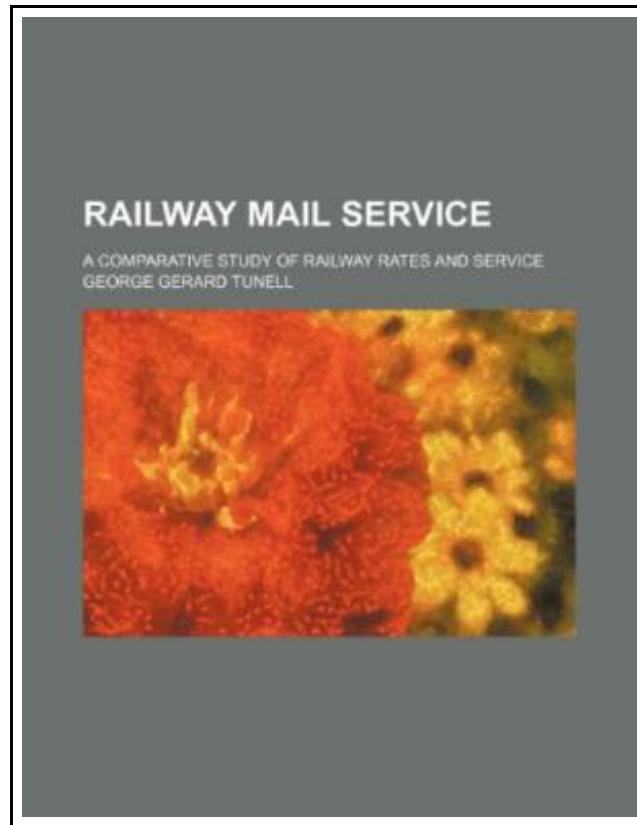


Railway Mail Service; A Comparative Study of Railway Rates and Service



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Reviews

Extensive manual! Its such a great read. It really is loaded with knowledge and wisdom You wont really feel monotony at at any time of your time (that's what catalogs are for regarding if you ask me).

(Myrl Hintz)

RAILWAY MAIL SERVICE; A COMPARATIVE STUDY OF RAILWAY RATES AND SERVICE



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Not Avail, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1901 Excerpt: .Acker, while explaining how he obtained the rates received by the railroads, said: Post-office statistics show that the rate paid to the railroads for hauling mail matter averages \$40 per ton per 100 miles. This statement is verified by the testimony of the General Superintendent of Railway Mail Service on page 134 of Senate Report No. 991, in which it was shown that \$34,754,742.69 was paid to the railroads for carrying 528,389,069 pounds of matter an average distance of 328 miles, thereby showing the cost of hauling 1 pound of mail a distance of 328 miles was 6.58 cents or \$131.60 per ton. 2 An examination of page 134 of Senate Report No. 991, LV Congress, second session, reveals the fact that the \$34,754,742.69 paid to the railroads for carrying the mail includes the sum (of \$3,770,138.17) paid to the railroads for cars furnished. There is therefore no extra charge in addition to the rates Mr. Acker introduced of \$6,250 per year for each full-sized railway post-office (car) furnished. It is difficult to understand how Mr. Acker made this error of duplication, for the items (there were only three), Testimony, Part I, p. 826. albid., pp. 828, 829. which combined aggregated \$34,754,742.69 paid to the railroads, were clearly presented. In his oral testimony before the postal commission Mr. Acker several times spoke of the compensation given the railroads for furnishing full-sized railway post-office cars as a rental.1 And many others have looked upon the payment...



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