

REPORT OF THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
December 1, 1860.

SIR: I have the honor to submit the following report of the operations of this department for the last fiscal year, ending June 30, 1860:

TRANSPORTATION STATISTICS.

On the 30th of June last, there were in operation 8,502 mail routes. The number of contractors was 7,445. The length of these routes is estimated at 240,594 miles, divided as follows, viz:

Railroad.....	27,129
Steamboat.....	14,976
Coach.....	54,577
Inferior modes.....	143,912

The total annual transportation of mails was 74,724,776 miles, costing \$8,808,710, and divided as follows, viz:

Railroad 27,653,749 miles, at \$3,349,662, about 12.11 cents a mile.

Steamboat 3,951,268 miles, at \$1,073,852, about 20.7 cents a mile.

Coach 18,653,161 miles, at \$2,550,365, about 13.67 cents a mile.

Inferior modes 24,466,598 miles, at \$1,834,831, about 7.45 cents a mile.

Compared with the service reported June 30, 1859, there is a decrease of 19,458 miles in the length of mail routes; of 7,583,626 miles in the annual transportation, about 9.22 per cent.; and of \$660,047 in the cost, about 7 per cent.

The aggregate length of railroad routes has been increased 1,119 miles, and the annual transportation thereon 385,465 miles, about 1.4 per cent., at a cost of \$105,688, or 3.25 per cent.

The length of steamboat routes is diminished 4,233 miles; the annual transportation 618,694 miles, about 13.53 per cent.; and the cost \$83,991, about 7.25 per cent.

The length of coach routes is decreased 8,464 miles; 4,795,237 miles in annual transportation, about 9.45 per cent.; and in cost \$98,015, or 5.07 per cent.

Appended to this report is a table showing in detail the mail service of every grade as existing in each separate State and Territory on the 30th June last.

The lettings of new contracts for the term commencing 1st July last, embraced five States—New Jersey, Pennsylvania, Delaware, Maryland, and Ohio.

The following table shows the new service as in operation on the 30th of September :

Conveyance.	Miles in length.	Miles of annual transportation.	Cost.
Railroad.....	6,473	6,569,627	\$849,866
Steamboat.....	347	174,408	17,002
With celerity, certainty, and security.....	24,999	7,057,866	382,133
Total.....	31,819	13,801,901	1,249,001

Compared with the service on the 30th of June last, the length of routes by railroad is diminished fifty-seven miles, and by steamboat increased forty-two miles; the coach and inferior mode of service in this section having been merged into one class at the last letting, styled "star" or with "celerity, certainty, and security," there is shown an increase of the latter over the former combined of 354 miles in the length of routes; the annual transportation is increased 1,246,448 miles, and the cost \$45,008.

On the 30th of June last, there were in the service 474 route agents, at a compensation of.....	\$372,240
40 local agents, at a compensation of.....	25,479
1,649 mail messengers.....	208,948
68 railroad baggage-masters in charge of the express mails, at a compensation of.....	8,100
	<hr/> 614,767
This amount added to the cost of service as in operation on the 30th of June.....	8,808,710
Makes the total on the 30th of June last.....	<hr/> \$9,423,477 <hr/>

NUMBER OF POST OFFICES.

Whole number of post offices in the United States on the 30th of June, 1859	28,539
Number established during the year ending June 30, 1860.....	1,140
Number discontinued during the same period.....	1,181
Making a decrease during the year of.....	41
Whole number of post offices on the 30th of June 1860.....	28,498
Number of post offices of which the names and sites were changed.....	375

The number of postmasters who have been appointed during the year ending June 30, 1860, is 6,555. Of these 4,214 were to fill vacancies occasioned by resignations, 685 by removals, 267 by deaths,

249 by changes of name and sites, and 1,140 by the establishment of new offices.

The number of post offices at present subject to appointment by the President of the United States is 433, divided by States as follows: Maine, 15; New Hampshire, 10; Vermont, 7; Massachusetts, 33; Rhode Island, 4; Connecticut, 14; New York, 62; New Jersey, 10; Delaware, 1; Maryland, 5; Pennsylvania, 35; Ohio, 32; Michigan, 17; Indiana, 13; Illinois, 30; Wisconsin, 15; District of Columbia, 2; Virginia, 15; North Carolina, 7; South Carolina, 4; Georgia, 12; Florida, 3; Alabama, 8; Mississippi, 8; Louisiana, 5; Texas, 4; Arkansas, 2; Missouri, 9; Iowa, 9; Minnesota, 4; Kentucky, 8; Tennessee, 6; Kansas, 2; Nebraska, 2; California, 18; and Oregon, 2.

Whole number of post offices in the United States on the 1st December, 1860, 28,552.

The increase of business in this department, from the commencement of the government, indicates the growth of our country in a striking manner. At its formation, in 1789, there were but 75 post offices in operation; in 1800, there were 903; in 1810, 2,300; in 1820, 4,500; in 1830, 8,450; in 1840, 13,468; in 1850, 18,417; and in 1860, 28,498.

Reference is made to the accompanying very lucid report of the Sixth Auditor, for the details of the financial operations of this department during the past fiscal year. From this interesting document I derive the following synopsis:

REVENUE AND EXPENDITURES.

The expenditures of the department in the fiscal year ending June 30, 1860, amounted to \$19,170,609 99, viz:

For transportation of inland mails, including payments to route agents, local agents, and mail messengers.....	\$13,453,225 70
For transportation of foreign mails, to wit:	
Between New York, Southampton, and Havre.....	\$280,843 42
Between Liverpool, New York, and Philadelphia.....	50,795 48
Between New York, New Orleans, and Havana.....	10,210 92
Between New York and Havana....	43,913 81
Between New Orleans and Vera Cruz	1,911 15
Between New Orleans and Havana..	7,497 38
Between Portland and Liverpool....	74,451 97
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	469,624 13
Between New York and San Francisco	\$187,500 00
Mails across the Isthmus of Panama	75,000 00
Panama and Astoria mails.....	94,384 50
Expenses of mail agents.....	1,920 47
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	358,804 97
Carried forward.....	<hr/>
	\$14,281,654 80

Brought forward.....	\$14,281,654	86
For compensation to postmasters.....	2,552,868	10
For clerks in post offices.....	966,639	47
For ship, steamboat, and way letters.....	13,658	03
For office furniture for post offices.....	2,214	80
For advertising.....	38,773	94
For mail bags.....	56,710	39
For blanks.....	164,517	61
For mail locks, keys, and office stamps.....	8,032	36
For mail depredations and special agents.....	46,194	77
For postage stamps.....	47,343	00
For stamped envelopes.....	50,162	27
For wrapping paper.....	36,606	78
For payments to letter carriers.....	208,506	22
For repayments for dead letters.....	14	61
For interest under act Feb. 15, 1860.....	141,066	03
For miscellaneous payments.....	213,777	72
For payments for balances due on British mails.....	260,035	44
For payments for balances due on Bremen mails.....	28,459	55
For payments for balances due on Hamburg mails.....	17,384	77
For payments for balances due on French mails.....	36,161	55
	19,170,782	15
Deduct for transportation in 1859.....	\$3,771,050	87
Deduct payments under other heads of appropriations for 1859.....	524,958	39
	4,296,009	26
Leaving the actual expenditure for 1860.....	14,874,772	89

The gross revenue for the year 1860, including receipts from letter carriers and from foreign postages, amounted to \$8,518,067 40, as stated below :

Letter postage.....	\$851,182	17
Registered letters.....	25,038	84
Stamps sold.....	6,706,295	20
Newspapers and pamphlets.....	627,036	59
Fines.....	5	00
Receipts on account of emoluments.....	91,694	04
Receipts on account of letter carriers.....	208,506	22
Receipts on account of dead letters.....	3,803	68
Extra compensation overcharged.....	273	02
Miscellaneous receipts.....	4,232	64
Total revenue.....	8,518,067	40

Being an increase of near seven per cent. over the revenue of the year ending June 30, 1859.

The balance standing to the credit of the department on the books of the Auditor, on June 30, 1859, was.....	\$710,231 29
The receipts of the department from all sources during the year 1860.....	8,518,067 40
Amount closed by suspense.....	15 25
Amount of various appropriations drawn from the treasury during the year, as specifically shown by the Auditor, was.....	11,154,167 54
Total receipts.....	20,382,481 48
The whole amount of expenses in the year, including \$11 32 for accounts closed by bad debts.....	19,170,621 31
Leaving a credit to the revenue account for 1860.....	1,211,860 17
Of this sum, there was in the hands of the treasurer and assistant treasurers, post office depositaries, and in draft offices, subject to warrants and drafts.....	596,698 17
Leaving a floating debt of.....	615,162 00

This amount of \$615,162 00 to the credit of the revenue of the department, July 1, 1860, is made up of balances due from postmasters and late postmasters, which have been accumulating from July 1, 1845, and can only be made available as they are collected.

For the year ending June 30, 1860, the expenditures were.....	\$19,170,609 99
From which deduct payments for 1859.....	4,296,009 26
Actual expenditure for 1860, as before shown, was....	14,874,772 89
Deduct the revenue for 1860, with the earnings of this department in carrying free mail matter.....	9,218,067 40
Excess of expenditures over the revenue for 1860.....	5,656,705 49

The estimated deficiency of "means," including revenues and appropriations, as presented in my last annual report, was \$5,526,324 00
 But to this should be added the appropriation of..... 358,000 00
 (deemed perpetual by the Attorney General,) and... 167,080 62
 appropriated March 3, 1859, which were embraced in the means, making the estimated deficiency of means, compared with the revenue..... 6,051,404 62
 or \$394,699 13 more than the actual deficiency.

The deficiency has been increased by the cost of mail routes between New York and San Francisco and San Francisco and Olympia, \$281,884 50.

ESTIMATE OF RECEIPTS AND EXPENDITURES FOR 1862.

Expenditures.

For transportation of the mails inland.....	\$10,040,284 00
For compensation of postmasters.....	2,728,734 00
For clerks for post offices.....	1,045,517 23
For ship, steamboat, and way letters.....	20,000 00
For office furniture for post offices.....	4,000 00
For advertising.....	70,000 00
For mail bags.....	55,000 00
For paper for blanks.....	60,000 00
For printing blanks.....	12,000 00
For wrapping paper.....	45,000 00
For mail locks, keys, and stamps.....	20,000 00
For mail depredations and special agents.....	75,000 00
For miscellaneous payments.....	160,000 00
For postage stamps and stamped envelopes.....	110,000 00
For payments of balances due to foreign countries.....	300,000 00
For payments of letter carriers.....	210,000 00
Estimated expenditures for 1862.....	14,955,535 23

Means for 1862.

The gross revenue for the year 1862, including foreign postages, fees paid in by letter carriers, and miscellaneous receipts, is estimated at \$9,213,140 00	
Balance of appropriations, arising chiefly from increased revenues, and not required for expenditures of 1860.....	475,794 60
	<hr/> 9,688,934 60
Estimated deficiency of revenue, compared with estimated expenditures.....	5,266,600 63
Deduct appropriations made by the acts of March 3, 1847, and March 3, 1851.....	700,000 00
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Estimated deficiency for the year ending June 30, 1862.....	4,566,600 63
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The anticipated revenue for the year ended June 30, 1860, was \$8,287,223, or four per cent. on the revenue of 1859. It now appears that the *actual* revenue for 1860 was \$8,518,067 40, being near seven per cent. increase; nevertheless, it is not deemed expedient to estimate for an increase of more than four per cent. for 1862; and the amount of \$9,213,140, as above stated, is obtained by assuming that ratio of increase for both 1861 and 1862, based on the *actual* revenue of 1860.

ESTIMATE FOR THE TRANSPORTATION OF FOREIGN MAILS, FOR 1862.

Between New York, Liverpool, and other European ports	\$335,000 00
Between the United States, Cuba, and other West India ports.....	55,000 00
Between Portland and Liverpool and Quebec and Liverpool.....	70,000 00
Between New Orleans and Vera Cruz.....	3,000 00
Between Key West and Havana, (Cuba,).....	10,000 00
Between New York and Aspinwall and Panama and San Francisco.....	170,825 00

This amount will come out of the appropriation under the fifth section of the act of June 14, 1858, deemed perpetual by the Attorney General.....	643,825 00
Amount of deficiency, as above stated.....	4,566,600 63

Whole amount estimated to be required from the treasury.....	5,210,426 63
The estimate for transporting mails from New York, by Aspinwall and Panama, to San Francisco, is made agreeably to the provisions of the fourth section of the act of June 15, 1860; but, it being apparent that the postages will be insufficient to pay for both Isthmus transit service and sea service, it is proper to submit a special estimate for the former, being the contract price with the Panama Railroad Company.....	\$100,000
And, also, the cost of agencies on the Isthmus.....	1,750
	101,750 00

Which would make the amount required from the treasury for 1862.....	5,312,176 63
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Exclusive of the earnings of the department for carrying free matter, under acts of March 3, 1847, and March 3, 1851.....	\$700,000 00
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In the foregoing estimates, no account is taken of the balance of \$615,162 reported by the Auditor as standing to the credit of the department June 30, 1860, the entire sum being an accumulation, since 1845, in the hands of postmasters and late postmasters, and can only be made available as they are collected.

The measures of reform proposed in my last annual report not having been adopted by Congress, the anticipated improvement in the financial *status* of the department is not realized; and although the estimated deficiency for the year 1862 is \$1,683,832 63 less than the deficiency for 1859, still the department is left very far from that position of independence which, in my opinion, it should occupy.

The following is a statement of revenue and expenditures for eight years, from 1853 to 1860, inclusive, and estimates for 1861 and 1862, to wit:

Years.	Expenditures.	Revenues.	Deficiencies.
1853.....	\$7,982,756 59	\$5,940,724 70	\$2,042,031 89
1854.....	8,577,424 12	6,955,586 22	1,621,837 90
1855.....	9,968,342 29	7,342,136 13	2,626,206 16
1856.....	10,407,868 18	7,620,821 66	2,787,046 52
1857.....	11,507,670 16	8,053,951 76	3,453,718 40
1858.....	12,721,636 56	8,186,792 86	4,534,843 70
1859.....	14,964,493 33	7,968,484 07	6,996,009 26
1860.....	14,874,772 89	9,218,067 40	5,656,705 49
1861.....	15,665,135 04	9,676,711 00	5,988,424 04
1862.....	14,955,535 23	10,388,934 60	4,566,600 63

POSTAGE STAMPS AND STAMPED ENVELOPES.

The number of postage stamps supplied to postmasters during the year ended June 30, 1860, was as follows, viz :

1-cent.	3-cent.	5-cent.	10-cent.	12-cent.	24-cent.
50,723,400	159,463,600	579,360	3,898,450	1,653,500	52,350

Whole number, 216,370,660 ; value.....	\$5,920,939 00
Stamped envelopes, 29,280,025 ; value.....	949,377 19

Total amount for 1860	6,870,316 19
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Total value of postage stamps and stamped envelopes issued during the year ended June 30, 1859.....	6,261,533 34
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Increase during 1860.....	608,782 85
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Larger denominations of postage stamps have been adopted and introduced, especially for the purpose of affording requisite facilities to prepay the postage on letters to foreign countries, and of removing all excuses heretofore existing for paying such postages in money. The new denominations are twenty-four cents, thirty cents, and ninety cents. The two latter have been introduced since 1st July last, and the sales up to November 1, have been as follows :

Thirty-cent stamps, 140,860 ; amounting to.....	\$42,258
Ninety-cent stamps, 15,840 ; amounting to	14,256
Previously to July 1, there were issued of twenty-four cent stamps, 52,350 ; amounting to.....	12,564
From 1st July to 1st November, 287,975 ; amounting to	69,114

Total issues of new denominations, 497,025 ; amounting to..	138,192
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A new die for embossing the stamp on the postage-stamped envelope has been adopted, which is believed to be an improvement on the former one, especially because of its reduced size, giving a neater and more attractive appearance to the envelope.

There has also been introduced a novel description of stamped envelopes, embracing what is called the "self-ruling improvement," consisting of black lines so arranged within the envelope as to afford a correct guide for writing the address of a letter, but which lines are concealed after placing the letter in the envelope. Of these envelopes there have been issued, up to November 1, 3,442,150.

It is contemplated to introduce immediately two new denominations of envelopes; one embossed with a one-cent stamp, the other with both the one and the three-cent stamps.

