General	43.40					43.40	82.90		39.50
Office of the Second Assistant Postmaster General.									
Mail messenger service	5,953,244.62	4,773.43	427.94		266.61	5,958,712.60	4,913,487.22	1,045,225.38	
Star route service—Alaska	157,165.01	26,866.10	382.00		1,268.74	185,681.85	258,884.52		73,202.67
Power boat service	1,063,837.87	83,822.16	17,910.92		24.75	1,165,595.70	975,828.59	189,767.11	
Railroad transportation:									
Railroad service	87,264,773.25	5,825,082.58	306,035.48		175,084.52	93,570,975.83	174,736,697.64		81,165,721.81
Blue tag service	207,956.48	193,072.86	7,497.63			408,526.97	1,292,443.52		883,916.55
Airplane service			31,833.00			31,833.00	203,902.60		172,069.60
Freight on stamped paper and mail bags	64,218.68	24,307.71	1,037.69		13.73	89,577.81	92,732.20		3,154.39
Airplane service between New York and San Francisco	1,298,368.78	40,277.75				1,338,646.53	1,287,989.61	50,656.92	
Railway mail service—salaries	43,284,048.52	37,828.48	1,298.64		211.72	43,323,387.36	41,461.116.63	1,862,270.73	
Railway postal clerks—travel allowance	2,643,339.78	39,975.95	[1] 109.55			2,683,206.18	2,712,312.46		29,106.28
Railway Mail Service—traveling expenses	52,423.68	1,331.57				53,755.25	56,044.56		2,289.31
Railway Mail Service—miscellaneous expenses	905,901.58	22,613.38	39.65		71.71	928,626.32	841,880.41	86,745.91	
Railway Mail Service—per diem and expenses, assistant superintendents:									
Per diem							2,192.00		2,192.00
Expenses							343.96		343.96
Electric and cable car service	517,483.52	66,671.30	24.78		103.83	584,283.43	590,859.22		6,575.79
Foreign Mail Transportation:									
Steamship service	5,404,376.02	1,419,623.19	243,520.43			7,067,519.64	5,917,938.27	1,149,581.37	
Aircraft service	8,600.00					8,600.00		8,600.00	

Balances due foreign countries	124,166.15	153,829.69	157,959.18		101.37	436,056.39	410,706.04	25,350.35	
Travel expenses, etc., Second Assistant Postmaster General	400.91					400.91	911.85		510.94
Delegates to the International Postal Union							4,000.00		4,000.00
Censorship of Foreign Mails							119.25		119.25
Delegates to the Pan-American Postal Congress, Buenos Aires				[2] $3,213.91		3,213.91		3,213.91	
Office of the Third Assistant Postmaster General.									
Manufacture of postage stamps	1,172,482.70	95,000.00				1,267,482.70	1,564,395.27		296,912.57
Manufacture of stamped envelopes and newspaper wrappers	4,348,160.67	534,423.50				4,882,584.17	6,322,127.96		1,439,543.79
Distribution of stamped envelopes and newspaper wrappers	18,951.15					18,951.15	18,498.16	452.99	
Manufacture of postal cards	552,300.80	93,689.87				645,990.67	1,107,484.01		461,493.34
Ship, steamboat, and way letters	22.48					22.48	23.52		1.04
Indemnities, domestic mail	2,203,596.89	1,724,488.07	269,607.57	39,157.23 [3] 6,940.50	314.63	4,244,104.89	5,298,091.29		1,053,986.40
Indemnities, international registered mail	580.49	3,024.64	5,069.67		1,273.44	9,948.24	7,344.91	2,603.33	
Travel expenses, etc., Third Assistant Postmaster General	461.74					461.74	164.94	296.80	
Unpaid money orders more than one year old	190,976.13					190,976.13	190,548.15	427.98	
Office of the Fourth Assistant Postmaster General.									
Stationery	902,053.27	92,922.95	3,409.85			998,386.07	1,755,492.34		757,106.27
Facing slips					1,350.00	1,350.00		1,350.00	
Office appliances			1,011.58		93.00	1,104.58		1,104.58	
Twine and tying devices	588,552.25					588,552.25	701,214.40		112,662.15
Post office equipment and supplies	782,959.70	133,210.38	3,071.16		3.26	919,244.50	1,296,254.98		377,010.48
Shipment of supplies	197,607.36	71,224.63	1,363.95		366.70	270,562.64	185,974.73	84,587.91	
Labor-saving devices	156,108.80	13,403.33	43.54		2.80	169,558.47	417,558.23		247,999.76
Mail bags and equipment	2,612,336.35	700,273.02	12,497.23			3,325,106.60	2,858,781.52	466,325.08	
Star route service	11,569,443.92	85,879.48	13.46		819.75	11,656,156.61	13,309,066.78		1,652,910.17
Rural delivery service	82,414,281.81	261,093.51	2,564.40		1,823.24	82,679,765.96	81,307,674.70	1,372,091.26	
Vehicle service	13,843,328.29	251,293.25	14,729.16		4,626.96	14,113,977.66	15,311,126.86		1,197,149.20
Motor vehicle truck service			[4] 805.12			[4] 805.12	26,470.96		27,276.08
Travel expenses, etc., Fourth Assistant Postmaster General	30.85					30.85	169.27		138.42
Joint Commission on Postal Service			73,713.16			73,713.16	148,099.64		74,386.48
Joint Commission on Reclassification and Readjustment of Salaries, Postal Service							29,660.08		29,660.08
Total	530,962,756.29	13,210,327.13	1,222,262.35	49,311.64	199,551.13	545,644,208.54	620,993,673.65	21,980,450.86	97,329,915.97
Net losses by fire, burglary, etc., postal funds	24,732.53					24,732.53	15,289.16	9,443.37	
Grand total	530,987,488.82	13,210,327.13	1,222,262.35	49,311.64	199,551.13	545,668,941.07	621,008,962.81	21,989,894.23	97,329,915.97
Net decrease									75,340,021.74

[1] Repayments in excess of audited expenditures. [2] Payable out of the General Treasury. [3] Fiscal year 1918. [4] Repayments in excess of audited expenditures.

No. 14.—*General appropriation and expenditure account—Service of the Post Office Department, stated to June 30, 1922.*

SERVICE OF THE FISCAL YEAR 1922.

Current annual appropriations:		
Postal act approved Mar. 1, 1921	$574,057,552.00	
Sales of post-route maps	5,311.55	
Second deficiency act, 1921, approved June 16, 1921	35,000.00	
First deficiency act, 1922, approved Dec. 15, 1921	2,588,093.45	
Second deficiency act, 1922, approved Mar. 20, 1922	35,500.00	
Permanent appropriations, unpaid money orders more than 1 year old	7,502,069.28	
Subject to appropriation, audited expenditures (authorized by law) in excess of appropriation, compensation to postmasters	1,399,508.03	
Total		$585,623,034.31
Audited expenditures from July 1, 1921, to June 30, 1922	530,962,756.29	
Transferred to civil service retirement and disability fund	7,915,704.78	
Deductions, estimated savings reported to the Director of the Budget July 15, 1921	9,904,421.00	
Balance unexpended June 30, 1922	36,840,152.24	
Total		585,623,034.31

SERVICE OF THE FISCAL YEAR 1921.

Current annual appropriations:		
Postal act approved Apr. 24, 1920	462,539,490.00	
Sales of post-route maps	4,784.65	
Reclassification act, approved June 5, 1920	24,583,195.21	
Third deficiency act, 1920, approved June 5, 1920	4,000.00	
First deficiency act, 1921, approved Mar. 1, 1921	55,568,200.00	
Second deficiency act, 1921, approved June 16, 1921	1,628,500.00	
First deficiency act, 1922, approved Dec. 15, 1921	4,160,829.09	
Second deficiency act, 1922, approved Mar. 20, 1922	55,997.06	
Permanent appropriations, unpaid money orders more than 1 year old	5,862,825.77	
Subject to appropriation, audited expenditures (authorized by law) in excess of appropriation, special delivery fees	780.05	
Total		554,408,601.83
Audited expenditures:		
From July 1, 1920, to June 30, 1921	522,980,808.18	
From July 1, 1921, to June 30, 1922	13,210,327.13	
Balance reappropriated for fiscal year 1922, unpaid money orders more than 1 year old	5,672,277.62	
Transferred to civil service retirement and disability fund	6,519,683.59	
Transferred to fiscal year 1920, from "Mail bags and equipment"	65,745.00	
Balance unexpended June 30, 1922	5,959,760.31	
Total		554,408,601.83

SERVICE OF THE FISCAL YEAR 1920.

