

THE COUNTRY'S MAIL SERVICE.

Some of the Most Important Points in the Postmaster-General's Report.

Postmaster-General Vilas' annual report to the president has just been issued. It is an exhaustive document, dealing largely with department details. Among its chief points may be summarized the following: The international bureau of the Universal Postal union has recently collected and published statistics of postal administration by most of the civilized countries of the earth. These do not extend to a later period than the year 1884, since when every feature of our service has expanded in the rapid ratio of our national growth; yet they disclose with sufficient completeness the interesting fact that in immensity and extent of means, of expenditures, of performances and results, the postal machinery of the United States exceeds—in some points far exceeds—that of any other nation on the globe.

The entire length of all railways employed by the United States nearly equals the combined extent of those of all other countries of the world, while the other post routes more than quadruple the total of any single people besides; and, by the latest reports received, the mileage last year of our mail transportation exceeded by more than 125,000,000 miles the service rendered to any other government. Of post-offices no other nation has one-third our number.

The mail matter handled by our postal service greatly outweighs and outnumbers that of any other postal system. Trustworthy estimates place the number of letters mailed during last year at 100,000,000 more than were mailed in Great Britain, long the leading letter writing nation, and nearly that number more than were mailed in Germany, France and Austria combined. Excluding Germany, it is thought all other postal union countries do not together carry so many newspapers in their mails as did ours last year. Of all pieces of matter mailed, the proportion to each inhabitant of the United States is estimated at 66 of Great Britain at 57, of Germany at 19.

The rate of assessment imposed for the maintenance of our service bears a similarly gratifying comparison with that of other lands. The British rate of a penny an ounce substantially corresponds to the present charge on the United States at the average of distances over which the mails of the United States are transported exceeds by many times the average distances in the United Kingdom.

The number of presidential offices with which the current year began was 2,614, a gain of 217 over the year 1886, a net gain of 4; 400 of the second class, a gain of 17; and 1,769 of the third class, a loss of 10 as compared with the beginning of the late year. The branch offices are auxiliary to the large city offices, and of these 357 are only for the sale of stamps and which the current year began with 2,614, a gain of 25 over the year 1886, a net gain of 17; and 1,769 of the third class, a loss of 10 as compared with the beginning of the late year. The branch offices are auxiliary to the large city offices, and of these 357 are only for the sale of stamps and

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ALL ABOUT GOVERNMENT VESSELS.

New Ships Completed, Building or Authorized to be Constructed.

WASHINGTON, D. C., Nov. 21.—The chief of the bureau of construction and repair in his annual report states that the steel cruisers Atlanta and Boston are at the navy yard, Brooklyn, N. Y. They have both been docked and their bottoms cleaned and painted, and, independent of the work which had to be done by the government to fit them for sea, alterations and additions have been and are being made to them as called for from time to time by the advisory board. The Chicago is still at Chester, and the work on her is now being pushed rapidly toward completion. The chief constructor says the appropriation of \$95,851, made under the act of July 23, 1886, will not be sufficient to complete the work on these vessels, and in order that no delay in the prosecution may be occasioned by lack of funds he has asked for an additional appropriation of \$50,000, which, it is expected, will complete the vessels provided no further alterations or extra work involving any considerable expenditure of money and time are recommended by the advisory board.

The Lackawanna ram at the Mare Island navy yard, California, while not yet completed, is expected to be ready for active service, and it is suggested that she be converted into a receiving ship to replace the old line-of-battle ship Independent, which is now unfit for further use as a receiving ship.

The Tennessee, the only first wooden vessel in active service, can be kept in service but a few months longer. She is undoubtedly in very bad condition, her main waisters are so badly decayed as to preclude their being repaired, and her lower wash heads are so badly decayed that it is not considered prudent to carry a press of sail upon them. The Shenandoah also has been surveyed and found to be beyond repair. The number of serviceable vessels in the navy has thus been reduced to two first rate, ten second rate, twenty third rate and seven fourth rate vessels, the latter class including two torpedo rams. The Franklin, Wabash, Minnesota and New York, all of the latter class, are set down as requiring extensive repairs and the thirteen ironclads require more or less repairs. In addition to these vessels, the naval list comprises thirteen tugs and twelve wooden sailing vessels used for receiving and training ships.

The new vessels computed, building or authorized to be built are summed up as follows: One, the Dolphin, complete; two, the Boston and Atlanta, armament incomplete; five, the Chicago and the monitors, incomplete; five, the Baltimore, Charleston, Newark and two gunboats, under advertisement; and four, an armored cruiser, a battle ship, a pneumatic dynamite boat and a torpedo boat, not yet designed. To the above the latest vessels provided for at the latest session of congress, being built at a navy yard, should be added, the Monitor, the Adams, Alliance, Essex, Enterprise, Tallapoosa, Yantic and Nipsic for six years; the Jurata, Ossipee, Quinebaug, Swatara, Galena, Marlon, Kearney and Ironsides for ten years longer.