The one-cent envelope is designed mainly for circulars, of which many millions are annually distributed through the mails. The same envelope, however, will also be largely used for city correspondence.

The envelope with the one-cent and three-cent stamps will be required in cities where there are lamp-post letter-boxes or other depositories for letters, to be conveyed by carriers to the post office, the one-cent paying the carrier's fee, and the other stamp paying the postage on letters to be sent out of the city by mail. This envelope will also be used by those who, when addressing their city correspondents, desire to relieve them from the payment of the carrier's fee for delivering their letters at their domicile.

Proposals were made during the last session of Congress to furnish the department with wrappers or envelopes embossed with one-cent postage stamps, for the purpose of prepaying transient newspapers, and the subject was considered by the Committees on the Post Office and Post Roads. Recently, similar proposals (from another party) have been made, with the suggestion that not merely one-cent, but also two-cent newspaper wrappers be provided; and I recommend the subject for such disposition as Congress may deem necessary.

DEAD LETTERS.

The number of dead letters containing money, registered and sent out during the year ended 30th June last, was	10,450
The number containing other articles of value.....	13,585
Total.....	24,035
being 5,662 increase on the work of 1859. (See the tables hereto appended.)	
In addition, there have been sent out, since April last, 6,982 other letters, of a class which were heretofore either destroyed or filed, not containing inclosures of sufficient absolute value to justify their registration.....	6,982
Making whole number sent out.....	31,017
or 12,644 more than during the previous year.	

Whole number of dead letters opened at San Francisco..... 75,127

Foreign Letters.

Returned to England.....	41,835
“ France.....	13,400
“ Bremen.....	6,178
“ Hamburg.....	2,517
“ Prussia.....	17,317
“ Canada.....	25,800
“ New Brunswick.....	2,041
“ Nova Scotia.....	1,693
“ Prince Edward’s Island.....	130

Number of foreign letters 110,911

Persevering efforts have been made, so far as the limited number of clerks would permit, to find the true causes for the non-delivery especially of *valuable* letters, and the result has been to confirm the former experience of the department, as stated in my annual report of last year, and my special report of 7th May last. For example, out of 8,002 cases, in which the inquiries of the department have been answered, or where causes were patent without inquiry, 3,983 letters were misdirected, 621 illegibly directed, 583 directed to transient persons, 336 to persons moved away, 657 not mailed for want of postage, 885 directed to fictitious persons or firms, 54 without any address or direction, 34 missent, leaving, out of 8,002, only 1,341 letters properly addressed, and only 684 for the non-delivery of which the department is blameable, 657 having become dead because not prepaid.

In reference to the class of letters not containing money or other valuable inclosures, a similar state of facts seems to exist. The number returned to the dead letter office for want of postage during the past seven months, to November 1, was 22,259.

Out of 37,868 letters without inclosures, the number for want of proper direction was..... 10,178
 Number entirely without address or direction..... 357

10,535

Although the number of letters conveyed by mail during the last year has increased by many millions, (as shown by the increased revenue of over \$500,000,) yet the whole number of dead letters, so far from increasing, has rather diminished. From this fact, it may be concluded that better attention than formerly is now given to the delivery of letters, and that the new regulations on the subject have had a salutary effect.

If the proper assistance could be obtained, further improvements might, no doubt, be made, and I therefore again beg leave to urge the propriety of authorizing the employment of temporary clerks to make

experiments with the dead letters, somewhat according to the plans proposed in my special report of May 7, 1860. (Sen. Ex. Doc., No. 41, 36th Congress, 1st session.) It might, perhaps, be sufficient for the present, simply to authorize the use of the dead letter money, (which cannot be restored to the owners,) including what has heretofore accrued and that to accrue in future, or so much of it as may be necessary for the improvement of this branch of business.

The new law concerning the return of letters, upon which the names and post offices of the writers were indorsed, was communicated specially to all postmasters; but, as yet, it seems to have been measurably inoperative.

It is the duty of the Postmaster General to enforce the prompt rendition of the quarterly accounts of postmasters, and refer them to the auditor for examination and adjustment. On the 30th June last, there were in operation 28,498 post offices, making the number of accounts to be handled in a year 113,396. Their bulk is such that over 400 three bushel sacks are required to contain the accounts of a single quarter. The post bills (weighing alone between 40,000 and 50,000 pounds each quarter) have to be separated from the transcripts, and stored in regular order for reference; and the dead letters counted and compared with their bills. Then the accounts are registered and immediately transferred to the Auditor's Office. Out of the whole number of post offices (28,498) only 258 failed to make returns for quarter ended 30th June last.

The dead letters, which number over 500,000 a quarter, are carefully opened, and those with inclosures of value registered and returned to the owners.

The labor connected with the accounts and dead letters has increased over fifty per cent. within ten years. Ten thousand new post offices have been established, and the number of valuable dead letters sent out has increased from 16,000 to 24,000 annually.

Another branch of business, involving much labor and responsibility, is the preparation of warrants and drafts in payment of balances reported by the Auditor to be due the mail contractors and others each quarter.

This involves the keeping of *summary* cash accounts with eight United States depositories, 29 other depositories, (in post offices,) 842 draft offices, and 993 depositing offices. At the depository and draft offices, \$3,237,777 (being over two thirds) of the net revenues of the department were concentrated and then disbursed during the year ended 30th June last, the remainder of the net revenue having been collected by mail contractors, on orders prepared and sent out from the Auditor's Office.

On the 30th June, 1860, there were.....	7,445	mail contractors.
“ “ 1852, “	5,370	“

Increase.....	2,075	say 50 per cent.
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Number of drafts and warrants issued in 1860,	24,000
“ “ “ 1852,	16,000

Increase	8,000	or 50 per cent.
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Before making payments, all the calculations of the Auditor's Office are verified and noted each quarter, for which purpose summary accounts are required to be kept for all of the 8,500 mail routes, and the various calculations and entries thus amount to 17,000 each quarter. This large amount of extra work has been found necessary since 1854.

The branch of business, however, which has most rapidly grown is that connected with the postage stamps and stamped envelopes.

The use of stamps commenced in 1847, and between 1st July of that year and 30th June, 1851, there were issued—

\$91,000 of the ten cent denomination,
3,712,200 “ five “ equal to \$274,710.

Under the act of 3d March, 1851, reducing postages and favoring prepayment, the issues were, for the year ended 30th June, 1852 :

1-cent.	3-cent.	12-cent.	Equal to—
5,002,400	45,987,200	137,750	\$1,446,170

For the year ending June 30 last, there were issued—

1-cent.	3-cent.	5-cent.	10-cent.	12-cent.	24-cent.	Equal to—
50,723,400	159,463,600	579,360	3,898,450	1,653,500	52,350	\$5,920,939

Stamped envelopes were introduced in 1853, and the issues during the last year amounted to..... \$949,377 19

Total of postage stamps and stamped envelopes..... 6,870,316 19

Being an increase in eight years of 5,424,146 19

In the year 1852, the number of orders for stamps was 9,200. In 1860, the orders for stamps and stamped envelopes were, in round numbers, 80,000, or near 900 per cent. increase. The average number of orders now requiring attention each day is above 225. Each separate order is compared with the ledger, and the date and amount of stamps and envelopes previously furnished are noted, so as to guard against over supplies. Next, the revenue of the post office is ascertained, and the amount to be sent is apportioned and noted accordingly. In the third place, the several orders are registered, and then charged on the ledgers to each office.

Receipts corresponding to the number of orders filled are daily received and entered on the registers, and then filed until the end of the quarter, when they are referred to the Auditor, to be regularly charged in the adjustment of the postmasters' accounts.

The duties described, connected with postage stamps and stamped envelopes, are of the very first importance—being at the foundation of almost the entire revenues of the Post Office Department—and require

for their performance the closest application, combined with strict vigilance and all the best qualifications of an accountant.

In 1852, the number of clerks on the various duties of the Finance Office, as above described, was 17. The present number, allowed by law, is 25, an increase which is insufficient for the work connected with receiving and referring the accounts of postmasters, examining dead letters, and with disbursements of the revenue, leaving entirely out of view the distribution of postage stamps and stamped envelopes, which business has so rapidly advanced to its present magnitude since 1852, as already shown. At that period it was managed by one single clerk; now, at least nine clerks are required.

In the other branches, various improvements have been introduced, which, together with the growth of the business, makes additional force necessary. At present, the work is accomplished by the aid of temporary clerks, who are engaged in the distribution of stamps, and paid out of the appropriation for that purpose, and by using as clerks persons who are employed and paid out of the appropriation for laborers. It is, however, submitted that such a state of things should not continue, and that Congress should make provision for an addition to the *regular* corps of clerks sufficient to meet the absolute demands of the public service. Accordingly, I recommend that the following additional clerks be authorized, viz:

One of class 3, at \$1,600 per annum.

Five of class 2, at 1,400 per annum.

Five of class 1, at 1,200 per annum.

In all eleven, being, however, an addition of only two to the *numerical* force now actually in service, taking into account six temporary clerks and three laborers employed as clerks.

FOREIGN MAIL SERVICE.

The tables accompanying the report of the Auditor for this department, hereto annexed, exhibit the following results of our foreign mail service for the past fiscal year:

The aggregate amount of postage (sea, inland, and foreign) on United States and European mails was \$1,376,402 25, conveyed as follows, viz: by United States and other steamships employed by this department, \$541,039 92; by British mail packets, of the Cunard line, \$766,418 60; and by the North German Lloyd and Hamburg lines of mail packets, \$68,943 73. Of this amount, \$830,005 55 was collected in the United States, and \$546,396 70 in the United Kingdom, France, Prussia, Bremen, Hamburg, and Belgium. Excess of collections in the United States, \$283,608 85.

The number of letters and newspapers exchanged with Europe was as follows: letters *sent* from the United States, 3,093,390; *received* from Europe, 3,072,979; total, 6,166,369. Newspapers *sent*, 2,127,870; newspapers *received*, 1,338,207; total, 3,466,077.

The amount of *letter* postages upon mails exchanged with Great Britain was \$788,431 61; with Prussia, \$285,469 20; with France, \$229,802 78; Bremen, \$35,810 21; Hamburg, \$33,133 52; and Belgium, \$3,754 93; being an increase on British mails of \$18,345 61;

on French mails of \$11,032 73; on Hamburg mails of \$10,551 57; and a decrease on Prussian mails of \$3,173 48, and on Bremen mails of \$2,558 16, as compared with the previous year. (The exchange of mails with Belgium commenced on the 24th of January, 1860.) Total increased letter postages on European mails, \$37,953 20.

The amount of postages on mails sent to Great Britain was \$376,814 03; to Prussia, \$156,785 09; to France, \$110,484 45; to Bremen, \$16,995 09; to Hamburg, \$22,871 80; and to Belgium, \$2,268 18. Total sent, \$686,218 64. On mails received from Great Britain, \$411,617 58; from Prussia, \$128,684 11; from France, \$119,318 33; from Bremen, \$18,815 12; from Hamburg, \$10,261 72; and from Belgium, \$1,486 75. Total received, \$690,183 61.

The weight of *closed letter* mails received and sent during the year was as follows:

Prussian closed mails received, 136,845½ ounces; sent, 162,646½ ounces; total 299,491½ ounces. British and Canadian closed mails received, 60,637 ounces; sent, 39,018½ ounces; total, 99,655½ ounces. British and California closed mails received, 24,442 ounces; sent, 6,279½ ounces; total, 30,721½ ounces. British and Havana closed mails received, 12,733 ounces; and British and Mexican closed mails received, 1,183 ounces.

The amount paid Great Britain for sea and territorial transit of closed mails through the United Kingdom, was \$126,049 97½, and the amount received from Great Britain on British closed mails in transit through the United States, was \$41,460 65.

Balance due Great Britain on adjustment of account for the year ended June 30, 1860.....	\$193,191 96
Balance due to France, (3d and 4th quarters 1859).....	15,367 62
Balance due to Bremen.....	17,125 57
Balance due to Hamburg.....	13,879 63
Balance due the United States on adjustment of accounts with Prussia for the fiscal year.....	43,285 37

The cost of the transatlantic mail service performed by steamships employed by this department, under the provisions of the act of June 14, 1858, was \$375,235 04. Thirty round trips were performed by American steamships between New York, Southampton, and Havre, for the sea and United States inland postages, amounting to \$228,149 70; the average, per round trip, being \$7,604 99. Eleven round trips were performed by foreign steamships between New York and Liverpool, at the sea postage only, for the sum of \$50,093 62; averaging \$4,553 96 per round trip. Ten round trips were performed between New York and Southampton by foreign steamships, at the sea postage only, for the sum of \$37,061 45; averaging \$3,706 14 per round trip. Thirty-one round trips were also performed by the Canadian line of mail packets between Portland and Liverpool and Quebec and Liverpool, at the sea postage only, for the sum of \$59,930 27; averaging \$1,933 23 per round trip.

Total postages on mails transported by steamships between New York, New Orleans, and San Francisco, *via* the Isthmus of Panama, including mails for Aspinwall and Panama, (New Granada,) and

Acapulco, Mexico, \$220,862 75; between New Orleans and San Francisco, *via* Isthmus of Tehuantepec, from July 1 to October 10, 1860, \$1,584 81; between the United States and the West India Islands, \$66,715 67; and between New Orleans and Vera Cruz, Mexico, \$2,019 75.

The amount paid to the different home lines of ocean steamers conveying mails to and from Havana and Matanzas, (Cuba,) and receiving as compensation the United States postages, sea and inland, was \$50,651 68, and for transporting mails by steamship between New Orleans and Vera Cruz, Mexico, seven round trips, \$1,911 15.

I have the satisfaction of announcing that a liberal and advantageous postal treaty has been concluded with his Majesty the King of the Belgians, through his Excellency, Mr. Blondeel Van Cuelenbroeck, Envoy extraordinary and Minister plenipotentiary, the ratifications of which have been regularly exchanged. A copy of this treaty, which bears date the 21st December, 1859, accompanies this report.

Some further correspondence has taken place between this department and the British post office on the subject of a reduction of postage upon international letters, but as yet without any satisfactory result. The division of the present rate of twenty-four cents is as follows:

United States inland postage.....	5 cents.
Sea postage.....	16 "
British inland postage	3 "
	<hr/>
	24 "
	<hr/>

The country performing the ocean service of course receives the sea postage.

This department having intimated its willingness, upon certain conditions, to favor a reduction of the postage to twelve cents, the British office in February, 1857, proposed that rate, and that the division should be as follows:

British inland.....	3 cents.
Sea.....	6 "
United States inland.....	3 "
	<hr/>
	12 "
	<hr/>

As a condition of this proposition it was, however, further proposed that no letter should be forwarded unless prepaid to the extent of at least one rate of twelve cents; that letters on which postage to the amount of twelve cents had been paid, but which were not fully prepaid, should be charged with the deficient postage, and in addition one rate of twelve cents; and that each country was to retain the amount of postage collected in it, whether for prepaid letters dispatched to the other, or for insufficiently paid letters received from the other; but the country from which the letters were dispatched was to account to the other for the sea rate—six cents for half-ounce letters—when the

mail packet by which the letters were forwarded belonged to that other country.