Current annual appropriations:		
Postal act approved Feb. 28, 1919	400,881,116.47	
Sales of post-route maps	7,176.40	
First deficiency act, 1920, approved Nov. 4, 1919	750,000.00	
Joint resolution, effective Nov. 8, 1919	37,094,811.93	
Second deficiency act, 1920, approved Mar. 6, 1920	3,651,000.00	
Deficiency act, approved May 8, 1920	50,000.00	
Third deficiency act, 1920, approved June 5, 1920	13,700,000.00	
First deficiency act, 1921, approved Mar. 1, 1921	25,545,720.34	
Second deficiency act, 1921, approved June 16, 1921	3,108.18	
First deficiency act, 1922, approved Dec. 15, 1921	2,011.54	
Transferred from fiscal year 1921, to "Mail bags and equipment"	65,745.00	
Permanent appropriations, unpaid money orders more than 1 year old	5,562,506.46	
Total		487,313,196.32
Audited expenditures:		
From July 1, 1919, to June 30, 1920	432,159,444.64	
From July 1, 1920, to June 30, 1921	41,859,362.73	
From July 1, 1921, to June 30, 1922	1,222,262.35	
Balance reappropriated for fiscal year 1921, unpaid money orders more than 1 year old	5,278,237.36	
Balance unexpended June 30, 1922	6,793,889.24	
Total		487,313,196.32

DEFICIENCY IN THE POSTAL REVENUES (CERTIFIED CLAIMS).

Current annual appropriations:		
Unexpended balances of appropriations available July 1, 1921	97,855.51	
Urgent deficiency act, approved Aug. 24, 1921	62,957.03	
Second deficiency act, 1922, approved Mar. 20, 1922	141,564.26	
Restored from surplus, June 28, 1922	24,676.22	
Total		327,053.02
Audited expenditures from July 1, 1921, to June 30, 1922	199,551.13	
Balance unexpended June 30, 1922	127,501.89	
Total		327,053.02

No. 15.—*Appropriation and expenditure accounts—Service of the Post Office Department, service of the fiscal year 1922.*

Appropriation.	Amount appropriated, including special acts and deficiencies, to June 30, 1922.	Audited expenditures.		Balance unexpended.
		Stated to June 30, 1922.	Payments by warrants from July 1 to Sept. 30, 1922, for services rendered prior to June 30, 1922.	
Office of the Postmaster General.				
Electric power, light, etc	[1] $8,500.00	$6,888.33	$1,054.71	$556.96
Post-office inspectors:				
Salaries	1,390,000.00	1,328,776.99	.....	61,223.01
Clerks, division headquarters	238,000.00	230,354.71	.....	7,645.29
Traveling expenses	447,000.00	333,501.71	29,740.24	83,758.05
Miscellaneous expenses, division headquarters	16,000.00	9,615.54	1,174.47	5,209.99
Payment of rewards:				
Rewards	60,000.00	4,660.00	22,355.00	26,606.93
Information		[2] 6,378.07		
Special assistant to the Attorney General	6,000.00	6,000.00	.....	.....
Personal or property damage claims	35,000.00	10,306.82	5,948.77	18,744.41
Travel expenses, etc., Postal Savings System	500.00	111.57	.....	388.43
Travel expenses, etc., Postmaster General	1,000.00	643.22	.....	356.78
Office of the First Assistant Postmaster General.				
Compensation to postmasters	42,300,000.00	43,699,508.03	.....	[3] 1,399,508.03
Compensation to assistant postmasters	7,000,000.00	5,517,106.75	.....	1,482,893.25
Clerks, first and second class post offices	97,725,000.00	94,835,586.37	.....	2,889,413.63
Printers, mechanics, and skilled laborers	97,400.00	81,239.37	.....	16,160.63
Watchmen, messengers, and laborers	4,481,250.00	3,860,255.07	.....	620,994.93
Clerks, contract stations	1,400,000.00	1,218,840.76	.....	181,159.24
Temporary clerk hire	12,000,000.00	11,396,859.70	.....	603,140.30
Separating mails	800,000.00	697,432.61	.....	102,567.39
Unusual conditions at post offices	250,000.00	119,418.92	.....	130,581.08
Clerks, third-class post offices	4,500,000.00	3,741,072.17	.....	758,927.83
Rent, light, and fuel	10,500,000.00	9,937,886.80	.....	562,113.20
Miscellaneous items, first and second class post offices	750,000.00	687,789.33	616.89	61,593.78
City delivery carriers	70,000,000.00	66,762,054.27	.....	3,237,945.23
Temporary city delivery carriers	10,500,000.00	7,940,568.78	.....	2,559,431.22
City delivery carriers, new offices	200,000.00	124,278.88	.....	75,721.12
Village delivery service	1,500,000.00	1,243,260.63	1,539.00	255,200.37
Car fare and bicycle allowance	1,100,000.00	878,547.14	.....	221,452.86
Street car collection service	7,000.00	466.17	.....	6,533.83
Detroit River postal service	14,400.00	14,400.00	.....	.....
Special delivery car fare	17,000.00	8,242.07	.....	8,757.93
Special delivery fees	6,000,000.00	5,756,121.61	.....	243,878.39
Travel expenses, etc., First Assistant Postmaster General	1,000.00	43.40	.....	956.60
Office of the Second Assistant Postmaster General.				
Star route service—Alaska	230,000.00	157,165.01	50,691.49	22,143.50
Mail messenger service	9,500,000.00	5,953,244.62	.....	3,456,755.38
Power boat service	1,335,093.45	1,063,837.87	235,342.31	35,913.27
Railroad transportation:				
Railroad service	96,000,000.00	87,264,773.25	3,066,382.94	5,460,887.33
Blue tag service		[4] 207,956.48		
Freight on stamped paper and mail bags	70,000.00	64,218.68	898.03	4,883.29
Airplane service between New York and San Francisco	1,425,000.00	1,298,368.78	36,240.49	90,390.73
Railway Mail Service—Salaries	45,000,000.00	43,284,048.52	.....	1,715,951.48
Railway postal clerks—Travel allowances	3,089,931.00	2,643,339.78	14,404.38	432,186.84
Railway Mail Service—Traveling expenses	58,000.00	52,423.68	4,703.14	873.18
Railway Mail Service—Miscellaneous expenses	1,849,156.00	905,901.58	49,189.29	894,065.13

[1] Includes $1,000, authorized in third deficiency act, fiscal year 1922, approved July 1, 1922.
[2] Postmaster General authorized to expend not exceeding $15,000 out of appropriation "Payment of rewards."
[3] Audited expenditures (authorized by law) in excess of appropriation.
[4] Postmaster General authorized to expend not exceeding $1,500,000 out of appropriation "Railroad transportation."

No. 15.—*Appropriation and expenditure accounts—Service of the Post Office Department, service of the fiscal year 1922*—Continued.