Plans and specifications have been completed for two composite built iron modeled vessels to be used as training ships and they could be commenced at once if an appropriation were made for them. The board appointed to design plans for the completion of the double turreted monitors has nearly finished its specifications. The chief constructor recommends that in the event of only one of the latest vessels provided for at the latest session of congress, being built at a navy yard, it should be built at the Brooklyn yard, as that yard is now in condition to commence any such vessel and carry on the work with some rapidity. Great necessity exists for better docking facilities in all the navy yards. This is rendered more important on account of the frequency with which the steel unheated vessels will require to be docked to clean and repair their bottoms. In the event of a war this great deficiency would be seriously felt, perhaps more so than any other of the present wants. It is therefore worthy of grave consideration whether immediate steps should not be taken to remedy this defect in the most thorough condition of effectiveness.

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KILLED BY A DRUNKEN CLERK.

Assassination of L. D. Collier, Son of Rev. Robert Collier.

KANSAS CITY, Mo., Nov. 21.—The Times' Emporia, Kansas, special says: One of the most cowardly and cold-blooded assassinations in the history of Kansas took place this evening at about 8 o'clock at the residence of Horace Bundrum, one of the leading merchants. The victim is L. D. Collier, a son of the Rev. Robert Laird Collier of Kansas City, Mo., who was holding the position of material agent at this point for the Atchison, Topeka and Santa Fe road, and the assassin is a James G. Yarborough, who held the position of clerk under the murdered man.

It seems that Yarborough had been on a somewhat protracted spree and this afternoon went to the office in the absence of Collier and while some of the higher officials of the road were there. Being drunk he made himself very objectionable.

TRouble FORCED UPON HIM. When Collier returned Yarborough walked up to him and said he wanted to interview him, and when Collier left the office to keep from having trouble he followed him out and insisted on whipping him.

The trouble finally terminated in Collier knocking Yarborough down after being struck several times himself. The trouble here was terminated by some of the railroad men, who threw vengeance and stated that he would shoot him before morning.

Collier went home to supper and after supper was sitting in the parlor with Mrs. Bundrum, Mrs. Lige A. Weaver and Miss Gertrude. The door was hardly opened before Collier was told by Yarborough that he had been shot. Yarborough then went to the door and got up and answered the knock himself.

Then, in the language of Mrs. Bundrum, "the door was opened before Collier was shot, without a word of warning." He staggered back into the house, saying, "I am shot; I am killed," and fell down at the door, which was open, and fell down and expired almost immediately, without uttering another word.

The assassin, on firing, followed up his victim for a step or two and then turned to leave the porch, but was met by Horace Bundrum, who had been sitting at the door, and was shot in the hand, saying, "He is not dead yet."

Bundrum again insisted on having the pistol, and finally, on pledging his word that he should not be hurt, the assassin handed it to Mrs. Bundrum, who stepped into another room and put it under the mattress of the bed.

In a few minutes the officers of the law arrived and took Yarborough to jail, followed by a large and excited crowd of citizens, several of whom spoke in very strong terms of abusing some one on the street before he arrived at the jail. Wiser counsels, however, prevailed, and he was safely incarcerated.

AFRAID OF MOB VENGEANCE. On the route to the jail the prisoner was badly frightened by the sight of a rope in the hands of the boy and begged for protection from the officer and Bundrum, telling the latter that he had pledged his word to him or he would never have delivered up his revolver.

The death of Collier is a serious loss to the city. Robert Laird Collier, the eminent divine of Kansas City. He had just arrived from a visit to his father and sisters at that place this morning, where he had been on a visit with his intended bride, the daughter of Rev. Robert Laird Collier, and was talking to her and the other ladies when called to the door to meet his death.

The fatal shot took effect in the left breast, and instantly passing immediately through the heart, killing him almost instantly.

MISS BALDWIN PROSTRATED. Miss Baldwin is wild with grief and utterly prostrated. She is seemingly unable to appreciate the magnitude of the tragedy which has befallen her. Her father was immediately telegraphed the news and instructed to catch the 10 p. m. train.

There is some difference of opinion as to where Yarborough hailed from. It is reported by some that he hailed from a large dry goods house in this city, and had only recently left it to take the situation offered him by Collier. On being seen at the jail he refused to talk and asked to be sent to Topeka in the morning, but before he arrived he was shot by her to his relatives and was talking to her and the other ladies when called to the door to meet his death.

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