This offer was declined, but without presenting on the part of this department any counter proposition before the month of August, 1859, when I proposed to take the inland rates established in the respective countries—three cents United States to two cents British—as presenting a fair division, leaving the sea postage at seven cents; and that each country should continue to account as at present for its due proportion of the postage, instead of retaining all it should collect and accounting only in respect to the sea postage. Regarding this proposition as most liberal, offering as it does to the international correspondence advantages in reality superior to those extended to our domestic letters in the aggregate, since a considerable proportion of the latter are subject to ten cents postage, it was confidently believed that it would be promptly accepted. But I regret to say it was declined; the British government insisting on an equal division of the inland postage, and proposing that the inland rate for each country should be two cents, leaving the sea postage at eight cents. Here the subject rests. On their side it is claimed that a very large proportion of the letters are delivered free by paid letter carriers and rural messengers; that in some respects their land conveyance is superior to ours, and that in the conveyance by sea, their packets render a more valuable and far more costly service than those of the United States. The answer on the part of the United States is that our mail service is much more extended and costly than that of Great Britain; that every year adds to its expense; that in point of fact, while in that country it is a source of income, in the United States it is a tax of several million dollars annually on the treasury; and when, under these circumstances, we are willing, in a spirit of liberality and for the sake of uniformity, to take our lowest rate of three cents as our proportion of the inland postage on international letters, allowing them their inland rate of two cents, it is certainly the utmost that could in honor be granted. The true principle is, that each government is the best if not the only competent judge of the cost and value of its own inland postal service. That of England, with all its celerity and regularity and other advantages, has been determined by the government of that country to be worth but two cents the single rate, and that this is no under estimate is proved by the fact that the postal system is there fully self-sustaining. The domestic service of the United States has been determined by Congress to be worth three cents the single rate for distances under and ten cents for distances over three thousand miles; and that this is no over estimate is conclusively shown by the fact that the postal system here, so far from sustaining itself, is, as already stated, a heavy annual charge upon the treasury. The spirit of the age, which encourages international correspondence as it does international commerce, forbids that a foreign letter should be subjected to a higher postage for its inland transportation than that which is imposed upon domestic letters, and it has certainly no claim to be carried for a lower rate. As in the division of the twelve cent postage proposed, England will consent to no abatement of her inland rate, her postal authorities cannot reasonably expect that the United States will reduce their domestic rate, which, as shown, is

already much below what the service actually costs. It is difficult to perceive on what principle it can be claimed that our rate, which is not remunerative, shall suffer abatement, while that of England, which is confessedly so, remains intact. Seven cents is regarded as affording an ample compensation for the ocean transportation. If, however, it is not so, it should be increased; but that increase should not be abstracted from the domestic rate of either of the two countries. As regards the superiority of the English ocean conveyance, so long as they are enabled by large subsidies to keep vessels of great speed regularly in the service the year round, they will continue, as heretofore, to carry much the largest part of the mails, and will, of course, continue to realize a correspondingly large proportion of the sea postage. I am gratified, however, to be able to state that, although the United States vessels are prohibited by law from receiving anything beyond the postages for the conveyance of the mails, there is now a fair prospect of our soon having a regular weekly line to Europe by American ships.

In my solicitude to avoid every obstacle to an immediate reduction of the postage upon letters, I proposed to the Postmaster General of Great Britain to leave the subject of postage upon printed matter for separate negotiation. High as the postage is on letters, it is even more unreasonable on many kinds of printed matter. The united charge on newspapers, and pamphlets weighing not over two ounces, is four cents; on pamphlets and magazines exceeding two ounces in weight, eight cents an ounce; and books are admitted into the mail only at letter rate. The British office proposes that each country shall charge what it pleases upon printed matter of every description, crediting the other with thirty cents a pound when the other performs the sea service, and with ten cents a pound when the sea conveyance is by its own packets. The counter proposition of this department is, that upon newspapers the postage shall be two cents, prepaid, and divided equally, whether the sea conveyance is by one or the other country; and that all other kinds of printed matter be subject to compulsory prepayment, at two cents an ounce, or thirty-two cents a pound, the postage to be apportioned and accounted for as follows:

United States inland.....	10 cents.
Sea (the country carrying receiving).....	16 "
British inland.....	6 "
	<hr/>
	32
	<hr/>

PACIFIC MAILS.

By the terms of the act of June 15, 1860, the compensation for the ocean service between our Atlantic and Pacific coasts was limited to the postages received on the mails conveyed. Immediately after the passage of this law, a correspondence was opened with the owners of the steamships engaged in the trade between New York and San Francisco, and the mails were offered to them on the conditions of the act referred to, but they were peremptorily declined, on the ground that

in consequence of the diversion of a large part of the letter mail to the overland route, the postages would afford a wholly inadequate remuneration. This fact the President of the United States at once communicated to Congress, and urged that the act of June 15 should be so modified as to authorize the department to contract for the continuance of the then existing transportation of the mails between New York and San Francisco, on such terms as might be deemed reasonable and just. Congress, however, adjourned without taking any further action upon the subject. In view of the importance of these mails and of the impracticability, from their great weight and bulk, of forwarding them over land, a renewed effort was made for their transmission by sea, and finally Cornelius Vanderbilt agreed to convey them until the 4th of March next, upon the terms of the act of June 15, but upon the express assurance that the President would recommend to Congress to make to him such further allowance, over and above the postages, as would constitute a fair and adequate compensation for the service. But for this assurance, all the endeavors of the department to maintain an ocean postal communication between our Atlantic and Pacific ports would, it is confidently believed, have proved unavailing.

The subjoined table exhibits the postages received from the ocean and Isthmus route to California, as well as from the overland service, for three quarters of the present year, ending September 30 :

March quarter, 1860.

Ocean and Isthmus postages.....	\$39,773 97
Overland postages.....	30,772 49

June quarter, 1860.

Ocean and Isthmus postages.....	\$33,607 62
Overland postages	34,509 73

September quarter, 1860.

Ocean and Isthmus postages.....	\$25,644 70
Overland postages.....	37,010 75

It will be seen that the revenue from the ocean service has constantly diminished, while that from the overland route has constantly increased, though not in the same proportion. The diminution and increase are alike due to the order of this department under date of 17th of December, 1859, directing letter mails, which had previously gone by the steamers, to be made up and forwarded overland. During the last quarter, which was the first under the existing contract, the falling off in the receipts from the ocean service was very rapid, having declined to \$25,644 70. This is probably below the quarterly average for the year. Assuming, however, the receipts for the preceding quarter

to be the average, this would give at the rate of \$134,430 48 per annum. That this sum, should it even be realized, is not a full compensation for the service as actually performed, is undeniable, but what further allowance should be made to the contractor, is a question which belongs to the discretion of Congress to determine. Prior to the 30th of June, 1860, the transmission of these mails, including a direct service from New Orleans, cost the government at the rate of \$350,000 per annum. The present contract does not embrace the New Orleans mails, but it provides for an additional monthly trip between New York and San Francisco, making the service tri-monthly instead of semi-monthly as heretofore. It is due to the contractor to say that he has thus far faithfully fulfilled his engagement with the department, and as he came to its relief in a conjuncture of great embarrassment, his claim for remuneration should be frankly and liberally met. I should not regard the government as honorably acquitted of its obligations to him, without a full redemption of the pledge implied in the assurance which the President, from high considerations of the public interest, felt justified in giving him.

In addition to this tri-monthly mail by the ocean, there exist at present the following overland postal connections with the Pacific, viz :

1. A semi-monthly mail from St. Joseph, Missouri, via Salt Lake City, to Placerville, California. The expenditure upon this route was reduced \$47,000, on the 6th day of June, 1860, by the establishment of a "star" in lieu of the preëxisting coach service between Salt Lake City and Placerville, and it has been increased at the rate of \$24,381 per annum, by the improvement of the service to a weekly mail between Placerville and Carson City, and between St. Joseph and Fort Kearney, for the purpose of supplying the large and increasing populations in the regions of the Pike's Peak and Washoe mines.

2. A weekly mail from New Orleans, via San Antonio, Camp Stockton and El Paso, to San Francisco.

3. A semi-weekly letter mail from St. Louis and Memphis, via Fort Smith and El Paso and Fort Yuma, to San Francisco.

The annual cost of these routes, as now modified—estimating that by the ocean at \$350,000—is \$1,202,381. The receipts from them, per annum, as shown by the tables accompanying this report, do not exceed \$296,469 71. In view of this extremely limited revenue, as compared with the outlay, and of the fact that these routes were established and are maintained mainly for the advancement of certain national objects not at all postal in their character, I respectfully but earnestly renew the recommendation contained in my last annual report, that they shall be at once put upon the public treasury.

The following table of postages received from and expenditures made upon these several routes will indicate the postal value of each during the last year :

	Expenditure.	Receipts.
1. From New York to San Francisco.....	\$350,000 00	\$170,825 40
2. Overland, via El Paso, &c.	600,000 00	119,766 76
3. St. Joseph to Salt Lake City.....	125,000 00	4,305 64
4. Salt Lake City to Placerville.....	83,241 00	978 50
5. San Antonio to Camp Stockton.....	70,000 00	593 41

It thus appears that the revenue accruing from the service between St. Joseph and Placerville, via Salt Lake City, amounted to but \$5,284 14: yet upon this route—adding thereto the short distances between St. Louis and St. Joseph and San Francisco and Placerville—a bill now pending before Congress proposes the establishment of a daily service, under the delusive expectation of carrying through this vast desert, and over mountains for several months of the year covered with snow, and impassable, the mails, weighing tons, which are now safely, rapidly, and regularly transported by other routes that are open and unobstructed throughout the year. The enterprise in its practical operation would, no doubt, result in a complete failure, owing to the character of the road, the rigors of the winter, and the bulk and weight of the mails. It could not be maintained at a less cost than \$600,000 per annum, and while disastrous to the last degree to the postal interests, this lavish outlay would prove beneficial only to the contractors. If their importunities and the importunities of their friends cannot be withstood by the government, it would be far better that they and their descendants, for an indefinite period, should be pensioned from the treasury, than that this unparalleled waste of the public money should be allowed.

The act of Congress of 21st June, last, directed me to contract with the California Stage Company for daily service in stages, between Sacramento City, in California, and Portland, in Oregon, running through in seven days, from April 1 to December 1, and in twelve days the balance of the year, at \$90,000 per annum. This line went into operation on the 15th of September, under my order, when the service previously existing on the road, costing \$25,883 per annum, was withdrawn. The act also directed the organization of a six-times-a-week line, in steamboats and stages, between Portland, Oregon, and Olympia, in Washington Territory, at a rate of cost not exceeding that prescribed for the former route. The contractors for the semi-weekly mail already in operation between the latter points were directed to improve accordingly, making the trips in thirty-six hours, as required by the act, at \$12,346 additional pay, per annum. They have not yet been heard from. The act further directed that the ocean service, performed semi-monthly since October, 1857, between San Francisco and Olympia, at \$122,500 per annum, should be withdrawn, when the routes referred to were put in operation. The Pacific Mail Steamship Company, who held the

contract therefor, have been instructed to discontinue service accordingly. As there has existed for some years a six-times-a-week steamboat service, between San Francisco and Sacramento City, 120 miles, through in eleven hours, and as the net expense of the new interior route, as arranged, is but \$76,463 a year, it will be perceived that the effect of the arrangements will be to make the service between San Francisco and Olympia, (nearly one thousand miles,) much more frequent than heretofore, and at a considerable saving in expenditure; an increase of mail facilities, which will, doubtless, afford great satisfaction as well as accommodation to the numerous important towns lying between said points.

SAN ANTONIO AND SAN DIEGO.

It was stated in the last annual report that the cost of this service had been reduced from \$196,000 to \$120,000 per annum, by restoring it to its original footing as a semi-monthly mail. Within the past year that portion of the route between San Diego and Fort Yuma was discontinued as entirely useless, which resulted in a saving of \$28,695. Between El Paso and Camp Stockton, a "star" has been substituted for the coach service, and the semi-monthly improved to a weekly mail, with a reduction of the expenditure of \$12,579. The service has also been increased to a weekly mail between San Antonio and Camp Stockton. This has involved an additional annual outlay of \$16,274, which, however, was necessary in order to complete the postal connection between New Orleans and San Francisco. It thus appears that the aggregate of the retrenchments made in the expenditures on this route since March, 1859, amount to \$101,000. As thus modified, the route meets every postal want, and the service upon it is believed to be entirely satisfactory to the public.

CHARLESTON, SAVANNAH, AND KEY WEST SERVICE.

Under the provisions of the act approved June 25, 1860, proposals were invited for transporting the mails semi-monthly in steamships between Charleston and Savannah, and Key West, and on the third day of October, 1860, a contract was concluded with the owner of the steamer Isabel, to continue for four years from the 1st July, 1860, at an annual compensation of \$40,000. Whether the service to be performed be viewed in its commercial or postal aspects, the sum agreed to be paid for it must be regarded as extravagant. The absence, however, of competition, rendered it impracticable to secure better terms, while the mandatory tone of the law left the department no alternative but to accept the best responsible offer made, provided it did not exceed the maximum fixed by the act. The revenues derived from this service will not exceed \$500 per annum; indeed, as one half of the limited correspondence between the termini of the route will be conveyed *via* the Florida railroad and steamers on the western coast of the Peninsula, the probability is that the receipts will fall much below the sum named. This was well known to Congress, and leaves no room to doubt but that commercial considerations alone led to the

enactment of the law under which this service has been established. In fact, the history of the act makes this quite as manifest as if the purpose had been declared in the title of the bill itself. Had this large appropriation been payable from the common treasury, I should have forborne all remark upon its improvidence, and would have left to others the task of commenting alike upon the expediency and constitutionality of such a disposition of the public money. The appropriation, however, was made from the postal fund, and those charged with its administration cannot but deplore its perversion to an object so entirely foreign to that for which it was contributed by the public. So wasteful an expenditure of the earnings of the department is to the last degree discouraging to all endeavors at prudence and frugality in their administration on the part of the executive branch of the government. In truth, this course of legislation is a seeming rebuke to the self-sustaining theory on which the Post Office Department was organized and so long and so honorably conducted, and tends thus to destroy that powerful motive to economy which has ever been the conservative element of the service. If persisted in, it must finally result in confounding the postal revenues with the common treasury, and in disavowing the trust with which these revenues have been charged from the foundation of the government, or in openly disregarding its obligations.

MISSISSIPPI RIVER MAIL.

It appears from the last annual report that the aggregate cost of the service between St. Paul and New Orleans, for the year ending June 30, 1859, was \$328,278. The reduction of \$47,213, made above the mouth of the Ohio, operated to bring the expenditure for the last fiscal year down to \$281,065. The tri-weekly river mail between Memphis and New Orleans has been since discontinued, which has resulted in a further retrenchment of \$76,600 per annum, so that the total outlay upon the route for the current fiscal year will be \$204,465. The discontinuance last referred to was made in consequence of the heavy through mails having been transferred to the railroads, of which a continuous line now exists between Memphis and New Orleans. The expenditure still made upon the river route very far exceeds its postal value, and is only continued from deference to the apparent will of Congress, as manifested in the mandatory act under which the service was established. These contracts will expire on the 30th June, 1862, when it will be practicable and the duty of the Department to place the transportation of these river mails on the footing which it occupied prior to the passage of the law referred to. No doubt is entertained but that by engaging their conveyance by the trip, and thus opening the service to free competition on the part of the steamers plying on the Mississippi, at least \$100,000 per annum might be saved from the present expenditure.

NEW YORK AND NEW ORLEANS MAIL.

The subjoined table will exhibit the character of the service during the past year between New York and New Orleans on the Central or Knoxville route and on that *via* Wilmington:

Southwestern Route, via Knoxville, Tennessee.

Schedule time, to March, inclusive, $4\frac{1}{2}$ days; from April, 4 days.

Actual average, 5 days, 2 hours.

Arrivals in schedule time, 340.

Arrivals out of schedule time, 339.

Atlantic Route, via Wilmington, North Carolina.

Schedule time, $5\frac{1}{2}$ days.

Actual average, 5 days, 19 hours.

Arrivals in schedule time, 431.

Arrivals out of schedule time, 136.

Near the close of May last, mails from New York for New Orleans and from New Orleans for New York ceased to be transmitted *via* Wilmington. They have since been sent wholly by the other route.

It thus appears that while the average time upon the Central route is 17 hours less than on that by Wilmington, yet the arrivals upon the latter are more regular and much more frequently within the schedules than upon the former. Both of these routes, however, show a marked improvement, alike in regularity and speed, as compared with the returns of the preceding year. Thus the Central exhibits for 1860 340 arrivals in schedule time against 241 for 1859, and an average time of 5 days, 2 hours, against 5 days, $22\frac{1}{2}$ hours; while that by Wilmington presents an average time of 5 days, 19 hours, against 6 days, $1\frac{1}{4}$ hour for 1859, and 431 arrivals in schedule time during about 11 months, against 403 for the entire year of 1859. Neither of these routes, however, has fulfilled the promises which were made to the department, or justified the expectations which have been entertained in reference to it, as a carrier of the mails.

Under the authority of the act of June 14, 1858, a contract has been entered into for the transportation of the mails between Charleston and New Orleans, *via* the Ocean and the Florida railroad—schedule time, fully guaranteed, 60 hours. The present schedule time between New York and Charleston is 48 hours, which would give, by this route, from New York to New Orleans, 108 hours, or $4\frac{1}{2}$ days—being 14 hours less than the average time by the Central, and 31 hours less than that by the Wilmington route. The expectation, however, is confidently indulged that the service between Charleston and New Orleans will be performed in from 50 to 55 hours, in which event there will be thus offered advantages for the conveyance of the great

southern mail much superior to those hitherto afforded by any other route. In this connection may be mentioned the recently established

NIGHT MAIL BETWEEN NEW YORK AND BOSTON.