Appropriation.	Amount appropriated, including special acts and deficiencies, to June 30, 1922.	Audited expenditures.		Balance unexpended.
		Stated to June 30, 1922.	Payments by warrants from July 1 to Sept. 30, 1922, for services rendered prior to June 30, 1922.	
Office of the Second Assistant Postmaster General—Continued.				
Electric and cable car service	$707,000.00	$517,483.52	$63,459.92	$126,056.56
Foreign mail transportation:				
Steamship service	6,400,000.00	5,404,376.02	577,668.14	409,355.84
Aircraft service		[1] 8,300.00		
Balances due foreign countries	681,000.00	124,166.15	58,339.00	498,494.85
Travel expenses, etc., Second Assistant Postmaster General	1,000.00	400.91	34.75	564.34
Office of the Third Assistant Postmaster General.				
Manufacture of postage stamps	1,460,000.00	1,172,482.70	108,829.77	178,687.53
Manufacture of stamped envelopes and newspaper wrappers	6,358,000.00	4,348,160.67	532,010.77	1,477,828.56
Distribution of stamped envelopes and newspaper wrappers	19,875.00	18,951.15	.....	923.85
Manufacture of postal cards	1,240,000.00	552,300.80	11,520.00	676,179.20
Ship, steamboat, and way letters	150.00	22.48	.....	127.52
Indemnities, domestic mail	4,500,000.00	2,203,596.89	130,446.65	2,165,956.46
Indemnities, international registered mail	50,000.00	580.49	342.86	49,076.65
Travel expenses, etc., Third Assistant Postmaster General	1,000.00	461.74	.....	538.26
Unpaid money orders more than 1 year old	190,976.13	190,976.13	.....	.....
Office of the Fourth Assistant Postmaster General.				
Stationery	2,000,000.00	902,053.27	60,433.00	1,037,513.73
Post office equipment and supplies:				
Equipment and supplies	1,231,311.55	782,959.70	109,012.91	339,338.94
Technical works		(2)		
Twine and tying devices	628,000.00	588,552.25	15,920.96	23,526.79
Shipment of supplies	279,810.00	197,607.36	27,917.43	54,285.21
Labor-saving devices	462,080.00	156,108.80	44,925.94	261,045.26
Mail bags and equipment:				
Mail bags, etc	4,000,000.00	2,612,336.35	527,888.94	859,774.71
Distinctive equipment		(3)		
Star route service	13,000,000.00	11,569,443.92	1,066,639.20	363,916.88
Rural Delivery Service	86,800,000.00	82,414,281.81	1,567.77	4,384,150.42
Vehicle service	15,000,000.00	13,843,328.29	344,475.25	812,196.46
Travel expenses, etc., Fourth Assistant Postmaster General	1,000.00	30.85	.....	969.15
Total	576,913,433.13	530,962,756.29	7,201,714.41	38,748,962.43
Less amount transferred to Civil Service Retirement fund	.....	.....	.....	7,915,704.78
				30,833,257.65

[1] Postmaster General authorized to expend not exceeding $150,000 out of appropriation "Foreign mail transportation."

[2] Postmaster General authorized to expend not exceeding $1,500 out of appropriation "Post-office equipment and supplies."

[3] Postmaster General authorized to expend not exceeding $5,000 out of appropriation "Mail bags and equipment."

No. 16.—*Appropriation and expenditure accounts—Service of the Post Office Department, service of the fiscal year 1921.*

Appropriation.	Amount appropriated, including special acts and deficiencies, to June 30, 1922.	Audited expenditures.		Balance unexpended.
		Stated to June 30, 1922.	Payments by warrants from July 1 to Sept. 30, 1922, for services rendered prior to June 30, 1921.	
Office of the Postmaster General.				
Electric power, light, etc	$7,000.00	$6,999.93		$0.07
Post-office inspectors:				
Salaries	1,230,864.31	1,230,864.31		
Clerks, division headquarters	217,468.42	217,468.42		
Traveling expenses (includes per diem)	454,500.00	371,638.27		82,861.73
Miscellaneous expenses, division headquarters	8,497.06	8,486.29		10.77
Payment of rewards:				
Rewards	25,000.00	10,100.00	$5,000.00	5,111.75
Information		[1] 4,788.25		
Special assistant to the Attorney General	6,000.00	6,000.00		
Travel expenses, etc., Postmaster General	1,000.00	522.84		477.16
Office of the First Assistant Postmaster General.				
Compensation to postmasters	42,565,741.79	42,565,741.79		
Compensation to assistant postmasters	5,591,262.54	5,591,262.54		
Clerks, first and second class post offices	88,347,454.51	88,347,418.63	35.88	
Printers, mechanics, and skilled laborers	90,537.05	90,537.05		
Watchmen, messengers, and laborers	3,350,992.39	3,350,992.39		
Clerks, contract stations	1,350,000.00	1,054,931.65		295,068.35
Temporary clerk hire	17,330,882.57	17,330,825.66		56.91
Separating mails	775,000.00	714,469.56		60,530.44
Unusual conditions at post offices	250,000.00	177,315.14		72,684.86
Clerks, third-class post offices	3,700,000.00	3,688,227.86		11,772.14
Rent, light, and fuel	8,000,000.00	7,865,268.49		134,731.51
Miscellaneous items, first and second class post offices	700,000.00	627,397.66		72,602.34
City delivery carriers	63,507,646.40	63,507,576.64	69.76	
Temporary city delivery carriers	8,818,750.00	8,802,446.37		16,303.63
City delivery carriers, new offices	130,597.66	130,597.66		
Vehicle service	15,664,598.25	15,155,296.36	9,443.26	499,858.63
Mail messenger service	5,900,000.00	4,913,201.43		986,798.57
Car fare and bicycle allowance	975,000.00	868,369.39		106,630.61
Street car collection service	9,000.00	4,100.00		4,900.00
Detroit River postal service	14,400.00	14,400.00		
Special delivery car fare	15,000.00	10,305.69		4,694.31
Special delivery fees	5,999,439.88	6,000,219.93		[2] 780.05
Travel expenses, etc., First Assistant Postmaster General	1,000.00	82.90		917.10
Office of the Second Assistant Postmaster General.				
Star route service—Alaska	255,000.00	203,693.50		51,306.50
Power boat service	1,185,000.00	915,617.44	29.20	269,353.36
Railroad transportation:				
Railroad service	94,736,647.83	92,537,482.12	9,981.03	1,150,673.54
Blue tag service		[3] 1,038,511.14		
Freight on stamped paper and mail bags	[4] 111,389.21	101,336.49	8,723.10	1,329.62
Airplane service between New York and San Francisco	1,375,000.00	1,328,267.36	16.24	46,716.40
Railway Mail Service—Salaries	41,566,218.83	41,566,218.83		
Railway postal clerks—Travel allowances	2,689,931.00	2,682,515.31	50.00	7,365.69
Railway Mail Service—Traveling expenses	55,297.00	51,641.35		3,655.65
Railway Mail Service—Miscellaneous expenses	1,032,156.00	839,523.80	.25	192,631.95

[1] Postmaster General authorized to expend not exceeding $5,000 out of appropriation "Payment of rewards."

[2] Audited expenditures (authorized by law) in excess of appropriations.

[3] Postmaster General authorized to expend not exceeding $1,250,000 out of appropriation "Railroad transportation."

[4] Includes $10,000 authorized in "Third Deficiency Act, fiscal year 1922," approved July 1, 1922.

No. 16.—*Appropriation and expenditure accounts—Service of the Post Office Department, service of the fiscal year 1921.*—Continued.