The value and necessity of a postal communication between these large commercial marts, at a later hour of the day than has hitherto existed, has long been apparent to the department, but various difficulties have intervened to prevent its attainment. All the lines connecting the two cities are composed of three and four distinct companies, deriving their charters from as many different States, and having each its own interests and local purposes to advance. Recent negotiations, however, have resulted in arrangements for an interior night train, leaving New York at 8 p. m., and running through New Haven, Hartford, Springfield, and Worcester, reaching Boston in not more than nine hours, and returning from Boston to New York at similar hours. In this manner, correspondence prepared in either city to the close of the latest business hours is taken through and delivered at an early hour of the succeeding morning. A connection is also made at New York with the morning mail from the South—which is thus expedited some thirteen hours—so that letters (and passengers) leaving Washington in the morning, arrive at Boston in less than twenty-three hours, and from Baltimore in about twenty-one hours; conversely, correspondence leaving Boston at eight o'clock one evening, is received and delivered at Washington before the same hour the next evening.

The arrangement is for three months only, it being an experiment, to result in a permanent organization, should it prove successful as a postal measure and remunerative to the contractors as a passenger conveyance.

RAILROAD SERVICE.

After alluding to the irregularities connected with the transportation of the mails on the railroads of the country, growing out of the refusal of many of the companies to execute the customary contracts, it was stated in the last annual report to be the purpose of the department to "notify these companies that on and after March 31, 1860, the mails would be delivered to them only on condition of their entering into formal agreements, containing on their part the usual stipulations for the faithful performance of the service." Subsequently, however, a bill was passed by the Senate, and would probably have passed the House of Representatives, but for lack of time to consider it, essentially modifying the existing laws prescribing the compensation and duties of the railroad companies as carriers of the mails, and it was deemed advisable that the provisions of this bill should be the basis of the contracts, the execution of which it was proposed to enforce. The action contemplated has therefore been postponed, in order that the department may be in a condition to avail itself at once of the relief which would be afforded by the bill referred to, should it become a law.

By the "Act to furnish additional mail facilities," approved May 16, 1860, the sum of \$25,160 was placed at the disposal of the department for mail routes in western Kansas, authorized by the act of March 27, preceding, for the supply of the Pike's Peak region; and the sum of \$400,000 was appropriated for putting in operation such of the routes established by the act of June 14, 1858, "as the Postmaster General might deem advisable." In anticipation of the appropriation, for the routes first named, viz: those intended for the conveyance of mails to the gold regions of western Kansas, proposals were invited by advertisement, dated on the 7th April, the service to commence as soon as practicable after the 1st July, and continue to 30th June, 1862. On opening the proposals, on the 15th June, it was found that the aggregate sum bid for the whole number of routes (five) was but \$7,579 per annum; the proposal for the principal route, viz: that from Julesburg (on the Salt Lake route) to Denver City, was \$800 only, for the weekly conveyance of a mail, probably never less than half a ton in weight, a distance of 240 miles, through a new country, nearly destitute of the necessary facilities for transportation. As was to have been expected, the accepted bidder for this route utterly failed to make any provision for the service; and, under a subsequent advertisement, a proposal was accepted, and a contract made, with another party to take the mail from Fort Kearney, a point 110 miles east of Julesburg, on the Salt Lake route, and convey it to Denver City, once a week, in six and a half days, a distance of 400 miles. The other routes included in this group are under contract, and in efficient operation. The routes established by the act of June 14, 1858—first advertised February 1, 1859, but not let in consequence of the failure of the postal appropriation bill at the second session of the 35th Congress—were again advertised May 16, 1860, the service to commence on the Atlantic routes October 1, and on the Pacific routes December 1. Decisions on the proposals received were made July 31, the aggregate amount of the bids accepted being at the rate of \$333,641 per annum, or \$206,647 for the remainder of the fiscal year ending June 30, 1861, which is \$132,353 less than the sum (\$400,000) appropriated.

PREPAYMENT.

After the act of March 3, 1855, making prepayment compulsory, had gone into operation, it was found that large numbers of unpaid letters continued to be posted. Supposing that this was the result of a lack of knowledge, on the part of the public, of the requirements of the new law, the department directed that in all such cases the parties addressed should be advised by the postmasters that such letters had been deposited for transmission, and would be forwarded on receipt of the postage. This practice has been continued for more than five years, but the evil which it was established to correct, still continues. The fact that the postal laws exact the prepayment of all domestic letters is certainly as notorious as any governmental regulation can

possibly be made, and yet these letters not only continue to be lodged unpaid in the different post offices, but at several points they have of late been on the increase. In New York their average number is fifty-nine daily, and it is presumed that in like proportion they are received at the other post offices throughout the country. Regarding this as evidencing a determination on the part of a portion of the correspondents using the mails, to evade the postal laws, the practice of notifying the parties—which has been one involving much labor and expense—has within a few weeks been abandoned, and this class of letters are now sent at once to the dead-letter office. This appropriate disposition of them will, it is believed, be promptly followed by a general compliance with the law.

The same indisposition to obey the postal laws has been manifested by the non-payment of the carrier's fee on letters collected from the boxes for the mails in those cities in which this feature of the penny post has been introduced. The act of July 3, 1836, is imperative in requiring the prepayment of this fee, and concurring, as I do, fully in its policy, I have not felt justified in suspending or in any degree modifying its operation. As, however, the date of its enforcement is so recent, it has been deemed advisable to pursue for a limited period the course already mentioned as having been adopted in reference to another class of letters, after the passage of the act of March 3, 1855. The letters are now retained for the payment of the carrier's fee, and the parties addressed are notified in order that, if they choose to do so, they may make the payment, which should have been made by the writers. Through the press, and by placards on the letter boxes, every possible publicity has been given to this law, and yet from inadvertence, or fraud, or other cause, numerous letters continue to be deposited in the boxes on which the carrier's fee is not paid. The courtesy of the department in giving the notice alluded to—which has imposed upon it a heavy burden—instead of being appreciated, has been the means of provoking much bitter and senseless animadversion on the part of those who find themselves overtaken by the unpleasant consequences of their own neglect or fraud, or of that of their correspondents. To all this, it is sufficient to reply, that the postal authorities are but performing a plain and simple duty in enforcing this law, and if embarrassments ensue it is but proper that they should fall upon those by whose willful or heedless conduct they have been superinduced. Ignorance so defiant of all attempts at its enlightenment, or indifference so insensible alike to duty and to interest, may well be permitted to suffer annoyance, and even loss, without exciting any serious concern. It is proper to say that culpable negligence is not by any means confined to the correspondents of our own country. In England, as appears from the last report of the Postmaster General, more than 11,000 letters were posted during the year 1859, without any address at all, while it is added, 200 are daily posted at the principal office in London, unsealed. Were the duty of the public in reference to its correspondence as faithfully performed as is that of the Post Office Department, much of the complaint now heard of its irregularity and mismanagement would cease.

In the last annual report it was recommended that the provision of the act of 1825, levying a postage of one cent on "drop letters," should be repealed, in order that the department by a reduction of its rates might be enabled more successfully to compete with private expresses in the delivery of the local correspondence of the cities. This repeal was made, but Congress went further and declared that thereafter the charge on each letter delivered by a carrier should be not exceeding one cent. The effect of this was to take from the department the discretion in regulating the charge which had been conferred upon it by the acts of July 2, 1836, and March 3, 1851. It has been satisfactorily ascertained that in the smaller and sparsely populated cities and towns, the compensation fixed by the recent act is wholly insufficient to support the carrier system. Yet in this class of cities and towns the public demand the delivery of their letters by carriers, and are entirely willing to pay for the service a rate of compensation which would render it remunerative. As the discretion previously existing upon the subject has never been abused, and as there is no probability that the rate would ever be raised beyond what would be necessary to render the carrier system self-sustaining, or beyond what would be cheerfully submitted to by the public, I recommend that the provision of the act of last session be repealed, and that the department shall have authority to collect such postage on all letters delivered by carriers, as shall be deemed necessary to compensate them for the service, provided that it shall not exceed two cents per letter.

The acts of July 2, 1836, and March 3, 1851, contemplated that the same charge should be made for the delivery of letters into the post office as for their delivery at the domicile of the citizen. From some unexplained cause, this provision of the law was not executed, and the service of delivering letters into the post office for transmission has been gratuitously performed. No reason could be urged in support of this usage, since this service, thus rendered without any return, has always to the extent of its performance, cost the department as much as that for which compensation has been exacted. Orders have accordingly been given for the enforcement of this view of the law, and the revenue derived from this source, added to the other receipts of the carrier system, will give it adequate support in the large cities at the low rate of one cent established by the existing law, provided it can command the entire local correspondence for delivery. This can be accomplished only by placing the postal system on the same footing in the cities that it occupies in the rural districts. That such a necessity would arise was clearly foreseen by Congress, and in the tenth section of the act of March 3, 1851, the Postmaster General was authorized to establish post routes within all cities and towns, where the postmasters are appointed by the President of the United States. By virtue of this act I have by a formal order declared all the streets, lanes, avenues, &c., within the corporate limits of the cities of Boston, New York, and Philadelphia, to be post roads, and have notified all engaged in the transportation and delivery of letters, for compensation, in

said cities, that they would thereby expose themselves to the penalties imposed by the third section of the act of March 2, 1827. The private expresses in the cities named have acquiesced in the legality of this step, with the exception of one in Philadelphia, known as "Blood's Express," which has continued the regular delivery of letters in defiance of the order of the department.

A bill in equity was filed with a view of restraining the company from this habitual and persistent violation of the postal laws, but upon full argument and consideration had on the questions involved, the injunction was denied. The ground assumed by the learned judges in their decision—a copy of which accompanies this report—is that the statute of March 3, 1851, did not intend to confer upon the government the same monopoly as carriers of letters, packets, &c., over the post routes thereby authorized to be established, as was conferred upon it by the act of March 2, 1827, in reference to the general post roads of the country. While entertaining the most profound respect for the tribunal pronouncing this opinion, it is but proper to say that its reasoning has not impressed me, nor have I been able to adopt the conclusions at which it has arrived. The streets, alleys, &c., of Philadelphia are now, by virtue of the act of March 3, 1851, "post routes;" this is not denied. The statute of March 2, 1827, declares that "no person other than the Postmaster General, or his authorized agents, shall set up any foot or horse post for the conveyance of letters and packets upon *any post road, which is or may be established* as such by law; and that every person who shall offend, shall incur a penalty," &c. If the words "*any post road which is or may be established*," do not embrace those declared to be such by law in the city of Philadelphia, it is not easy to conceive what terms could be employed sufficiently comprehensive for the purpose. The *quo animo* imputed to Congress in the enactment of the act of March 3, 1851, is by no means made apparent in the course of the argument. The monopoly created by the act of March 2, 1827, would seem to extend alike to every post road then existing or thereafter to exist, whether pervading the country or the city, or connecting different post offices with each other or with the domicile of the citizen. There is no restriction in the language, and to impose one by construction is to impair, if not to defeat, the carrier system which Congress has recognized as a necessary integral part of the postal service. It seems that every consideration which can be urged in support of the monopoly, conceded to exist on the general post roads of the country, will equally apply to that claimed for those of the city. As the constitutional power for the purpose is not seriously controverted, with a view of relieving the department from future litigation upon the question, I recommend that, in terms so precise and emphatic as not to be mistaken by the courts, Congress shall apply the provisions of the act of March 2, 1827, to all post routes established in the cities under the authority of the statute of March 3, 1851.

No objection, on the score either of policy or principle, can be successfully urged against the suppression of the private expresses occupied in the conveyance of letters and packets in our cities. The growth of these cities, and the wants of our civilization, render the ministrations of the postal service, in the delivery of letters and packets at the

residence of the citizen, as indispensable as they are in the transportation and delivery of the mails at the various post offices in the country districts. But the service can only be maintained as a unit by clothing it with the rights and privileges of a complete government monopoly in all the fields of its operation. Some of its branches are well known to be heavy burdens upon the department; and they would be insupportably oppressive, were it not for the relief afforded by other branches which are remunerative, but which will continue to be so only so long as the competition of private enterprise is effectually excluded.

There are now four daily deliveries of letters and packets by carriers in the city of New York, four in Philadelphia, and three in Boston; and the number will be increased from time to time, as the increase of population and correspondence will justify it. The high price of labor, however, and the low rates of our postages, forbid the hope that, without some change in the existing laws, the system can ever attain the perfection which distinguishes it in some of the European capitals. While this is admitted, it should also be stated that its operations thus far have been more successful than could have been anticipated, in view of the obstacles it has had to encounter. The introduction of every new system, while seeking the advancement of the public good, can rarely avoid the invasion of local and petty personal interests, which provokes a hostility that too often finds its expression in deceptive criticism and unscrupulous defamation. When to such unworthy opposition the press is tempted to lend its influence, undue importance is given to the slightest irregularities that may occur. Every effort possible, with the funds under the control of the department, has been made to improve the efficiency of the carrier system; and while defects have existed, and still exist, it is believed that the result has satisfied public expectation, and has been creditable to the vigilant and faithful officers who have been charged with the supervision of this difficult and perplexing branch of the public service. Appended to this report will be found an interesting communication from the Hon. John A. Dix, the present enlightened head of the post office at New York. The views which he presents are the results of a thorough study of the details and practical working of the carrier system in that city, and his suggestions for its improvement are worthy of the most careful consideration of Congress.

REGISTRATION OF LETTERS.

The act of March 3, 1855, providing for the registration of valuable letters posted for transmission in the mails of the United States has now been in operation more than five years, but with results, I regret to add, which have disappointed the expectations that led to the adoption of this novel feature in our postal system. Whether regarded as a precaution for the protection of the interests of this class of correspondents, or as an instrumentality for the detection of depredations upon the mails, the law has proved a failure. The government assumes no responsibility whatever for the loss of letters or packets thus registered, and as they are conveyed in the same pouches, they are sur-

rounded by no greater guarantees for their security, either in transmission or delivery, than such as belong to the ordinary mails of the country. They bear a mark, however, which indicates to all through whose hands they pass, their valuable character, and this indication serves rather to suggest and invite depredation than to prevent it. The practical working of our mail system makes it entirely manifest that everything—be it bulk or registry mark—which points out the valuable contents of letters and packets, is as far as possible to be avoided as certainly endangering their safety. The principal argument which has been advanced in support of the existing registry act is that it operates as a safeguard for the rest of the mails by diverting the attention of depredators from them. While this is no doubt true to a degree, it serves rather to confirm than to confute the view which I have presented against the longer continuance of a precaution that is fruitful only in danger to what it was designed to protect. The sagacity of private interest is proverbial, and the following table, showing the revenue derived from the registration of letters for the last five years, makes it clear that the public are fast losing the confidence with which the registry system was at first received.

Amount of fees collected for registered letters for the fiscal

year ending	June 30, 1856.....	\$31,466 50
“ “	June 30, 1857.....	35,876 87
“ “	June 30, 1858.....	28,145 16
“ “	June 30, 1859.....	25,052 95
“ “	June 30, 1860.....	25,038 70

It will be observed that the receipts for 1860 were \$10,838 17 or 30²/₁₀ per cent. less than for the year 1857. This exhibits a falling off in the number of letters and packets registered to the amount of 216,760; and yet during the brief period in which this decline occurred, the general correspondence and revenues of the service increased at least fifteen and a half per cent. This condition of things can only find an explanation in the fact that correspondents have become convinced that in registering their valuable letters they have been but holding a light for the depredator, instead of darkening his way or embarrassing him in the commission of his crime. In this conviction I fully concur.

It can scarcely be doubted that some plan could be devised, in connection with the existing postal service, which would secure the conveyance of all valuables committed to the mails under satisfactory guarantees for their safety, and under proper responsibilities on the part of the government, but whether the public would submit to the increased rates of postage, which the administration of such a system would involve, may well be questioned. The subject is commended to the consideration of Congress as one of much importance, and should such a plan as has been suggested be devised and successfully carried into execution, not the least of its advantages would be the withdrawal of treasure from the ordinary mails of the country. The temptation to which postal officials are now exposed would no longer exist,

and most of the demoralization that dishonors the service would thus disappear.

DEFALCATION OF POSTMASTER AT NEW YORK.

In a report addressed to the House of Representatives, under date of 5th June last, the circumstances attending the defalcation of Isaac V. Fowler, late postmaster at New York, were fully set forth. His embezzlement has been since ascertained to amount to \$170,947 67. For this offense, which the statute justly punishes as a felony, an indictment has been found; but as Fowler is still a fugitive from justice, no arrest has taken place, and no trial can be had. A civil suit on his official bond has been commenced against his sureties, but no judgment has as yet been obtained. They resist the recovery, principally on the ground that it was understood between themselves and Fowler that another surety should sign the bond before it was delivered to the government, which was not done. Fowler has given his deposition in support of this defense, alleging that there was such an agreement between himself and the two sureties now sued, but that he failed to procure the signature of the third surety named, and forwarded the bond to the department without apprising it of the existence of this agreement. It was thus accepted in good faith by the government, without the slightest intimation from any quarter that its execution was informal or incomplete. The gross fraud attempted to be practised by this concealment, was a fitting prelude to the embezzlement which followed, if indeed it was not a systematic preparation for it. Should the court hold that this secret compact between these sureties and their principal, though not communicated to the government, will bar the pending suit, then no confidence can be safely reposed by the departments in any bond executed by their officers engaged in the public service. In that event it will be for Congress to determine whether some further legislation is not necessary for the protection of those interests whose security the announcement of so extraordinary a legal proposition must necessarily compromise.

RETRENCHMENT.

The experience of the past year has fully vindicated the retrenchment and reforms previously made, and which were presented somewhat in detail in the last annual report. So far from impairing, they have greatly increased the efficiency of the service, while they have unquestionably elevated and purified its moral tone. The policy which they announced is believed to have the support of the deliberate judgment of the country, and is not the less valued because its practical enforcement may have given offense to those whose unscrupulous ambition would use the revenues of this department as an instrument for political advancement. The opinion is entertained more firmly than ever that the department should be administered in conformity to the self-sustaining theory on which it was organized and faithfully

conducted for forty-five years, and that every departure from this principle is deplorable in its tendencies, alike to its honor and to the vigor and success of its operations. Large retrenchments have been made in the cost of the service during the past year, which however will be overcome by the expenditures upon the new routes ordered by Congress, and which have been put into operation since the close of the last session. This excess bears but a small proportion to the heavy increase in the postal revenues as compared with the previous year; so that the financial status of the department is still continually improving, as rapidly as the legislation of Congress will permit. All complaints made of reductions upon the routes have been carefully examined and additional mail facilities have been ordered whenever the amount of correspondence conveyed would in any degree justify it. The postal fund is the common property of the nation and should be disbursed on uniform and just principles, and no community or region of country has a right to demand that a larger proportion of it shall be expended, either for the multiplication or acceleration of its mails, than its correspondence will entitle it to. In England this rule of administration is universally recognized and cheerfully acquiesced in by the public. In that country, from whose large experience and ripened judgment in postal affairs much may be learned, when a city or community requires mail accommodations beyond what its legitimate share of the postal fund will afford, they are granted only on condition that the excess shall be paid for by those at whose instance and for whose benefit the expenditure is made. This is the inexorable law of the service, and while its operation is just to all, it checks extravagant and wasteful appropriations of the postal revenues, and thus protects the department from those oppressive burdens, which are so heedlessly imposed upon it in the United States. This principle is thus enforced even against the government itself, so that while English steamers carry the mails at enormous cost to almost every part of the civilized world, the Post Office Department is debited with only so much of this expenditure as is covered by the postages received on the mails thus conveyed. The excess is defrayed by appropriations from the treasury of the nation, in furtherance of whose interests this extended and onerous service is performed. This system, so carefully maintained, is an illustration alike of justice and of an enlightened statesmanship whose lessons should not be lost.

AMENDMENTS OF POSTAL LAWS.

At the last session of Congress, bills were introduced in the House of Representatives, having for their object various modifications, which I venture to hope will be made in our postal laws at an early day. Although the measures, therein proposed, have been recommended by the department in special communications to the Post Office Committee of the House, I deem it proper here to refer to them and to recapitulate briefly some of the reasons submitted in support of their passage.

It is proposed to fix a uniform rate of five cents for ship letters, whether delivered at the port of arrival or forwarded by mail, thus avoiding the anomaly of charging six cents when delivered at the port

of arrival, and only five cents when forwarded, as required by existing laws. The fee to the captains being two cents, the department will receive the uniform rate of three cents as its share of the postage.

To guard against loss to the postal revenue from the transmission of mail matter outside of the mails by steamships running on mail lines, it is recommended that the ordinary rate of postage, with two cents added, (the captain's fee,) be charged on all letters so carried, instead of the ship letter rate.

Upon all letters to foreign countries with which we have no postal arrangements, as to Mexico, Cuba, &c., it is considered very advisable to have a uniform rate of ten cents, instead of charging, as at present, ten or twenty cents, according to distance. It is often difficult, particularly for postmasters in the interior, to determine the distance letters are to be transmitted, and this leads to irregularity and complaint. In some instances insufficient postage is taken, and the letter has to be returned for full prepayment, while in others too much is collected. Much the greater part of this correspondence comes within the twenty-five hundred miles.

It is proposed to permit regular dealers in newspapers and periodicals to receive by mail such quantities of either as they may require, and to pay the postage on receipt, at the same rates as regular subscribers to such publications. The object and propriety of this will be readily perceived.

Maps, engravings, lithographs, or photographic prints, on rollers or in paper covers, phonographic paper, letter envelopes, and books, bound or unbound, it is recommended shall be allowed to be sent in the mail charged with postage by the weight of the package, not to exceed four pounds, at one cent an ounce, to any place in the United States under fifteen hundred miles, and two cents an ounce over fifteen hundred miles. It is proposed, also, to apply the same rates to cards, blank or printed, when put up in packages of at least eight ounces, and of seeds or cuttings, in packages not exceeding eight ounces in weight. Many of the above enumerated articles are now entirely withheld from the mails, owing to their being subject to letter postage, and by reducing the rate upon them, a much desired accommodation will be secured to the public and the revenues of the department increased.

Under the act of 1855, the domestic rate of postage for letters is three cents under three thousand miles, and ten cents when the distance exceeds three thousand miles. The intention of this limitation was to secure the higher rate upon all letters transmitted to and from the Pacific States. But since the establishment of the overland mail, the distance from the valley of the Mississippi to California, being less than three thousand miles, much of this correspondence pays only the lower rate of three cents; and in order to maintain the original purpose of the law, it is recommended that said act be so modified as to require the ten cent rate to be prepaid on all letters conveyed in the mail from any point in the United States east of the Rocky Mountains to any State or Territory on the Pacific, and *vice versa*. In view of the expensive character of the mail service to the Pacific, this rate is sufficiently low. From 1848 to 1851, it was forty cents the single letter.

Drop letters, like all other domestic letters, it is advised should be subject to the same rule of compulsory prepayment by postage stamps.

MISCELLANEOUS.

The ground now occupied by the post office in New York has been bought as a site for a new and enlarged edifice, which in its dimensions and arrangements shall be commensurate with the wants of the service. The price agreed to be paid is \$200,000, which leaves of the appropriation a balance of \$300,000 for the construction of the building. The title to the property has been examined, and determined to be perfect by the Attorney General, and the assent of the legislature of New York is alone required to consummate the purchase. So soon as this shall have been obtained, a plan will be adopted, and proposals invited for the erection of the building.

The commissioners have also at length succeeded in procuring a site in every way desirable for the new post office, which, for a series of years, it has been in contemplation to build in the city of Philadelphia. The cost of the property, however, has so far exhausted the appropriation that there remains an unexpended balance of but \$153,107 29. This sum will probably be insufficient for the erection of the edifice, which should, in its style, correspond with the prevailing architecture of the city, as, in its proportions, it should be equal to the present and future exigences of the postal administration. The architect of the government is now engaged in the preparation of plans for such a building, and should his estimate of its cost exceed the balance of the appropriation remaining unexpended, it is recommended that the deficiency be supplied, and that the department be authorized to proceed at once with the work.

Although the fiscal year ended 30th June last embraced one of those periods, recurring quadrennially, during which there is an unusual demand for mail bags, in consequence of the vastly increased amount of printed matter transmitted through the mails, there was a reduction of twenty-five per cent. in the expense of all the mail bags purchased and repaired for the service during that year, compared with the year next preceding.

The locked bags of all kinds (used for the transmission of letters) purchased and put into the service during the fiscal year ended 30th June last, number 5,700, and cost \$15,294 99, being thirty-seven per cent. less in number, and fifty-eight per cent. less in cost, than such as were purchased and put into service during the preceding year, the cost of which was \$36,859 05.

The canvas sacks (used for the transportation of printed matter) purchased and put into service during the fiscal year ended 30th June last, number 22,900, and cost \$21,996 00, being about three per cent. more in number, and twenty-four per cent. more in cost, than such as were purchased and put into service during the preceding year, under a prior contract and of an inferior quality.

The mail bags of all kinds, purchased during the fiscal year ended 30th June last, number, in the aggregate, 28,600, and cost \$37,300 99;

being seven per cent. less in number and thirty-one per cent. less in cost than such as were purchased and put into service during the preceding year, the cost of which was \$54,461 75.

The repairs of mail bags during the fiscal year ended 30th June last, cost \$12,202 04, or about five per cent. more than during the preceding year.

The total expense for the purchase and repairs of mail bags of every description during the fiscal year ended 30th June last, amounted to \$49,503 03, or \$16,552 51 less than the expenditure for the same objects during the preceding year.

The sum (\$56,710 39) stated in another place as expended for mail bags during the last fiscal year, includes payments to the amount of \$7,117 36 made for mail bags purchased and put into service during the preceding year ended June 30, 1859.

I have the honor to be, very respectfully, your obedient servant,
J. HOLT.

To the PRESIDENT.

United States mail service abroad for the year ended June 30, 1860.

Routes.	Number of trips.	Contractors.	Compensation.	Remarks.
Between New York, New Orleans, Havana, and Aspinwall, two trips a month, in July, August, and September, 1859.	6 trips.....	M. O. Roberts and others, assignees of A. G. Sloo.	\$80,130 71	Under contract with Secretary of the Navy.
Between Panama, San Francisco, and Astoria, two trips a month, in July, August, and September, 1859.	6 trips.....	Pacific Mail Steamship Co., Wm. H. Davidge, President.	93,108 50	Under contract with Secretary of the Navy and the Postmaster General.
Between New York, New Orleans, and San Francisco, via Havana and Aspinwall, two trips a month, from October 1, 1859, to June 30, 1860.	18 trips.....	Cornelius Vanderbilt.....	187,500 00	Under temporary contract with Postmaster General.
Between New Orleans and San Francisco, via Isthmus of Tehuantepec, two trips a month, in July, August, and September, 1859.	6 trips.....	Louisiana Tehuantepec Co...	65,896 74	Under contract with Postmaster General.
Between Aspinwall and Panama, New Grenada, by railroad.	24 trips.....	Not under contract.....	100,000 00	Mails transported by the Panama Railroad Company.
Between New York, Southampton, and Havre.....	15 round trips....	Not under contract.....	119,365 20	Mails transported by Cornelius Vanderbilt, under act of June 14, 1858, for sea and inland postages.
Between New York, Southampton, and Havre.....	13 round trips....	Not under contract.....	94,489 77	Mails transported by the New York and Havre Steamship Company, under act of June 14, 1858, for sea and inland postages.
Between New York, Southampton, and Havre.....	2 round trips....	Not under contract.....	14,294 73	Mails transported by the North Atlantic Steamship Co., under act of June 14, 1858, for sea and inland postages.
Between New York and Liverpool.....	11 round trips....	Not under contract.....	50,093 62	Mails transported by the Liverpool, New York, and Philadelphia Steamship Co., (foreign,) at the sea postages, under act of June 14, 1858.
Between New York and Southampton.....	10 round trips....	Not under contract.....	37,061 45	Mails transported by the Bremen packets of the North German Lloyd Co., (foreign,) at sea postages, &c.
Between Portland and Liverpool and Quebec and Liverpool.	31 round trips....	Not under contract.....	59,930 27	Mails transported by the Canadian mail packets, at sea postages, under act of June 14, 1858.
Between New York, Havana, and New Orleans.....	22 outward and 21 inward trips.	New York and New Orleans Steamship Company.	20,414 41	Under contract with the Postmaster General, at the United States postages, under act of June 14, 1858.
Between New York and Havana.....	17 outward and 14 inward trips.	Not under contract.....	11,465 58	Mails transported by Hargous & Co., at the United States postages, &c.
Between New York and Havana.....	19 outward and 17 inward trips.	Not under contract.....	16,334 23	Mails transported by M. O. Roberts, at the United States postages, &c.
Between New York and Matanzas, (Cuba).....	3 round trips....	Not under contract.....	1,114 71	Mails transported by Navarro Bros., & Co., at the United States postages, &c.
Between New Orleans and Havana, (Cuba).....	15 outward and 16 inward trips.	Not under contract.....	1,322 75	Mails transported by Captain James B. McConnell, of the steamer "Habana," for the United States postages.
Between New Orleans and Vera Cruz.....	8 outward and 6 inward trips.	Not under contract.....	1,911 15	Mails transported by Charles Morgan, per steamship "Tennessee," for the U. S. postages, under act of June 14, 1858.
Expenses of mail agencies at Panama and Aspinwall.....			1,730 81	Amount paid clerk hire, &c., at Panama and Aspinwall.
Expenses of mail agency at Tehuantepec, Mexico.....			490 00	Amount paid for making up mails at Tehuantepec, Mexico.

HORATIO KING, *First Assistant Postmaster General.*

Additional articles to the articles agreed upon between the Post Office of the United Kingdom of Great Britain and Ireland and the Post Office of the United States of America.

In pursuance of the power granted by article twenty-one of the convention of December 15, 1848, between the United Kingdom of Great Britain and Ireland and the United States of America to the two post offices to settle the matters of detail, which are to be arranged by mutual consent, for insuring the execution of the stipulations contained in the said convention, the undersigned, duly authorized for that purpose by their respective offices, have agreed upon the following articles:

ARTICLE I.

There shall be established new offices of exchange on the part of the United States at Detroit and Chicago, and on the part of the United Kingdom at Dublin, Cork, and Galway, for the exchange of United States and European mails by means of British, United States, and Canadian mail packets.

ARTICLE II.

The office of Portland, which has hitherto exchanged mails with the offices of Liverpool and London only, shall henceforth be an office of exchange with the offices at Dublin, Cork, and Galway also.

ARTICLE III.

In addition to the exchange of mails already provided for between the United States office at Portland and the British offices of London and Liverpool, (by virtue of the additional articles signed at Washington on the 11th of January, and in London on the 3d of February, 1859,) there shall be established an exchange of mails between the British office of Cork and the United States office of Portland by means of the Canadian mail packets plying direct between Liverpool and Portland during the winter, and also an exchange of mails between the office of Portland on the one side, and the offices of London, Liverpool, and Cork, on the other side, by means of the Canadian mail packets plying between Liverpool and River du Loup in summer.

ARTICLE IV.

The description of letters, &c., which shall be comprised in the mails forwarded from the respective United States exchanging offices to the several British exchanging offices, and, *vice versa*, from the British exchanging offices to the United States exchanging offices, shall be arranged by correspondence between the British and the United States post offices.

The present articles shall be considered as additional to those agreed upon between the two offices, for carrying into execution the convention of December 15, 1848, signed at Washington on the 14th of May, 1849.

Done in duplicate, and signed in London on the twenty-fifth day of November, one thousand eight hundred and fifty-nine, and at Washington on the fourteenth day of December, one thousand eight hundred and fifty-nine.

HORATIO KING.
ROWLAND HILL.

POSTAL CONVENTION BETWEEN THE UNITED STATES AND BELGIUM.

Articles agreed upon between the General Post Office of the United States of America, by Joseph Holt, Postmaster General, in virtue of his constitutional powers, and the General Post Office of Belgium, by his Excellency Mr. Blondeel Van Cuelenbroeck, Envoy Extraordinary and Minister Plenipotentiary of his Majesty the King of the Belgians, and invested with special powers to that effect, for the reciprocal receipt and delivery of letters and packets in closed mails, to be conveyed through England under the 15th article of the postal treaty between Belgium and Great Britain of the 14-28th August, 1857, as well as by any direct line of steamships which may be established between the United States and Belgium. In pursuance of this object, the following details are hereby agreed upon, viz :

ARTICLE I.