Appropriation.	Amount appropriated, including special acts and deficiencies, to June 30, 1922.	Audited expenditures.		Balance unexpended.
		Stated to June 30, 1922.	Payments by warrants from July 1 to Sept. 30, 1922, for services rendered prior to June 30, 1922.	
Office of the Second Assistant Postmaster General—Continued.				
Railway Mail Service—Per diem and expenses, assistant superintendents:				
Per diem	$3,244.00	$2,036.00		$889.24
Expenses		[1] 318.76		
Electric and cable car service:				
Electric and cable cars	639,700.00	557,628.72	$26.00	75,555.68
Unusual conditions		[2] 6,489.60		
Foreign mail transportation:				
Steamship service	6,660,000.00	5,982,908.17	4,541.80	672,550.03
Aircraft service		(3)		
Balances due foreign countries	681,700.00	214,209.77	182.05	467,308.18
Delegates to the International Postal Union	4,000.00	4,000.00	.....	.....
Travel expenses, etc., Second Assistant Postmaster General	1,000.00	893.50	.....	106.50
Office of the Third Assistant Postmaster General.				
Manufacture of postage stamps	1,470,000.00	1,455,391.80	.....	14,608.20
Manufacture of stamped envelopes and newspaper wrappers	6,327,000.00	6,263,647.34	.....	63,352.66
Distibution of stamped envelopes and newspaper wrappers	19,511.38	18,498.16	.....	1,013.22
Manufacture of postal cards	1,091,958.75	982,206.33	.....	109,752.42
Ship, steamboat, and way letters	150.00	23.52	.....	126.48
Indemnities, domestic mail	[4] 5,200,000.00	4,276,380.97	32,746.38	890,872.65
Indemnities, international registered mail	10,000.00	4,462.16	683.31	4,854.53
Travel expenses, etc., Third Assistant Postmaster General	1,000.00	191.33	.....	808.67
Travel expenses, etc., Postal Savings System	500.00	236.90	.....	263.10
Unpaid money orders more than 1 year old	5,862,825.77	190,548.15	.....	5,672,277.62
Office of the Fourth Assistant Postmaster General.				
Stationery	1,819,979.37	1,683,824.89	.....	136,154.48
Post-office equipment and supplies:				
Equipment and supplies	1,191,784.65	1,189,319.83	110.00	2,354.82
Technical works		(5)		
Twine and tying devices	683,000.00	682,804.46	.....	195.54
Shipment of supplies	269,032.92	222,805.08	220.78	46,007.06
Labor-saving devices	395,408.75	390,359.13	.....	5,049.62
Mail bags and equipment:				
Mail bags, etc	3,429,138.20	3,289,869.10	8,240.87	131,028.23
Distinctive equipment		(6)		
Star route service	12,418,000.00	12,389,862.16	162.78	27,975.06
Rural Delivery Service	81,320,186.70	81,320,186.70	.....	.....
Village Delivery Service	1,288,000.00	1,129,203.07	.....	158,796.93
Travel expenses, etc., Fourth Assistant Postmaster General	1,000.00	169.27	.....	830.73
Total	548,832,393.19	536,191,135.31	80,262.69	12,560,995.19

[1] Not exceeding $700 authorized out of appropriation "Railway mail service, per diem and expenses, assistant superintendents."

[2] Postmaster General authorized to expend not exceeding $25,000 out of appropriation "Electric and cable car service."

[3] Postmaster General authorized to expend not exceeding $100,000 out of appropriation "Foreign mail transportation."

[4] Includes $1,000,000 authorized in "Third Deficiency Act, fiscal year 1922," approved July 1, 1922.

[5] Postmaster General authorized to expend not exceeding $1,500 out of appropriation "Post-office equipment and supplies."

[6] Postmaster General authorized to expend not exceeding $5,000 out of appropriation "Mail bags and equipment."

No. 17.—*Appropriation and expenditure accounts—Service of the Post Office Department, service of the fiscal year 1920.*

Appropriation.	Amount appropriated, including special acts and deficiencies, to June 30, 1922.	Audited expenditures.		Balance unexpended.
		Stated to June 30, 1922.	Payments by warrants from July 1 to Sept. 30, 1922, for services rendered prior to June 30, 1920.	
Office of the Postmaster General.				
Electric power, light, etc	$5,500.00	$5,499.77		$0.23
Post-office inspectors:				
Salaries	882,028.73	881,833.03		195.70
Per diem	350,000.00	329,144.00		20,856.00
Clerks, division headquarters	166,750.00	160,137.25		6,612.75
Traveling expenses	44,650.00	44,454.02		195.98
Livery hire	45,000.00	44,573.10		426.90
Miscellaneous expenses, division headquarters	7,850.00	7,749.18		100.82
Payment of rewards:				
Rewards	25,000.00	12,090.00		11,482.02
Information		[1] 1,427.98		
Special assistant to the Attorney General	6,000.00	6,000.00		
Increased compensation, Postal Service employees	414,967.47	414,967.47		
Travel expenses, etc., Postmaster General	1,000.00	267.55		732.45
Office of the First Assistant Postmaster General.				
Compensation to postmasters	40,155,038.17	40,154,204.72		833.45
Compensation to assistant postmasters	4,982,900.00	4,856,886.69		126,013.31
Clerks, first and second class post offices	76,760,950.00	76,575,272.18		185,677.82
Printers, mechanics, and skilled laborerers	81,200.00	62,965.62		18,234.38
Watchmen, messengers, and laborers	2,625,000.00	2,592,850.37		32,149.63
Clerks, contract stations	1,200,000.00	1,099,311.71		100,688.29
Temporary clerk hire	13,045,613.17	13,044,077.35		1,535.82
Separating mails	750,000.00	700,368.09		49,631.91
Unusual conditions at post offices	325,000.00	260,919.28		64,080.72
Clerks, third-class post offices:				
Clerks	3,300,000.00	3,184,596.42		111,563.58
Assistant postmasters		[2] 3,840.00		
Rent, light, and fuel	7,300,000.00	6,608,280.10		691,719.90
Miscellaneous items, first and second class post offices	700,000.00	530,323.56		169,676.44
City delivery carriers	56,625,432.42	56,625,277.63		154.79
Temporary city delivery carriers	7,047,621.00	6,371,616.25		676,004.75
City delivery carriers, new offices	94,000.00	86,886.71		7,113.29
Vehicle service:				
Regular service	11,213,797.23	11,150,003.58		3,796.96
Postal Service garage		[3] 59,996.69		
Mail messenger service	3,500,000.00	3,424,532.63		75,467.37
Car fare and bicycle allowance	750,000.00	737,407.84		12,592.16
Street car collection service	9,000.00	8,200.00		800.00
Detroit River postal service	7,250.00	7,250.00		
Special delivery car fare	14,000.00	12,155.38		1,844.62
Special delivery fees	5,508,574.03	5,508,245.01		329.02
Travel expenses, etc., First Assistant Postmaster General	1,000.00	78.75		921.25
City Delivery Service	2,000.00	607.81	$26.04	1,366.15
Office of the Second Assistant Postmaster General.				
Star route service—Alaska	255,000.00	236,065.76		18,934.24
Power-boat service	1,185,000.00	1,159,371.10		25,628.90
Railroad transportation:				
Railroad service	90,514,616.03	88,565,008.35	781.58	110,857.89
Blue tag service		[4] 987,528.66		
Airplane Service		[5] 850,439.55		
Freight on stamped paper and mail bags	120,000 00	45,589.57		74,410.43
Railway Mail Service—Salaries	37,275,325.00	35,571,314.33		1,704,010.67

[1] Postmaster General authorized to expend not exceeding $5,000 out of appropriation "Payment of rewards."

[2] Postmaster General authorized to expend not exceeding $600,000 out of appropriation "Clerks, third-class post offices."

[3] Postmaster General authorized to expend not exceeding $60,000 out of appropriation "Vehicle service."

[4] Postmaster General authorized to expend not exceeding $1,250,000 out of appropriation "Railroad transportation."

[5] Postmaster General authorized to expend not exceeding $850,500 out of appropriation "Railroad transportation."

No. 17.—*Appropriation and expenditure accounts—Service of the Post Office Department, service of the fiscal year 1920*—Continued.