There shall be a periodical and regular exchange of correspondence between Belgium and the United States of America, at the times and by the means of communication and transport which shall be hereafter indicated, as well for letters, samples of merchandise, newspapers, and printed matter, originating in the two countries, as for articles of the same nature originating in or intended for countries which shall be enabled to make use of the postal service organized by the present convention.

When the senders shall not have indicated any other route in the superscription, correspondence of every kind, either addressed from Belgium to the United States and their Territories, or from the United States and their Territories to Belgium, shall be invariably comprised in the closed mails which the Belgian and United States post offices shall exchange in conformity to the second article of the present convention.

The two above mentioned offices reserve to themselves, nevertheless, the right to send and receive, by such other route as they may think

fit, correspondence originating in or destined for countries to which they respectively serve as intermediate points.

ARTICLE II.

Until other arrangements shall be made, the correspondence to be exchanged between the post offices of the United States and Belgium shall be delivered by each party in closed mails at the proper post offices in the United Kingdom of Great Britain and Ireland, to be transported through Great Britain, in conformity with the convention of August 14-28th, 1857, concluded between the post offices of Belgium and of Great Britain.

The post office of Belgium shall pay the expenses resulting from the transportation in transit of the said closed mails over the British territory and across the British channel. The United States post office, on its side, shall pay the expenses resulting from the transportation of the said mails across the Atlantic ocean by the United States packets or by those of Great Britain.

The Belgian post office engages itself, nevertheless, notwithstanding this last clause, and until a contrary decision is taken by common agreement between that office and that of the United States, to pay the expenses resulting from the transportation across the Atlantic ocean of articles of printed matter, other than newspapers and periodical works, for such of said articles of printed matter as shall be contained in the mails transported by the British packets.

ARTICLE III.

The exchange of mails dispatched from the United States for Belgium and *vice versa*, by way of England, shall take place through the following post offices, to wit:

1. On the part of the United States, through the post offices of New York and Boston.
2. On the part of Belgium, through the local office Ostend, travelling office Ostend, and Antwerp.

The exchange offices above designated shall reciprocally make a dispatch at least once a week, in coincidence as far as possible with the regular sailing of the Anglo-American steamers, until arrangements shall be made to establish a more frequent communication, or a direct communication, between Belgium and the United States, in conformity with the provisions of articles 23, 24, 25, and 26 of this convention.

Correspondence sent from one of the two countries to the other, *via* England, shall be directed conformably to the table, letter G, attached to the present articles.

ARTICLE IV.

Independently of the exchange offices mentioned in the preceding article, others may, by mutual agreement, be established upon other points of the coasts of the two countries, for which direct communication may hereafter be deemed necessary.

ARTICLE V.

Persons who may be desirous of sending ordinary letters, either from Belgium to the United States or from the United States to Belgium, shall have the option of leaving the entire postage to be paid by the person to whom they are addressed, or of prepaying the same to their destination. But no account shall be taken of any sum less than the whole combined rate, nor of any fractions of the whole rate.

ARTICLE VI.

Each letter or packet weighing not over fifteen grammes, or half an ounce, shall be considered single. If above fifteen and not over thirty grammes, (one half ounce to one ounce,) it shall pay double the charge of a single letter.

If above thirty and not over sixty grammes, (one to two ounces,) it shall pay quadruple the charge on a single letter, and so on, adding two rates for every thirty grammes, or one ounce, or fraction of an ounce.

ARTICLE VII.

Letters, prepaid or not prepaid, originating in Belgium and addressed to the United States, and, reciprocally, letters, prepaid or not prepaid, originating in the United States and destined for Belgium, shall be stamped in both countries with the uniform charge of one franc forty centimes, or twenty-seven cents per single letter.

This charge shall be divided in the following manner:

United States postage	5 cents.
Sea postage	15 "
British transit postage.....	4 "
Belgian postage	3 "
	—
Total	27 "
	==

It is understood that the whole combined rate thus established shall be reduced in proportion to the reduction which may hereafter be made in either of the rates forming the whole rate, and that, if either rate is entirely dispensed with, it shall not go toward making up any part of the total amount. Any modification of the actual established rate of one franc forty centimes in Belgium, or twenty-seven cents in the United States, must be made by mutual agreement of the two contracting parties.

ARTICLE VIII.

Samples of merchandise shall pay letter postage.

ARTICLE IX.

The postage for which the United States and Belgian post offices shall reciprocally account to each other upon letters which shall be exchanged between them in closed mails shall be established, letter by letter, according to the scale of progression determined by the preceding article six.

The Belgian office shall pay to the United States office for each unpaid letter weighing fifteen grammes (half an ounce) or less, originating in the United States and destined for Belgium, as well as for each letter of like weight prepaid in Belgium and destined for the United States, the sum of twenty cents, including fifteen cents for the expenses of transportation across the Atlantic ocean.

On its side, the United States office shall pay to the Belgian office for each unpaid letter weighing half an ounce or less, originating in Belgium and destined for the United States, as well as for each letter of like weight prepaid in the United States and destined for Belgium, the sum of seven cents, including four cents for the expenses of transportation over the British territory and across the British channel.

It is understood that the postage for which the two offices, American and Belgian, shall account to each other shall always be the exact representation of what shall be really paid:

1. The United States and Belgian inland.
2. The sea postage.
3. The British transit postage and postage across the British channel.

ARTICLE X.

Letters originating in countries beyond the United States destined for Belgium, as well as letters originating in countries availing themselves of the Belgian route, other than in closed mails, and destined for the United States, shall be respectively stamped with the uniform charge stipulated in article seven of the present convention, and to which the amount of the foreign charges must be added.

Three months after the exchange of the ratifications of the present convention, the two post offices shall furnish to each other, reciprocally, lists of the foreign countries for which the prepayment of letters shall be obligatory or optional, either to their destination or to a determinate point. But, until such lists shall be furnished, neither of the two post departments shall despatch to the other letters originating in or destined for countries situated beyond their respective territories.

ARTICLE XI.

It is understood that the letters mentioned in the preceding article ten can be delivered on either side only by the piece, upon the reimbursement, by credit or payment, of the allotted part of the international and foreign postage belonging to each office with which such letters are charged.

ARTICLE XII.

The United States offices of exchange, in charging the postage due to the post office of Belgium, shall uniformly make use of weights having the American ounce for unit, with its division into half ounces; and the Belgian offices of exchange, in charging the postage due to the United States, shall uniformly make use of weights having the decimal gramme for unit, (thirty grammes being considered equal to one ounce American.)

ARTICLE XIII.

Newspapers, gazettes, periodical works, books, stitched or bound, pamphlets, papers of music, catalogues, prospectuses, advertisements, and notices of various kinds, printed, engraved, lithographed, or autographed, which shall be sent either from Belgium to the United States and their Territories or from the United States and their Territories to Belgium, must, on each side, be prepaid to their destination. Newspapers and articles of printed matter which are not prepaid cannot be forwarded.

ARTICLE XIV.

The price of prepayment of newspapers, gazettes, and periodical works, shall be levied at the rate of twenty-five centimes in Belgium, or of five cents in the United States, for each package the weight of which shall not exceed ninety grammes, (three ounces.) Packages weighing more than ninety grammes shall pay an additional rate for each ninety grammes or fraction of ninety grammes.

The price of prepayment of stitched or bound books, of pamphlets, of papers of music, of catalogues, of prospectuses, of advertisements, and of notices of various kinds, printed, engraved, lithographed, or autographed, shall be levied at a rate of twenty-five centimes in Belgium, or of five cents in the United States, per thirty grammes, (one ounce,) or fraction of thirty grammes.

The proceeds of the above mentioned rates shall be divided between the offices of the two countries in the proportion of three-fifths or three cents to the profit of the post office of Belgium, including two cents for expenses of transit through England and across the British channel, and of two-fifths or two cents to the profit of the United States office, including one cent for expenses of transportation across the Atlantic ocean.

Notwithstanding this latter clause, and until a contrary decision is taken by common agreement between the post offices of Belgium and of the United States, the division of the product of the postage on articles of printed matter, other than newspapers and periodical works, shall take place in the proportions hereinafter indicated for such of those articles as shall be contained in the mails transported by the British packets, viz:

A. Four-fifths or four cents to the profit of the Belgian post office,

including three cents for expenses of transportation over the British territory, in the British channel, and across the Atlantic ocean.

B. One-fifth or one cent to the profit of the United States post office for the expenses of transportation over the territory of the United States.

Newspapers and printed matter of every sort, sent agreeably to the above-mentioned conditions, shall be subject to the respective laws and regulations of each country. Those which shall contain characters of any kind traced by the hand shall be subject to the postage of an ordinary letter of the same weight. They shall be sent under a wrapper open at the two sides, and in such a manner that each newspaper or article of printed matter may always be separated from its wrapper.

ARTICLE XV.

Each of the mails dispatched between the exchange offices of the respective post offices shall be accompanied by a letter-bill, in which these offices shall state, with the classification established by the present convention, the number, the weight, or the postage of the articles which the dispatch may contain; and the receiving exchange office shall return by next post an acknowledgment of the receipt thereof. The letter-bills and acknowledgments shall be according to the forms annexed, marked A and B.

ARTICLE XVI.

If there should be no letters or other mail matter to send at the usual period of making up said closed mails from either of the offices of exchange, a blank letter-bill showing that fact shall, nevertheless, be sent to the corresponding office.

ARTICLE XVII.

The letter-bills and acknowledgments shall serve for vouchers in the quarterly settlement of the accounts; and in case of difference between these documents, the amount stated in the acknowledgment shall be received in preference to that stated in the letter-bill.

ARTICLE XVIII.

The accounts between the two departments shall be closed at the expiration of each quarter of the calendar year by quarterly statements and accounts prepared by the General Post Office in Washington according to forms annexed, marked C and D, and having been examined, compared, and settled by the General Post Office in Belgium, the balance shall be paid without delay by that department which shall be found indebted to the other. If the balance is in favor of Belgium, it shall be paid in Belgium, and if in favor of the United States, it shall be paid over by Belgium at Washington, or to the

General Post Office at London, to the credit of the United States, as the Postmaster General of the United States shall elect.

ARTICLE XIX.

Letters which, from any cause whatever, cannot be delivered, shall be reciprocally returned at the close of each quarter, after the expiration of a proper period to effect their delivery to the person addressed, and for the same amount of postage originally charged by the sending office, which shall be allowed in discharge of the account of the office to which they were sent. These returns of postage are to be claimed in a bill made up agreeably to forms annexed, marked E and F, which is to accompany such dead letters.

Newspapers which are refused, or which become dead in the post offices of either country, are not to be returned.

ARTICLE XX.

Letters misdirected or missent, or which may require the prepayment of postage, shall be reciprocally returned without delay through the respective offices of exchange, and credit taken in the letter-bill for the same at the weight and postage originally charged upon them. In respect to letters addressed to persons who have changed their residence, whatever may be their origin, they shall be respectively returned, charged with the postage which was to have been paid by the person addressed, less the inland postage of the country from which sent.

ARTICLE XXI.

The evidence of the prepayment of letters shall be in red ink, on the right hand upper corner of the face of the letter; and all letters, without distinction, shall bear the stamp of the mailing office on their face and that of the receiving office on their back.

The evidence of prepayment shall be represented thus:

Letters originating in the United States and paid to their destination in Belgium shall be stamped with the word "PAID."

Letters originating in Belgium and paid to their destination in the United States shall be stamped "P. D.," (paid to destination.)

Letters of every other origin dispatched from either country by virtue of the stipulations of article 10, and the prepayment of which is rendered obligatory to a certain point within either country, shall be stamped "P. F.," (paid to the frontier.)

The manner in which letters, paid or unpaid, are to be sent or received, shall be designated by the exchange offices on each letter by means of a stamp bearing the words "Am. Packet," or "Br. Packet," accordingly as they are transported by one or the other, in such manner as that the amount of credit to be allowed to the British post office for dead letters returned can be shown.

ARTICLE XXII.

The exchange offices of the post office of Belgium shall state upon their post-bills for the London office the number of single rates for letters, as well as of the weight of newspapers and articles of printed matter, contained in each of the mails intended for the United States office; and they shall in like manner state in the receipt-bills addressed to the said London office the number of single rates for letters, as well as the weight of newspapers and articles of printed matter found in the mails from the United States office intended for Belgium.

ARTICLE XXIII.

In the event of a direct line or lines of steamships between the United States and Belgium being established, there shall be a direct exchange of mails by such line of steamers between the respective exchange offices of Antwerp on the one side and New York and Boston on the other side, of the international correspondence between the United States and Belgium, which shall be subject to the following postage charges, viz :

Postage on each letter or packet not exceeding half an ounce in weight, fifteen cents; above half an ounce and not over one ounce, thirty cents; over one ounce and not exceeding two ounces, sixty cents; and so on, thirty cents being added for each additional ounce or fraction of an ounce.

Payment in advance shall be optional in either country. It shall not, however, be permitted to pay less than the whole rate, and no account shall be taken of the prepayment of any fraction of that rate.

The newspapers, as well as the articles of printed matter enumerated in article thirteen of the present convention, may be in like manner sent by the said direct lines, on condition of prepayment to destination.

The price of prepayment of newspapers, gazettes, and periodical works, shall be levied at the rate of fifteen centimes in Belgium, and of three cents in the United States for each package the weight of which shall not exceed ninety grammes (three ounces.) Packages weighing more than ninety grammes, shall pay an additional rate for each ninety grammes or fraction of ninety grammes.

The price of prepayment of stitched books, of bound books, pamphlets, papers of music, catalogues, prospectuses, advertisements, and notices of various kinds, printed, engraved, lithographed, or autographed, shall be levied at a rate of fifteen centimes in Belgium and of three cents in the United States per thirty grammes (one ounce) or fraction of thirty grammes.

The proceeds of the above mentioned postages shall be divided in the proportion of two thirds or two cents to the profit of the country which shall furnish the packets, and one third or one cent to the profit of the other country.

ARTICLE XXIV.

The postage for which the United States and Belgian post offices

shall reciprocally account to each other upon letters which shall be exchanged by the said direct lines of steamers shall be established, letter by letter, according to the scale of progression established by the preceding article, as follows, viz:

The Belgian office shall pay to the United States for each unpaid letter weighing half an ounce or less, originating in the United States and destined for Belgium, as well as for each letter of like weight prepaid in Belgium and destined for the United States, the sum of five cents (being the United States inland postage) when the Atlantic sea conveyance is performed by a Belgian mail steamer, and twelve cents (representing the maritime postage and the territorial postage of the United States) when said sea conveyance is performed by a United States mail steamer. On the other hand, the United States shall pay to the Belgian office for each unpaid letter weighing half an ounce or less, originating in Belgium and destined for the United States, as well as for each letter of like weight prepaid in the United States and destined for Belgium, the sum of three cents (being the Belgian inland postage) when the Atlantic sea conveyance is performed by a United States mail steamer, and the sum of ten cents (representing the maritime postage and the Belgian territorial postage) when the said sea conveyance is performed by a Belgian mail steamer.

Letter-bills and acknowledgments of receipts for mails exchanged by means of direct steamers, shall be according to the forms annexed, marked A and B.

ARTICLE XXV.

On all letters originating and posted in other countries beyond the United States and mailed to and deliverable in Belgium, or originating and posted in countries beyond Belgium and mailed to and deliverable in the United States or its Territories, the foreign postage (other than that of Belgium and other than that of the United States) is to be added to the postage stated in article twenty-three. And the two Post Office Departments are mutually to furnish each other with lists stating the foreign countries to which the foreign postage, and the amount thereof, must be absolutely prepaid, or must be left unpaid, either to their destination or to a determined point. And until such lists are duly furnished, neither country is to mail to the other any letter from foreign countries beyond it, or for foreign countries beyond the country to which the mail is sent.

ARTICLE XXVI.

The provisions established by articles 12, 15, 16, 17, 18, 19, 20, and 21, as well as the last paragraph of article 14, so far as they are applicable, shall be made to apply to the correspondence which may be exchanged by any direct line of steamers running between the United States and Belgium.

ARTICLE XXVII.

The Post Office Departments of Belgium and of the United States

shall have full authority to introduce and put in force, by common agreement, all modifications in the arrangements of the present convention, both in regard to the proportion of postages to be levied on each side and relative to all other measures of detail and execution, whenever, by mutual consent, the two governments shall have recognized the utility of such modifications.

ARTICLE XXVIII.

The present convention shall be put in execution in the two countries one month after the exchange of ratifications, provided that the expenses of transportation over the British territory and across the British channel shall not exceed four cents per single letter, and that this postage shall be the only transit postage to be paid by the contracting parties under the head of correspondence exchanged in closed mails, by way of England, between Belgium and the United States of America, by the terms of the said convention. This convention shall remain in force until annulled by mutual consent, or by one of the contracting parties after one year's notice given by such party to the other of the intention to annul the same.

Made in duplicate original, and signed at Washington, the twenty-first day of December, in the year of our Lord one thousand eight hundred and fifty-nine.

J. HOLT.

BLONDEEL VAN CUELENBROECK. [SEAL.]

Ratified, and the ratifications exchanged on the 19th of October, 1860.

POSTS.

MAIL.

Sent from the office ——— for the office of ———, the ———, 18—,
by way { of England and of¹ ———, } departing from² ——— for³
———, the⁴ ———, 18—.

- (1) Character, name, and nation of the vessel by which the mail is to be transported from Europe to the United States.
(2) Name of the port whereat the mail is to be placed on board the vessel charged with transporting it to the United States.
(3) Port of destination of the said vessel.
(4) Date of departure of the said vessel.

§ I.—Unpaid letters, &c., to be placed to the credit of the Belgian Office.

- | | | |
|---|---|--|
| 1 | Unpaid letters from Belgium for | { The United States, (— cents per single rate).....
Countries to which the United States serves as an intermediate point. (— cents per single rate) |
| 2 | | |
| 3 | Letters not prepaid or charged with the price of transit, sent from countries to which Belgium serves as an intermediate point, for | { The United States
Countries to which the United States serves as an intermediate point. |
| 4 | | |
| 5 | Newspapers and printed matter of every kind not prepaid or charged with the price of transit, sent from countries to which Belgium serves as an intermediate point, for | { The United States
Countries to which the United States serves as an intermediate point. |
| 6 | | |
| 7 | Unpaid letters badly directed by the United States Post Office, and returned to that office | |
| 8 | Unpaid letters resent, addressed to persons who have departed, but have left their address | |

Statement by the Belgian office of exchange.		Verification by the United States office of exchange.	
Number of single rates.		Number of single rates.	
Amount.		Amount.	
Dollars.	Cts.	Dollars.	Cts.

§ II.—Paid letters, &c., to be placed to the credit of the United States Office.

- | | | |
|----|--|---|
| 9 | Letters for the United States prepaid to destination and proceeding | { From Belgium, (— cents per single rate).....
From countries to which Belgium serves as an intermediate point, (— cents per single rate)..... |
| 10 | | |
| 11 | Newspapers and printed matter of every kind for the United States prepaid to destination, and proceeding | { From Belgium, (— cents per single rate).....
From countries to which Belgium serves as an intermediate point, (— cents per single rate)..... |
| 12 | | |
| 13 | Prepaid letters for countries to which the United States serves as an intermediate point, and proceeding | { From Belgium.....
From countries to which Belgium serves as an intermediate point |
| 14 | | |
| 15 | Prepaid newspapers and printed matter of every kind for countries to which the United States serves as an intermediate point, and proceeding | { From Belgium.....
From countries to which Belgium serves as an intermediate point |
| 16 | | |
| 17 | Prepaid letters badly directed by the United States Post Office, and returned to that office | |

Number of single rates.		Number of single rates.	
Amount.		Amount.	
Dollars.	Cts.	Dollars.	Cts.

ACKNOWLEDGMENT OF RECEIPT

From the office at ——— to the office at ———.

MAIL

Of the ———, 18—, received the ———, 18—,
by way { of England and of¹ ———,
 { of the ———.

(1) Character, name, and nation of the vessel which brought the mail from the United States to Europe.

		Statement by the United States of- fice of exchange.	Verification by the Belgian office of exchange.
		Number of single rates.	Number of single rates.
I.—Unpaid letters, &c., to be placed to the credit of the United States Office.			
1	{ Unpaid letters from the United States for	Belgium, (— cents per single rate)	
2		Countries to which Belgium serves as an intermediate point, (— cents per single rate)	
		Amount.	Amount.
		Dollars. Cts	Dollars. Cts
3	{ Letters not prepaid or charged with the price of transit, sent from countries to which the United States serves as an intermediate point, for	Belgium	
4		Countries to which Belgium serves as an intermediate point.	
5	{ Newspapers and printed matter of every kind, not prepaid or charged with the price of transit, sent from countries to which the United States serves as an intermediate point, for	Belgium	
6		Countries to which Belgium serves as an intermediate point.	
7	Unpaid letters badly directed by the Belgian Post Office, and re- turned to that office		
8	Unpaid letters resent, addressed to persons who have departed, but have left their address		
§ II.—Paid letters, &c., to be placed to the credit of the Bel- gian Office.		Number of single rates.	Number of single rates.
9	{ Letters for Belgium prepaid to destination, and proceeding	From the United States, (— cents per single rate)	
10		From countries to which the United States serves as an in- termediate point, (— cents per single rate)	
11	{ Newspapers and printed mat- ter of every kind for Belgium prepaid to destination, and proceeding	From the United States, (— cents per single rate)	
12		From countries to which the United States serves as an in- termediate point, (— cents per single rate)	
		Amount.	Amount.
		Dollars. Cts	Dollars. Cts
13	{ Prepaid letters for countries to which Belgium serves as an intermediate point, and pro- ceeding	From the United States	
14		From countries to which the United States serves as an in- termediate point	
15	{ Prepaid newspapers and print- ed matter of every kind for countries to which Belgium serves as an intermediate point, and proceeding	From the United States	
16		From countries to which the United States serves as an in- termediate point	
17	Prepaid letters badly directed by the Belgian Post Office, and re- turned to that office		

Certified by the ———.

POST OFFICE DEPARTMENT }
OF THE UNITED STATES. }

LETTER BILL.

{ CORRESPONDENCE WITH THE
BELGIAN POST OFFICE. }

Mail sent from the office ——— for the office of ———, the ———, 18—,
by way { of England and of ¹ ———, } departing from ² ——— for ³
 { of the ¹ ———, }
 ———, the ⁴ ———, 18—.

(1) Character, name, and nation of the vessel by which the mail is to be transported from the United States to Europe.

(2) Name of the port whereat the mail is to be placed on board the vessel charged with transporting it to Europe.

(3) Port of destination of the said vessel.

(4) Date of the departure of the said vessel.

§ I.—Unpaid letters, &c., to be placed to the credit of the United States Office.

- | | |
|--|---|
| 1 }
Unpaid letters from the United States for | { Belgium, (— cents per single rate)
Countries to which Belgium serves as an intermediate point, (— cents per single rate) |
| 2 } | { } |
| 3 } Letters not prepaid or charged with the price of transit sent from countries to which the United States serves as an intermediate point, for | { Belgium
Countries to which Belgium serves as an intermediate point |
| 4 } | { } |
| 5 } Newspapers and printed matter of every kind not prepaid or charged with the price of transit sent from countries to which the United States serves as an intermediate point, for | { Belgium
Countries to which Belgium serves as an intermediate point |
| 6 } | { } |
| 7 } Unpaid letters badly directed by the Belgian Post Office, and returned to that office | { } |
| 8 } Unpaid letters resent, addressed to persons who have departed, but have left their address | { } |

§ II.—Paid letters, &c., to be placed to the credit of the Belgian Office.

- | | |
|---|---|
| 9 }
Letters for Belgium prepaid to destination, and proceeding | { From the United States, (— cents per single rate)
From countries to which the United States serves as an intermediate point, (— cents per single rate) |
| 10 } | { } |
| 11 } Newspapers and printed matter of every kind for Belgium prepaid to destination, and proceeding | { From the United States (— cents per single rate)
From countries to which the United States serves as an intermediate point, (— cents per single rate) |
| 12 } | { } |
| 13 } Prepaid letters for countries to which Belgium serves as an intermediate point, and proceeding | { From the United States
From countries to which the United States serves as an intermediate point |
| 14 } | { } |
| 15 } Prepaid newspapers and printed matter of every kind for countries to which Belgium serves as an intermediate point, and proceeding | { From the United States
From countries to which the United States serves as an intermediate point |
| 16 } | { } |
| 17 } Prepaid letters badly directed by the Belgian Post Office, and returned to that office | { } |

Statement by the United States office of exchange.		Verification by the Belgian office of exchange.	
Number of single rates.		Number of single rates.	
Amount.		Amount.	
Dollars.	Cts.	Dollars.	Cts.
Number of single rates.		Number of single rates.	
Amount.		Amount.	
Dollars.	Cts.	Dollars.	Cts.

ACKNOWLEDGMENT OF RECEIPT

From the office at ———, to the office at ———.

MAIL.

Of the ———, 18—, received the ———
by way { of England and of ———,
 { of the ———.

(1) Character, name, and nation of the vessel which brought the mail from Europe to the United States.

		Statement by the Belgian office of exchange.	Verification by the United States of- fice of exchange.		
		Number of single rates.	Number of single rates.		
§ I.—Unpaid letters, &c., to be placed to the credit of the Belgian Office.					
1	{ Unpaid letters from Belgium for	{ The United States, (— cents per single rate) Countries to which the United States serves as an interme- diate point, (— cents per sin- gle rate).....			
2					
		Amount.	Amount.		
		Dollars.	Cts.	Dollars.	Cts.
3	{ Letters not prepaid or charged with the price of transit sent from countries to which Bel- gium serves as an interme- diate point, for	{ The United States Countries to which the United States serves as an interme- diate point.....			
4					
5	{ Newspapers and printed mat- ter of every kind not pre- paid or charged with the price of transit sent from countries to which Belgium serves as an intermediate point, for	{ The United States Countries to which the United States serves as an interme- diate point.....			
6					
7	Unpaid letters badly directed by the United States Post Office, and returned to that office				
8	Unpaid letters resent, addressed to persons who have departed, but have left their address				
§ II.—Paid letters, &c., to be placed to the credit of the United States Office.					
		Number of single rates.	Number of single rates.		
9	{ Letters for the United States prepaid to destination, and proceeding	{ From Belgium, (— cents per sin- gle rate)..... From countries to which Bel- gium serves as an interme- diate point, (— cents per sin- gle rate).....			
10					
11	{ Newspapers and printed mat- ter of every kind for the United States prepaid to des- tination, and proceeding	{ From Belgium, (— cents per sin- gle rate)..... From countries to which Bel- gium serves as an interme- diate point, (— cents per sin- gle rate).....			
12					
		Amount.	Amount.		
		Dollars.	Cts.	Dollars.	Cts.
13	{ Prepaid letters for countries to which the United States serves as an intermediate point, and proceeding	{ From Belgium..... From countries to which Bel- gium serves as an interme- diate point.			
14					
15	{ Prepaid newspapers and print- ed matter of every kind for countries to which the United States serves as an interme- diate point, and proceeding	{ From Belgium..... From countries to which Bel- gium serves as an interme- diate point			
16					
17	Prepaid letters badly directed by the United States Post Office, and returned to that office				

Certified by the undersigned Postmaster.

ACCOUNT
OF
VARIOUS CORRESPONDENCE EXCHANGED

BETWEEN

*The Office of ——— and the Office of ———, by way of ———, during
the ——— quarter of the year 18—.*

*Table C, in French text, corresponds exactly with this Table D, and is to be used by the
Belgian Office.

CORRESPONDENCE TRANSMITTED

CREDIT OF BELGIUM.

Date of the letter bill.	UNPAID LETTERS				Newspapers and printed matter of every kind, not prepaid or charged with the price of transit, sent from countries to which Belgium serves as an intermediate point, for				UNPAID LETTERS.			
	FROM BELGIUM FOR		Or letters charged with the price of transit, sent from countries to which Belgium serves as an intermediate point, for						Badly directed by the United States Post Office and returned to that office.		Resent addressed to persons who have departed, but have left their address.	
	The United States, (— cents per single rate.)	Countries to which the U. States serves as an intermediate point, (— cents per single rate.										
			The United States.	Countries to which the U. States serves as an intermediate point.								
1	2	3	4	5	6	7	8					
	Number of single rates.	Number of single rates.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.

CORRESPONDENCE TRANSMITTED

CREDIT OF THE UNITED STATES.

[illegible]

CREDIT OF BELGIUM.

Letters for Belgium prepaid to destination, and proceeding		Newspapers and printed matter of every kind for Belgium prepaid to destination, and proceeding		Prepaid letters for countries to which Belgium serves as an intermediate point, and proceeding		Prepaid newspapers and printed matter of every kind for countries to which Belgium serves as an intermediate point, and proceeding		Prepaid letters badly directed by the Belgian Post Office and returned to that office.	
From the United States, (— cents per single rate.)	From countries to which the U. States serves as an intermediate point, (— cents per single rate.)	From the United States, (— cents per single rate.)	From countries to which the U. States serves as an intermediate point, (— cents per single rate.)	From the United States.	From countries to which the U. States serves as an intermediate point.	From the United States.	From countries to which the U. States serves as an intermediate point.		
9	10	11	12	13	14	15	16	17	
Number of single rates.	Number of single rates.	Number of single rates.	Number of single rates.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	

RESULT OF THE

THE BELGIAN OFFICE DEBTOR TO THE UNITED STATES OFFICE.				
Number of the articles composing the credit of the United States.	Origin and destination of the correspondence.		Letters and printed matter.	Sums due to the United States office.
			Number of single rates.	
				Dolls. Cts.
1 } 2 }	Unpaid letters from the United States, for	{ Belgium, at — cts. per single rate... Countries to which Belgium serves as an intermediate point, at — cents per single rate.....		
3 } 4 }	Letters not prepaid or charged with the price of transit, sent from countries to which the United States serves as an intermediate point, for	{ Belgium..... Countries to which Belgium serves as an intermediate point.....		
5 } 6 }	Newspapers and printed matter of every kind not prepaid, &c., sent from countries to which the United States serves as an intermediate point, for	{ Belgium..... Countries to which Belgium serves as an intermediate point.....		
7	Unpaid letters badly directed by the Belgian Post Office.....			
8	Unpaid letters resent.....			
9 } 10 }	Letters for the United States prepaid to destination, and proceeding from	{ Belgium, at — cents per single rate. Countries to which Belgium serves as an intermediate point, at — cents per single rate.....		
11 } 12 }	Newspapers and printed matter of every kind for the United States prepaid to destination, and proceeding from	{ Belgium, at — cents per single rate. Countries to which Belgium serves as an intermediate point, at — cents per single rate.....		
13 } 14 }	Prepaid letters for countries to which the United States serves as an intermediate point, and proceeding from	{ Belgium..... Countries to which Belgium serves as an intermediate point.....		
15 } 16 }	Prepaid newspapers and printed matter of every kind for countries to which the United States serves as an intermediate point, and proceeding from	{ Belgium..... Countries to which Belgium serves as an intermediate point.....		
17	Prepaid letters badly directed by the United States Post Office.....			
	Total			

BALANCE.

	SUMS.	
	Dollars.	Cents.
The office of Belgium debtor to the United States		
The office of the United States debtor to Belgium.....		
Balance due to —		

PRECEDING ACCOUNT.

THE UNITED STATES OFFICE DEBTOR TO THE BELGIAN OFFICE.				
Number of the articles composing the credit of Belgium.	Origin and destination of the correspondence.		Letters and printed matter.	Sums due to the Belgian Office.
			Number of single rates.	
1 } 2 }	Unpaid letters from Belgium, for, ...	{ The U. States, at — cts. per single rate. Countries to which the United States serves as an intermediate point, at — cents per single rate.....		Dolls. Cts.
3 } 4 }	Letters not prepaid or charged with the price of transit, sent from countries to which Belgium serves as an intermediate point, for	{ The United States Countries to which the United States serves as an intermediate point.....		
5 } 6 }	Newspapers and printed matter of every kind not prepaid, &c., sent from countries to which Belgium serves as an intermediate point, for	{ The United States Countries to which the United States serves as an intermediate point.....		
7	Unpaid letters badly directed by the United States Post Office.....			
8	Unpaid letters resent.....			
9 } 10 }	Letters for Belgium prepaid to destination, and proceeding from	{ The U. States, at — cts. per single rate.. Countries to which the United States serves as an intermediate point, at — cents per single rate.....		
11 } 12 }	Newspapers and printed matter of every kind for Belgium prepaid to destination, and proceeding from	{ The U. States, at — cts. per single rate.. Countries to which the United States serves as an intermediate point, at — cents per single rate.....		
13 } 14 }	Prepaid letters for countries to which Belgium serves as an intermediate point, and proceeding from	{ The United States Countries to which the United States serves as an intermediate point.....		
15 } 16 }	Prepaid newspapers and printed matter of every kind for countries to which Belgium serves as an intermediate point, and proceeding from	{ The United States Countries to which the United States serves as an intermediate point.....		
17	Prepaid letters badly directed by the Belgian post office.....			
Total.....				