Appropriation.	Audited expenditures.			
	Amount appropriated, including special acts and deficiencies, to June 30, 1922.	Stated to June 30, 1922.	Payments by warrants from July 1 to Sept. 30, 1922, for services rendered prior to June 30, 1922.	Balance unexpended.
Office of the second Assistant Postmaster General—Continued.				
Railway postal clerks—Travel allowances	2,689,931.00	2,506,923.74		183,007.26
Railway Mail Service—Traveling expenses	55,297.00	52,089.60		3,207.40
Railway Mail Service—Miscellaneous expenses	832,156.00	579,961.86		252,194.14
Railway Mail Service—Per diem and expenses, assistant superintendents:				
Per diem	3,100.00	2,404.00		148.40
Expenses		[1] 547.60		
Electric and cable car service:				
Electric and cable cars	545,000.00	495,311.78		37,989.86
Unusual conditions		[2] 11,698.36		
Foreign mail transportation	5,699,500.00	5,600,138.13		99,361.87
Balances due foreign countries	681,700.00	391,209.41		290,490.59
Travel expenses, etc., Second Assistant Postmaster General	1,000.00	426.05		573.95
Office of the Third Assistant Postmaster General.				
Manufacture of postage stamps	1,380,000.00	1,364,615.55		15,384.45
Manufacture of stamped envelopes and newspaper wrappers	3,000,000.00	2,998,683.31		1,316.69
Distribution of stamped envelopes and newspaper wrappers	20,075.00	18,047.58		2,027.42
Manufacture of postal cards	500,000.00	493,358.12		6,641.88
Ship, steamboat, and way letters	150.00	30.28		119.72
Indemnities, domestic mail	[3] 4,500,000.00	4,341,826.51	27,961.25	130,212.24
Indemnities, international registered mail	10,000.00	8,287.90		1,712.10
Travel expenses, etc., Third Assistant Postmaster General	1,000.00	69.81		930.19
Travel expenses, etc., Postal Savings System	500.00	151.16		348.84
Unpaid money orders more than 1 year old	5,562,506.46	284,269.10		[4] 5,278,237.36
Office of the Fourth Assistant Postmaster General.				
Stationery	1,036,000.00	1,031,332.89		4,667.11
Office appliances	375,000.00	373,517.01		1,482.99
Twine and tying devices	585,000.00	584,161.79		838.21
Post-office equipment and supplies:				
Equipment and supplies	487,176.40	473,342.24		13,834.16
Technical works		(5)		
Shipment of supplies	199,950.00	147,404.31		52,545.69
Labor-saving devices	337,000.00	327,371.38		9,628.62
Mail bags and equipment:				
Mail bags, etc	2,065,745.00	2,065,745.00		
Distinctive equipment		(6)		
Star route service	11,106,170.21	11,106,028.89		141.32
Rural Delivery Service	76,802,487.00	75,802,686.42		999,800.58
Village Delivery Service	1,388,689.00	786,471.57		602,217.43
Motor vehicle truck service	300,000.00	153,870.46		146,129.54
Travel expenses, etc., Fourth Assistant Postmaster General	1,000.00	495.16		504.84
Total		474,992,092.01	28,768.87	12,442,335.44
Less expenditures:				
Joint Commission on Reclassification and Readjustment of Salaries, Postal Service		27,164.91		
Joint Commission on Postal Service		221,812.80	2,708.26	
Grand total	487,463,196.32	475,241,069.72	31,477.13	12,190,649.47

[1] Not exceeding $700 authorized out of appropriation "Railway Mail Service, per diem and expenses, assistant superintendents."

[2] Postmaster General authorized to expend not exceeding $25,000 out of appropriation "Electric and cable car service."

[3] Includes $150,000 authorized in third deficiency act, fiscal year 1922, approved July 1, 1922.

[4] Balance unavailable; reappropriated for fiscal year 1921.

[5] Postmaster General authorized to expend not exceeding $1,500 out of appropriation "Post-office equipment and supplies."

[6] Postmaster General authorized to expend not exceeding $5,000 out of appropriation "Mail bags and equipment."

No. 18.—*Gross postal receipts and principal expenses at post offices, stated from July 1, 1921, to June 30, 1922.*

States, Territories, etc.	Number of post offices, July 1, 1922.	Gross postal receipts.	Compensation to postmasters.				City Delivery Service.	Rural Delivery Service.
			First and second class post offices.	Third-class post offices.	Fourth-class post offices.	Total.		
Maine	858	$3,311,536.73	$122,445.16	$250,373.34	$309,809.67	$682,628.17	$545,151.05	$845,498.12
New Hampshire	392	1,738,972.98	79,400.01	135,143.33	149,621.29	364,164.63	378,819.87	437,273.98
Vermont	396	1,367,921.59	81,043.81	120,018.33	156,685.57	357,747.71	215,551.07	591,404.24
Massachusetts	670	20,836,837.59	333,437.48	266,384.21	215,070.08	814,891.77	6,330,287.28	516,714.82
Rhode Island	112	2,209,662.90	32,600.00	54,199.99	37,841.04	124,641.03	648,327.93	78,745.41
Connecticut	338	6,264,118.71	165,051.09	163,549.99	108,022.88	436,623.96	1,466,779.49	475,167.94
New England States	2,766	35,729,050.50	813,977.55	989,669.19	977,050.53	2,780,697.27	9,584,916.69	2,944,804.51
New York	2,289	83,479,614.46	727,564.05	880,956.61	791,935.70	2,400,456.36	16,327,052.25	3,392,408.78
New Jersey	683	11,051,327.26	329,817.26	290,574.99	217,138.92	837,531.17	3,335,712.14	565,689.51
Pennsylvania	2,987	36,589,363.29	730,997.61	891,002.01	1,080,344.35	2,702,343.97	8,553,163.99	3,790,060.23
Delaware	102	793,720.26	30,300.00	40,050.00	32,743.21	103,093.21	173,627.97	175,423.98
Maryland	712	5,985,928.59	79,062.37	152,896.02	268,531.12	500,489.51	1,384,915.17	758,845.92
District of Columbia	1	3,848,179.12	6,000.00	.....	.....	6,000.00	1,171,739.30	14,851.16
Eastern States	6,774	141,748,132.98	1,903,741.29	2,255,479.63	2,390,693.30	6,549,914.22	30,946,210.82	8,697,279.58
Virginia	2,283	6,122,729.42	176,999.95	408,333.32	788,092.34	1,373,425.61	1,134,718.77	1,978,748.93
West Virginia	1,959	3,636,685.45	139,131.85	261,149.40	644,873.44	1,045,154.69	516,856.87	755,497.71
North Carolina	1,574	4,663,809.89	212,067.31	351,079.96	491,651.69	1,054,798.96	566,930.20	2,524,155.65
South Carolina	690	2,250,422.58	127,431.89	197,634.06	213,168.30	538,234.25	357,863.39	1,627,955.73
Georgia	1,125	6,369,095.14	203,885.32	383,639.13	366,592.90	954,117.35	925,334.93	3,124,993.18
Florida	907	3,789,411.36	156,116.61	201,949.92	309,802.02	667,868.55	510,502.12	551,544.55
Alabama	1,146	3,461,576.55	123,371.59	310,199.95	401,523.94	835,095.48	606,635.63	2,141,748.88
Mississippi	994	2,364,174.12	134,565.58	316,084.16	330,520.88	781,170.62	234,461.41	1,808,493.20
Louisiana	1,077	4,296,000.37	98,138.37	268,718.74	363,504.91	730,362.02	652,684.07	569,079.14
Texas	2,288	13,510,943.90	490,470.81	828,944.78	700,555.16	2,019,970.75	1,768,612.90	4,012,597.98
Arkansas	1,509	2,991,085.91	143,860.74	278,175.00	447,892.81	869,928.55	421,928.11	1,268,961.42
Kentucky	2,568	5,246,804.20	165,951.79	282,019.44	708,212.83	1,156,184.06	876,915.61	1,597,807.50
Tennessee	1,027	5,805,251.71	155,999.26	286,149.98	356,332.41	798,481.65	974,445.64	2,941,636.60
Southern States	19,147	64,508,000.60	2,327,991.07	4,374,077.84	6,122,723.63	12,824,792.54	9,547,889.65	24,903,220.47
Ohio	1,605	27,052,108.54	474,158.13	578,668.66	567,237.11	1,620,063.90	5,647,729.28	4,675,578.76
Indiana	1,097	10,945,397.71	335,348.70	423,683.33	351,503.77	1,110,535.80	2,178,115.43	3,631,333.08
Illinois	1,659	55,236,444.79	542,886.88	828,123.15	517,372.98	1,888,383.01	8,476,091.86	5,029,707.24
Michigan	1,238	14,418,681.82	345,676.68	548,241.55	376,005.64	1,269,923.87	3,158,490.66	3,486,128.93
Wisconsin	1,085	10,618,892.96	306,676.08	590,652.98	347,268.55	1,244,597.61	1,891,872.48	3,192,041.51
Minnesota	1,246	13,066,968.08	264,058.82	652,371.88	371,919.99	1,288,350.69	2,183,096.58	3,206,670.61
Iowa	1,251	9,990,803.63	357,543.91	748,422.92	370,769.19	1,476,736.02	1,497,369.49	4,251,477.53
Missouri	1,853	21,481,687.52	237,666.48	642,359.48	579,012.28	1,459,038.24	3,148,965.23	4,078,367.75

No. 18.—*Gross postal receipts and principal expenses at post offices, stated from July 1, 1921, to June 30, 1922*—Continued.

States, Territories, etc.	Number of post offices, July 1, 1922.	Gross postal receipts.	Compensation to postmasters.				City Delivery Service.	Rural Delivery Service.
			First and second class post offices.	Third-class post offices.	Fourth-class post offices.	Total.		
Middle Western States	11,034	$162,810,985.05	$2,864,015.68	$5,012,523.95	$3,481,089.51	$11,357,629.14	$28,181,731.01	$31,551,305.41
North Dakota	715	2,053,664.33	64,620.31	374,002.71	242,704.36	681,327.38	125,967.03	1,370,361.69
South Dakota	672	2,097,352.78	103,804.19	319,422.94	197,187.90	620,415.03	193,127.00	1,282,409.00
Nebraska	901	5,866,779.52	165,783.44	499,793.94	233,553.01	899,130.39	887,527.96	2,171,685.13
Kansas	1,080	6,067,469.89	272,925.02	542,528.63	342,084.65	1,157,538.30	1,058,648.65	3,705,720.32
Montana	895	2,010,066.40	87,786.82	210,694.99	261,320.01	559,801.82	267,210.34	299,970.81
Wyoming	397	799,161.44	61,398.15	65,749.79	112,741.67	239,889.61	77,347.27	51,972.93
Colorado	798	4,960,704.85	140,052.51	210,118.93	272,879.82	623,051.26	838,819.64	629,653.88
New Mexico	579	823,583.23	48,699.99	89,666.66	178,408.45	316,775.10	73,928.77	90,971.22
Oklahoma	1,145	4,967,521.16	265,296.08	419,161.54	337,307.44	1,021,765.06	632,680.61	2,367,448.34
Western States	7,182	29,646,303.60	1,210,366.51	2,731,140.13	2,178,187.31	6,119,693.95	4,155,257.27	11,970,193.32
Washington	957	6,099,231.32	159,045.31	266,234.45	335,248.85	760,528.61	1,234,116.99	712,499.44
Oregon	790	3,874,661.63	109,420.98	194,550.01	253,352.41	557,323.40	689,600.07	496,238.52
California	1,581	21,016,718.56	437,405.42	502,084.34	546,934.38	1,486,424.14	4,410,081.46	918,788.04
Idaho	526	1,208,751.75	87,432.00	144,349.98	157,260.57	389,042.55	149,941.25	376,316.36
Utah	352	1,736,407.14	38,099.98	107,741.66	126,478.01	272,319.65	320,762.07	104,564.33
Nevada	188	405,494.76	28,600.00	34,075.00	62,419.35	125,094.35	28,831.94	7,209.60
Arizona	299	893,129.77	55,974.20	71,299.99	87,897.40	215,171.59	111,707.24	60,920.18
Alaska	162	128,717.60	9,800.00	18,435.39	39,950.52	68,185.91	.....	.....
Pacific States	4,855	35,363,112.53	925,777.89	1,338,770.82	1,609,541.49	3,874,090.20	6,945,041.02	2,676,536.47
China (Shanghai)	1	117,437.27	.....	.....	.....	.....	.....	.....
Guam	1	2,713.24	825.00	275.00	.....	1,100.00	.....	.....
Hawaii	90	460,818.47	9,500.00	30,066.13	39,149.85	78,715.98	52,807.24	842.40
Porto Rico	92	471,840.41	12,600.00	57,950.00	33,227.49	103,777.49	31,952.96	.....
Samoa (Tutuila)	1	2,108.72	700.00	700.00	.....	1,400.00	.....	.....
United States postal agency, France	1	6,806.46	.....	.....	.....	.....	.....	.....
Virgin Islands	5	17,720.39	2,300.00	3,300.00	330.49	5,930.49	.....	.....
Philatelic stamp agency	1	20,906.50	.....	.....	.....	.....	.....	.....
Insular possessions	192	1,100,351.46	25,925.00	92,291.13	72,707.83	190,923.96	84,760.20	842.40
Total United States	51,950	470,905,936.72	10,071,794.99	16,793,952.69	16,831,993.60	43,697,741.28	89,445,806.66	82,744,182.16

No. 19.—*Money orders issued and paid from July 1, 1921, to June 30, 1922.*

States, Territories, etc.	Domestic money orders issued.		International money orders issued in United States.		Domestic money orders paid.		International money orders paid and repaid in United States.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
Maine	1,875,486	$14,564,257.57	4,406	$75,130.51	1,425,944	$9,033,841.19	2,913	$17,196.07
New Hampshire	1,029,172	8,191,088.49	3,980	51,407.36	442,724	4,329,714.78	333	5,250.45
Vermont	876,705	6,223,834.56	2,053	29,014.43	352,886	3,422,411.90	826	4,016.80
Massachusetts	5,430,915	50,265,666.71	90,404	1,171,669.87	5,750,288	51,897,135.01	14,185	167,723.32
Rhode Island	698,732	6,772,982.20	13,603	150,426.95	528,986	5,239,298.88	1,512	32,848.29
Connecticut	1,921,652	17,786,822.77	27,067	317,853.19	1,282,984	13,219,749.66	3,400	60,546.76
New England States	11,832,662	103,804,652.30	141,513	1,795,502.31	9,783,812	87,142,151.42	23,169	287,581.69
New York	14,574,360	145,313,841.86	178,207	2,532,100.14	25,716,090	215,901,094.05	66,566	783,895.38
New Jersey	3,669,105	35,818,306.28	47,913	667,243.71	2,291,290	24,971,521.66	6,708	100,634.56
Pennsylvania	10,934,413	97,492,485.17	63,621	950,800.83	12,012,038	97,288,657.74	14,893	212,567.70
Delaware	324,126	2,504,117.12	1,114	14,737.19	136,060	1,276,393.93	166	2,331.21
Maryland	1,578,509	12,601,425.02	4,110	69,456.79	1,253,835	12,352,851.54	2,729	18,358.18
District of Columbia	680,693	7,466,856.73	6,696	82,186.66	2,334,137	16,462,695.22	6,723	55,426.66
Eastern States	31,761,206	301,197,032.18	301,661	4,316,525.32	43,743,450	368,253,214.14	97,785	1,173,213.69
Virginia	2,713,253	20,338,877.49	2,607	46,568.40	1,323,965	12,799,084.68	643	10,924.87
West Virginia	2,766,046	22,925,221.27	1,630	27,842.03	688,466	7,728,537.83	228	5,790.11
North Carolina	2,693,011	17,383,732.73	1,544	18,781.78	1,037,200	8,383,033.46	306	7,025.24
South Carolina	1,445,096	9,491,118.39	1,133	15,069.16	591,711	4,808,864.34	115	2,418.41
Georgia	2,543,285	16,266,471.00	1,569	25,291.49	2,257,967	14,886,612.32	2,545	7,622.44
Florida	2,311,731	16,566,492.53	3,857	58,046.17	960,996	8,925,588.99	689	17,585.07
Alabama	2,357,296	14,235,155.80	1,469	21,184.12	1,010,273	8,099,348.09	333	7,811.09
Mississippi	2,262,061	12,817,216.77	541	8,811.15	660,822	4,953,388.83	161	1,911.32
Louisiana	2,472,456	17,759,181.35	3,138	59,307.52	1,176,443	10,625,004.76	2,499	164,299.73
Texas	6,248,667	43,229,746.11	21,582	422,716.02	4,592,798	33,830,261.45	14,698	482,699.16
Arkansas	2,676,437	14,879,371.73	552	8,703.24	1,283,307	7,880,445.89	187	4,300.10
Kentucky	2,349,367	16,411,226.68	1,419	20,370.17	1,052,834	8,121,744.75	436	6,414.21
Tennessee	2,281,354	13,634,695.09	1,442	20,071.14	1,736,919	11,736,109.50	409	6,273.05
Southern States	35,120,060	235,938,506.94	42,483	752,762.39	18,373,701	142,778,024.89	23,249	725,074.80
Ohio	7,384,612	60,104,087.52	27,241	345,161.32	5,952,804	58,268,465.68	7,176	104,331.17
Indiana	4,278,838	29,183,621.50	7,357	116,220.96	3,419,560	25,174,442.14	4,496	43,776.75
Illinois	9,849,378	73,219,404.85	59,696	763,693.48	35,646,594	218,820,474.13	23,217	287,131.02
Michigan	7,180,341	54,779,217.20	26,343	291,520.70	4,030,621	38,373,565.80	4,997	93,386.33
Wisconsin	4,669,915	32,899,764.35	8,142	91,581.79	2,293,796	19,617,845.35	2,623	48,667.40
Minnesota	4,078,013	26,947,274.36	11,078	139,382.27	4,677,878	30,094,255.93	2,181	52,007.77
Iowa	3,738,157	23,412,796.54	7,554	128,945.96	2,341,430	14,699,578.67	2,528	39,352.54
Missouri	4,536,512	26,912,529.75	8,540	141,335.19	8,012,103	51,520,490.16	5,783	70,979.37
Middle Western States	45,715,766	$327,458,696.07	155,951	$2,017,841.67	66,374,786	$456,569,117.68	53,001	$739,632.35

No. 19.—*Money orders issued and paid from July 1, 1921, to June 30, 1922*—Continued.

States, Territories, etc.	Domestic money orders issued.		International money orders issued in United States.		Domestic money orders paid.		International money orders paid and repaid in United States.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
North Dakota	1,487,966	9,120,555.01	1,177	17,929.71	394,327	2,605,293.29	296	6,727.02
South Dakota	1,298,292	7,773,330.68	1,583	19,349.22	348,393	2,558,569.10	261	7,449.15
Nebraska	2,235,682	14,079,323.65	4,630	72,104.36	1,360,716	10,344,743.51	901	17,421.19
Kansas	2,776,974	17,476,842.95	9,110	195,353.57	1,271,219	8,752,407.42	1,522	16,293.88
Montana	1,409,530	11,289,040.09	6,622	115,521.19	509,525	5,342,933.15	1,288	18,524.41
Wyoming	658,131	6,352,644.00	2,541	74,905.44	143,803	1,642,923.21	179	5,497.73
Colorado	1,899,180	15,230,555.20	10,332	197,691.18	1,217,474	11,822,677.81	1,298	24,653.66
New Mexico	715,260	5,489,478.04	1,909	46,406.12	216,213	2,398,954.26	240	5,491.08
Oklahoma	3,201,308	20,167,108.26	2,496	50,070.54	985,534	8,608,182.29	321	8,009.08
Western States	15,682,323	106,978,877.88	40,400	789,331.33	6,447,204	54,076,684.04	6,306	110,067.20
Washington	2,763,703	23,856,025.99	28,433	657,639.06	2,323,975	21,988,516.39	3,723	76,584.78
Oregon	1,513,678	12,661,561.93	12,088	268,315.13	1,138,387	10,911,198.71	1,124	25,965.44
California	6,335,957	64,478,260.22	120,367	2,576,613.21	4,646,387	55,335,369.28	18,582	396,186.35
Idaho	917,619	7,135,372.64	2,542	46,973.66	282,505	2,868,044.57	313	8,298.61
Utah	707,272	6,883,728.32	6,312	87,342.98	546,860	6,051,232.00	733	18,467.71
Nevada	337,908	3,592,565.97	1,872	45,941.50	113,319	1,346,195.24	139	2,951.99
Arizona	591,848	5,394,646.42	6,765	139,789.59	206,738	2,657,428.66	973	40,765.39
Alaska	105,555	2,770,790.89	1,434	56,017.20	20,299	605,346.49	69	3,838.52
Pacific States	13,273,540	126,772,952.38	179,813	3,878,632.33	9,278,470	101,763,331.34	25,656	573,058.79
China (Shanghai)	9,061	198,396.14	.....	.....	5,819	130,948.39	.....	.....
Guam	2,965	83,193.75	318	24,526.93	203	7,646.08	9	105.00
Hawaii	185,693	3,567,880.74	20,440	592,636.95	79,066	1,793,906.94	519	26,974.13
Porto Rico	454,399	5,127,584.37	620	4,028.75	367,327	4,184,264.00	78	1,974.61
Samoa (Tutuila)	1,264	25,070.86	152	5,884.10	88	2,466.18	8	137.09
United States Postal Agency, France	5,013	181,956.28	.....	.....	1,299	47,260.47	.....	.....
Virgin Islands	32,455	449,879.35	389	15,168.02	4,138	64,559.14	28	177.24
Insular possessions	690,850	9,633,961.49	21,919	642,244.75	457,940	6,231,051.20	642	29,368.07
Total United States	154,076,407	1,211,784,679.24	883,740	14,192,840.10	154,459,363	1,216,813,574.89	229,808	3,637,996.59

No. 20.—*Money orders exchanged between the United States and "domestic basis" foreign countries as audited and stated from July 1, 1921, to June 30, 1922.*

Countries.	United States domestic orders paid in foreign countries.		Foreign domestic orders paid in the United States.		Excess paid in foreign countries.	Excess paid in the United States.
	Number.	Value.	Number.	Value.		
Antigua	423	$5,093.23	102	$782.45	$4,310.78	
Bahamas	575	9,271.52	860	4,679.40	4,592.12	
Barbados	8,197	94,000.79	613	3,009.84	90,990.95	
Bermuda	528	6,980.34	1,103	14,237.74		$7,257.40
British Guiana	1,206	14,974.04	1,302	9,159.62	5,814.42	
British Honduras	475	7,369.45	6,660	51,838.15		44,468.70
Canada	368,722	4,273,731.55	734,007	6,655,646.97		2,381,915.42
Canal Zone	12,380	215,240.75	87,218	1,664,033.12		1,448,792.37
Cuba	24,516	651,202.90	148,685	1,987,204.28		1,336,001.38
Dominica	93	1,135.31	36	187.86	947.45	
Grenada	876	11,074.80	331	4,553.36	6,521.44	
Jamaica	5,913	63,480.94	269	5,688.44	57,792.50	
Martinique	8	113.30			113.30	
Montserrat	107	1,704.44	10	50.88	1,653.56	
Nevis	116	1,658.00	23	180.68	1,477.32	
Newfoundland	7,062	137,167.61	6,276	69,497.71	67,669.90	
Philippine Islands	22,577	921,707.49	62,216	845,167.25	76,540.24	
St. Kitts	247	4,794.62	59	416.46	4,378.16	
St. Lucia	331	4,922.25	219	750.60	4,171.65	
St. Vincent	834	10,314.58	254	2,873.17	7,441.41	
Trinidad	1,638	21,629.98	1,483	3,364.66	18,265.32	
Virgin Islands	12	92.65			92.65	
Totals, domestic basis	456,836	6,457,660.54	1,051,726	11,323,322.64	352,773.17	5,218,435.27

No. 21.—*Money orders exchanged between the United States and "international basis" foreign countries as audited and stated from July 1, 1921, to June 30, 1922.*

Countries.	United States international orders certified for payment in foreign countries.		Foreign international orders certified for payment in the United States.		Excess certified by the United States.	Excess certified by foreign countries.
	Number.	Value.	Number.	Value.		
Australia	4,254	$62,023.88	19,736	$193,463.49		$131,439.61
Austria [1]						
Belgium	2,933	41,854.50	1,615	35,814.92	$6,039.58	
Bolivia	36	1,131.49	82	1,976.84		845.35
Brazil	190	4,094.18			4,094.18	
Chile	269	3,695.50	410	3,274.95	420.55	
Costa Rica	447	6,415.45	690	6,132.26	283.19	
Denmark	9,617	160,620.68	1,753	35,002.97	125,617.71	
Egypt [1]						
France	23,206	232,828.16	7,033	71,447.39	161,380.77	
Great Britain	511,991	6,159,047.58	74,007	1,008,740.80	5,150,306.78	
Germany [1]						
Greece [1]						
Honduras	83	1,642.28	249	22,116.34		20,474.06
Hongkong	1,552	28,852.27	2,202	11,778.85	17,073.42	
Hungary	269	5,315.00	1	3.00	5,312.00	
Italy	72,318	1,353,931.31	3,245	199,614.58	1,154,316.73	
Japan	72,034	2,431,069.19	13,638	253,811.57	2,177,257.62	
Liberia [1]						
Luxemburg [1]						
Mexico	80,480	2,029,637.96	42,110	1,277,570.92	752,067.04	
Netherlands	7,069	167,666.00	6,061	69,717.09	97,948.91	
New Zealand	1,367	23,395.50	13,511	82,831.64		59,436.14
Nicaragua	102	1,510.09	66	678.75	83,134	
Norway	11,002	178,269.99	2,023	38,209.31	140,060.68	
Peru	224	4,200.56			4,200.56	
Portugal [1]						
Russia [2]		8,662.55			8,662.55	
Salvador	112	2,108.13	552	5,503.30		3,395.17
Sweden	54,020	759,452.99	4,594	173,648.89	585,804.10	
Switzerland	19,878	315,656.31	3,441	69,679.36	245,976.95	
Union of South Africa	1,550	27,700.71	2,930	44,347.03		16,646.32
Uruguay	72	1,399.77	166	2,087.86		688.09
Total, international basis	875,075	13,994,856.93	200,115	3,607,452.11	10,620,329.56	232,924.74

[1] No business. [2] Returned to United States.

No. 22.—*The Post Office Department general account with postmasters, stated from July 1, 1921, to June 30, 1922.*

MONEY-ORDER SERVICE.

Balances due the United States, July 1, 1921			$14,239,326.60
Domestic money orders issued		$1,211,784,679.24	
International money orders issued	$14,192,840.10		
Less repaid and void	276,971.14		
		13,915,868.96	
Fees collected for issuing domestic money orders		9,755,888.63	
Fees collected for issuing international money orders		178,811.28	
Exchange received from foreign countries as payment on account		6,323,670.41	
Deposits of surplus funds received from postmasters		562,146,850.55	
Drafts drawn on the Treasurer United States		686,855,865.70	
Funds transferred from the postal account		20,148,242.64	
Miscellaneous receipts		1,021.60	
Adjustment transfers		159,527.22	
Collection orders		161.97	
Balances paid late postmasters		3.36	
Adjustment items		374,195.31	
Balances late postmasters' accounts, closed to "suspense"		148.26	
			2,511,644,935.13
Balances due postmasters, June 30, 1922			729,643.89
Total			2,526,613,905.62
Balances due postmasters, July 1, 1921			568,435.23
Domestic money orders paid		$1,216,813,574.89	
Certified international money orders paid and repaid	$3,637,996.59		
Certified orders repaid	$262,394.20		
Uncertified orders repaid	14,576.94		
	276,971.14		
		3,361,025.45	
Commissions allowed postmasters for issuing money orders		2,049,817.41	
Losses by burglary, fire, and other unavoidable casualties		37,581.16	
Losses by bad debts, late postmasters' accounts		7,252.69	
Losses by compromise debts, late postmasters' accounts		569.69	
Exchange purchased and remitted to foreign countries as payments on account		11,368,112.26	
Funds transferred to the postal account		16,731,071.99	
Deposits of surplus funds made by postmasters		1,261,360,810.86	
Adjustment transfers		159,527.22	
Collection orders		161.97	
Balances paid late postmasters		3.36	
Adjustment items		374,013.88	
Incidental expenses		15.00	
Loss on conversion of funds		8.71	
			2,512,263,546.54
Balances due the United States, June 30, 1922			13,781,923.85
Total			2,526,613,905.62

No. 23.—*The Post Office Department general account with United States Treasury depositaries, stated from July 1, 1921, to June 30, 1922.*

MONEY-ORDER SERVICE.

Balance on deposit, July 1, 1921	$2,061,072.47	
Deposit of funds	699,213,960.31	
Postmaster General's drafts paid		$696,495,892.75
Balance on deposit, June 30, 1922		4,779,140.03
Total	701,275,032.78	701,275,032.78

No. 24.—*The General transfer account—Postal and money-order funds, stated from July 1, 1921, to June 30, 1922.*

Balance due the Money-Order Service, July 1, 1921	$7,405,679.69	
Transferred from Postal to Money-Order Service		$20,148,242.64
Transferred from Money-Order to Postal Service	16,731,071.99	
Balance due the Money-Order Service, June 30, 1922		3,988,509.04
Total	24,136,751.68	24,136,751.68

No. 25.—*The Post Office Department general account with foreign countries, stated from July 1, 1921, to June 30, 1922.*

MONEY-ORDER SERVICE.

Balance due the United States, July 1, 1921		$2,275,720.29
Credit allowed the United States for payment of money orders issued in "domestic basis" foreign countries	$11,323,322.64	
Credit allowed the United States for international money orders certified by foreign countries, less repaid and void	3,561,447.72	
Credit allowed the United States for repaid and void international money orders	623,464.73	
Credit allowed the United States for remittances on account	11,396,049.00	
Commissions allowed the United States for the payment of foreign money orders	8,961.49	
Gain on foreign exchange	195,732.93	
		27,108,978.51
Balances due foreign countries, June 30, 1922		2,083,645.79
Total		31,468,344.59
Balances due foreign countries, July 1, 1921		2,762,904.70
Credit allowed foreign countries for the payment of United States domestic money orders	$6,457,660.54	
Credit allowed foreign countries for United States international money orders certified for payment	13,994,856.93	
Credit allowed foreign countries for remittances on account	6,351,607.15	
Commissions allowed foreign countries for payment of United States money orders	48,284.68	
Incidental expenses	160.63	
Loss on conversion of funds	270,544.43	
		27,123,114.36
Balances due the United States, June 30, 1922		1,582,325.53
Total		31,468,344.59

No. 26.—*The general domestic money-order account, stated from July 1, 1921, to June 30, 1922.*

Outstanding, July 1, 1921		$12,152,857.38
Issued in the United States		1,211,784,679.24
Credit allowed the United States for payment of money orders issued in "domestic basis" foreign countries		11,323,322.64
Paid in the United States	$1,216,813,574.89	
Credit allowed foreign countries for payment of United States domestic money orders	6,457,660.54	
"Unpaid money orders more than 1 year old" transferred to postal revenue	1,829,791.66	
Outstanding, June 30, 1922	10,159,832.17	
Total	1,235,260,859.26	1,235,260,859.26

No. 27.—*The general international money-order account (foreign countries issued), stated from July 1, 1921, to June 30, 1922.*

Outstanding, July 1, 1921		$128,610.95
Credit allowed the United States for money orders certified by foreign countries		3,561,447.72
Repaid and void		276,971.14
Paid in the United States	$3,637,996.59	
Outstanding, June 30, 1922	329,033.22	
Total	3,967,029.81	3,967,029.81

No. 28.—*The general international money-order account (United States issued) stated from July 1, 1921, to June 30, 1922.*

Outstanding July 1, 1921		$268,266.60
Issued		14,192,840.10
Credit allowed foreign countries for United States international money orders certified for payment	$13,994,856.93	
Uncertified orders repaid	14,576.94	
Outstanding June 30, 1922	451,672.83	
Total	14,461,106.70	14,461,106.70

No. 29.—*The general money-order revenue account, stated from July 1, 1921, to June 30, 1922.*

Audited revenues:			
Fees collected for issuing domestic money orders		$9,755,888.63	
Fees collected for issuing international money orders		178,811.28	
Miscellaneous receipts		1,021.60	
Commissions allowed the United States for the payment of money orders issued in foreign countries		8,961.49	
Gain on foreign exchange		195,732.93	
			$10,140,415.93
Audited expenditures:			
Commissions allowed postmasters for issuing money orders		2,049,817.41	
Commissions allowed foreign countries for payment of money orders issued in the United States		48,284.68	
Loss on conversion of funds		270,553.14	
Incidental expenses		175.63	
		2,368,830.86	
Losses:			
Burglary, fire, and other unavoidable casualties	$37,581.16		
Compromise debts, late postmasters' accounts	569.69		
Bad debts, etc., late postmasters' accounts	7,252.69		
	45,403.54		
Contingencies: Balances late postmasters' accounts, closed to "suspense"	148.26		
		45,255.28	
			2,414,086.14
Revenue from money-order business[1]			7,726,329.79

[1] This item does not represent the net revenue, as all expenses for the maintenance and operation of the money-order service, except those shown above, are by requirement of law paid directly from the postal revenues.