Certified by—

E.

MINISTRY OF
PUBLIC WORKS.

ADMINISTRATION OF RAILWAYS, POSTS,
AND TELEGRAPHS.

POSTS.

ACCOUNT

*Of dead matter returned by the Office of Belgium to the Office of the
United States the ———, 18—.*

POSTS.

Account of dead matter returned by the Office of Belgium to the Office of the United States.

[illegible]

Agreed to by _____, of the Post Office, the present
account amounting to the sum of _____.

Done at BRUSSELS, the -----, 18

F.

POST OFFICE DEPARTMENT
OF THE UNITED STATES.

ACCOUNT

*Of the dead matter returned by the Office of the United States to the
Office of Belgium the ———, 18—.*

Account of dead matter returned by the Office of the United States to the Office of Belgium.

Number of the articles of the account in which the correspondence originally appeared.	DESIGNATION OF THE CORRESPONDENCE.			Number of articles.	Number of single rates.	Amount originally charged by the Belgian to the United States Office.		Amount to be returned to the United States Office.		Remarks.
	Origin.	Destination.	Character.			Dollars.	Cents.	Dollars.	Cents.	
Total amount to be returned to the United States Office.....										

Agreed to by _____, of the Post Office, the pres
account amounting to the sum of _____.

Done at Washington, the _____, 18 _____.

G.—Table showing the directions to be given to correspondence of all kinds exchanged between the Belgian Post Office and the United States Post Office by way of England.

OFFICES OF EXCHANGE.		Designation of the packets by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Forwarding.	Receiving.			
		<i>Line from—</i>		
Ostend, (local)..... Ostend, (traveling) ..	Boston	Liverpool to Boston.....	Belgium (except Antwerp) and the foreign countries to which Belgium serves as an intermediate point.	The United States, (except the city of New York,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.
		Liverpool to New York.....	do. do. do.	The city of Boston.
		Bremen to New York by way of Southampton.	do. do. do.	do.
		Havre to New York by way of Southampton.	do. do. do.	do.
	New York.....	Liverpool to Boston.....	Belgium (except Antwerp) and the foreign countries to which Belgium serves as an intermediate point.	The city of New York.
		Liverpool to New York.....	do. do. do.	The United States, (except the city of Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.
		Bremen to New York by way of Southampton.	do. do. do.	do. do. do.
		Havre to New York by way of Southampton.	do. do. do.	do. do. do.
Antwerp.....	Boston	Liverpool to Boston.....	Antwerp	The United States, (except the city of New York,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.
		Liverpool to New York.....	do. do. do.	The city of Boston.
		Bremen to New York by way of Southampton.	do. do. do.	do.
		Havre to New York by way of Southampton.	do. do. do.	do.
	New York.....	Liverpool to Boston.....	Antwerp	The city of New York.
		Liverpool to New York.....	do. do. do.	The United States, (except the city of Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.
		Bremen to New York by way of Southampton.	do. do. do.	do. do. do.
		Havre to New York by way of Southampton.	do. do. do.	do. do. do.

G.—Table showing the directions to be given to correspondence, &c.—Continued.

OFFICES OF EXCHANGE.		MAILS OF THE UNITED STATES OFFICE.		
Forwarding.	Receiving.	Designation of the packets by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
		<i>Line from—</i>		
Boston	Ostend, (local).....	Boston to Liverpool.....	The United States, (except the city of New York,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.	Ostend, Newport, Furnes, and Ghisteltes.
		New York to Liverpool.....	The city of Boston.....	Do. do.
		New York to Bremen by way of Southampton.....	do. do.	Do. do.
		New York to Havre by way of Southampton.....	do. do.	Do. do.
	Ostend, (traveling)...	Boston to Liverpool.....	The United States, (except the city of New York,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.	Belgium, (except Antwerp, Ostend, Newport, Furnes, and Ghisteltes,) and the foreign countries to which Belgium serves as an intermediate point.
		New York to Liverpool.....	The city of Boston.....	Do. do.
		New York to Bremen by way of Southampton.....	do. do.	Do. do.
		New York to Havre by way of Southampton.....	do. do.	Do. do.
	Antwerp.....	Boston to Liverpool.....	The United States, (except the city of New York,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.	Antwerp.
		New York to Liverpool.....	The city of Boston.....	Do. do.
		New York to Bremen by way of Southampton.....	do. do.	Do. do.
		New York to Havre by way of Southampton.....	do. do.	Do. do.
New York.....	Ostend, (local).....	Boston to Liverpool.....	The city of New York.....	Ostend, Newport, Furnes, and Ghisteltes.
		New York to Liverpool.....	The United States, (except the city of Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.	Do. do.
		New York to Bremen by way of Southampton.....	do. do.	Do. do.
		New York to Havre by way of Southampton.....	do. do.	Do. do.
	Ostend, (traveling)...	Boston to Liverpool.....	The city of New York.....	Belgium, (except Antwerp, Ostend, Furnes, Newport, and Ghisteltes,) and the foreign countries to which Belgium serves as an intermediate point.
		New York to Liverpool.....	The United States, (except the city of Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.	Do. do.
		New York to Bremen by way of Southampton.....	do. do.	Do. do.
		New York to Havre by way of Southampton.....	do. do.	Do. do.
	Antwerp.....	Boston to Liverpool.....	The city of New York.....	Belgium, (except Antwerp, Ostend, Furnes, Newport, and Ghisteltes,) and the foreign countries to which Belgium serves as an intermediate point.
		New York to Liverpool.....	The United States, (except the city of Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.	Do. do.
		New York to Bremen by way of Southampton.....	do. do.	Do. do.
		New York to Havre by way of Southampton.....	do. do.	Do. do.

Antwerp.....	New York to Bremen by way of Southampton.....	do.....do.....	Do.	do.
	New York to Havre by way of Southampton...	do.....do.....	Do.	do.
	Boston to Liverpool.....	The city of New York.....	Antwerp.	
	New York to Liverpool.....	The United States, (except the city of Boston.) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.	Do.	
	New York to Bremen by way of Southampton.	do.....do.....	Do.	
	New York to Havre by way of Southampton...	do.....do.....	Do.	

Additional articles to the articles agreed upon between the Post Office of the United States of America and the Post Office of the United Kingdom of Great Britain and Ireland.

In pursuance of the power granted by article 21 of the convention of December 15, 1848, between the United States of America and the United Kingdom of Great Britain and Ireland, to the two post offices to settle matters of detail, which are to be arranged by mutual consent, for insuring the execution of the stipulations contained in the said convention, the undersigned, duly authorized for that purpose by their respective offices, have agreed upon the following articles:

ARTICLE I.

There shall be established on the part of the United Kingdom a new office of exchange at Londonderry, which shall exchange mails with the United States offices at Portland, Chicago, Detroit, Boston, and New York, by means of Canadian mail packets.

ARTICLE II.

The description of letters, &c., which shall be comprised in the mails forwarded from Londonderry to the several United States exchanging offices, or from those exchanging offices to Londonderry, shall be arranged by correspondence between the British and United States post offices.

ARTICLE III.

The present articles shall be considered as additional to those agreed upon between the two offices for carrying into execution the convention of December 15, 1848, signed at Washington on the 14th May, 1849.

Done in duplicate, and signed in London on the twenty-eighth day of June, one thousand eight hundred and sixty, and at Washington on the twenty-first day of July, one thousand eight hundred and sixty.

HORATIO KING,
FREDERICK HILL.

Approved:
J. HOLT.

Approved:
ARVILL.

Additional articles to the articles agreed upon between the Post Office of the United States of America and the Post Office of the United Kingdom of Great Britain and Ireland.

In pursuance of the power granted by article 21 of the convention of December 15, 1848, between the United States of America and the United Kingdom of Great Britain and Ireland, to the two post offices to settle the matters of detail, which are to be arranged by mutual consent, for insuring the execution of the stipulations contained in the said convention, the undersigned, duly authorized for that purpose by their respective offices, have agreed upon the following articles:

ARTICLE I.

There shall be established on the part of the United Kingdom a new office of exchange at Glasgow, which shall exchange mails with the United States offices of Portland, Chicago, Detroit, Boston, and New York, by means of Canadian mail packets.

ARTICLE II.

The description of letters, &c., which shall be comprised in the mails forwarded from Glasgow to the several United States exchanging offices or from those exchanging offices to Glasgow, shall be arranged by correspondence between the British and United States post offices.

ARTICLE III.

The present articles shall be considered as additional to those agreed upon between the two offices for carrying into execution the convention of December 15, 1848, signed at Washington on the 14th May, 1849.

Done in duplicate, and signed in London on the thirteenth day of August, one thousand eight hundred and sixty, and at Washington on the first day of September, one thousand eight hundred and sixty.

JOSEPH H. BLACKFAN.

FREDERICK HILL.

Approved:

J. HOLT.

Approved:

ARGYLL.

POSTAL CONVENTION BETWEEN THE UNITED STATES AND BREMEN.

Additional article agreed upon between the Post Office Department of the United States and the Post Office Department of the Hanseatic Republic of Bremen, modifying article second of the postal convention of August 4, 1853.

The international correspondence, conveyed either by United States or Bremen steamers, between the United States or its Territories and Bremen, will be hereafter subject to the following postage charges, viz:

Postage on each letter or packet not exceeding half an ounce in weight.....	10 cents.
Above half an ounce, and not over one ounce.....	20 “
Above one ounce, but not exceeding one ounce and a half..	30 “
Above one ounce and a half, but not exceeding two ounces..	40 “

And the postage will increase in the scale of progression, to wit: Additional ten cents for each additional half ounce, or fraction of half ounce.

Payment in advance shall be optional in either country. It shall not, however, be permitted to pay less than the whole rate; and no account shall be taken of the payment of any fraction of that rate.

In witness whereof, we have hereto set our names and affixed the seals of our respective offices, this twenty-third day of August, one thousand eight hundred and sixty, at the city of Washington.

[SEAL.]

J. HOLT,
Postmaster General.

[SEAL.]

R. SCHLEIDEN,
Minister Resident of Bremen.

POSTAL CONVENTION BETWEEN THE UNITED STATES AND HAMBURG.

Additional article agreed upon between the Post Office Department of the United States and the Post office Department of the Hanseatic Republic of Hamburg, modifying article second of the postal convention of June 12, 1859.

The international correspondence, conveyed either by the United States or by Hamburg steamers, between the United States or its Territories and Hamburg, will be hereafter subject to the following postage charges, viz:

Postage on each letter or packet not exceeding half an ounce in weight.....	10 cents.
Above half an ounce, and not over one ounce.....	20 “
Above one ounce, but not exceeding one ounce and a half..	30 “
Above one ounce and a half, but not exceeding two ounces..	40 “

And the postage will increase in the scale of progression, to wit: Additional ten cents for each additional half ounce, or fraction of half ounce.

Payment in advance shall be optional in either country. It shall not, however, be permitted to pay less than the whole rate; and no account shall be taken of the payment of any fraction of that rate.

This additional article takes the place of article second of the postal convention of the 12th of June, 1857, which in all other respects remains in force.

In witness whereof, we have hereto set our names and affixed the seals of our respective offices, this twenty-third day of August, one thousand eight hundred and sixty, at the city of Washington.

[SEAL.]

J. HOLT,
Postmaster General.

[SEAL.]

H. R. KUNHARDS,
Acting Consul for the Republic of Hamburg.

POSTAL CONVENTION BETWEEN THE UNITED STATES AND BREMEN.

Additional article agreed upon between the Post Office Department of the United States and the Post Office Department of the Hanscatic Republic of Bremen.

The post office of New York, in charging postage due to the post office of Bremen, shall uniformly make use of weights, having the American ounce for unit, with its divisions into half and quarter ounces; and the Bremen post office, in charging the postage due to the United States, shall uniformly make use of weights having the German *loth* for unit (two *loth* being considered equal to one ounce American.)

This additional article to the postal convention of August 4, 1853, takes effect immediately.

In witness whereof, we have hereto set our names and affixed the seals of our respective offices, this twenty third day of November, one thousand eight hundred and sixty, at the city of Washington.

[SEAL.]

J. HOLT,
Postmaster General.

[SEAL.]

R. SCHLEIDEN,
Minister Resident of Bremen.

POST OFFICE DEPARTMENT,
Contract Office, November 30, 1860.

SIR: For a statement of the mail service for the contract year ended June 30, 1860, I respectfully refer you to the tables hereto annexed.

Table A exhibits the character of the service, the length of routes,

the number of miles of transportation, and the cost thereof, as it stood at the close of the year.

Table B shows the number of mail routes in operation, and the number of contractors, the number of route agents, local agents, mail messengers, and railroad baggage masters in charge of the express mails in the service of the department on the 30th of June, 1860, with the compensation allowed to each class respectively, and the total cost in each State.

On the 1st of July last, the new service in the middle section, comprising the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio, was put in operation, the first quarter of which expired on the 30th of September, 1860.

Table C exhibits the service in this section as it stood at the close of the contract year, June 30, 1860, and at the close of the first quarter of the current year.

Table D exhibits the railroad service in said section as in operation at the close of the first quarter of the current year.

Table E exhibits the railroad service as in operation on the 30th of June, 1860, and the cost per mile in each State.

Table F exhibits the steamboat service for the current year as it stood on the 30th of September, 1860.

I have the honor to be, very respectfully, your obedient servant,

E. L. CHILDS,

Act'g Second Asst. Postmaster General.

Hon. JOSEPH HOLT,
Postmaster General.

A.

Table of mail service for the year ended June 30, 1860, as exhibited by the state of the arrangements at the close of the year.

[The entire service and pay are set down to the State under which it is numbered, though extending into other States, instead of being divided among the States in which each portion of it lies.]

States and Territories.	Length of routes.	ANNUAL TRANSPORTATION AND COST.								Total annual transportation by mode not specified.	Total annual transportation by coach.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.
		Mode not specified.		In coach.		In steamboat.		By railroad.							
	Miles.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Miles.	Miles.	Miles.	Miles.	Dollars.
Maine.....	4,416	1,923	19,218	1,999	38,658	.....	.....	494	48,693	458,068	699,660	.....	115,740	1,573,468	106,579
New Hampshire.....	1,780	714	6,861	577	6,570	60	620	429	36,759	184,360	167,128	18,729	371,904	741,052	51,010
Vermont.....	2,221	385	4,236	1,917	14,697	.....	.....	489	56,956	98,514	433,420	.....	380,398	852,292	75,889
Massachusetts.....	2,722	561	9,432	624	12,559	240	7,259	1,297	153,835	223,262	239,974	140,400	1,336,580	2,030,225	183,056
Rhode Island.....	353	138	2,199	88	1,152	28	800	109	14,255	52,208	35,152	17,472	123,984	231,816	18,406
Connecticut.....	1,963	475	10,619	483	9,133	930	10,000	745	84,248	233,164	230,620	163,240	737,100	1,333,124	114,063
New York.....	10,255	2,858	33,308	4,358	78,823	168	6,963	2,881	334,025	697,946	1,687,244	98,652	3,948,578	6,432,420	453,122
New Jersey.....	2,137	379	4,442	1,270	16,298	53	3,138	455	62,206	85,228	434,616	28,080	533,376	1,684,390	86,084
Pennsylvania.....	13,010	6,759	74,683	4,448	77,920	84	4,633	1,718	166,840	1,289,600	1,559,210	53,040	1,646,969	4,539,919	324,069
Delaware.....	526	169	2,231	263	6,581	.....	.....	113	13,663	38,272	94,068	.....	137,296	259,635	22,495
Maryland.....	2,942	1,660	30,364	439	12,718	.....	.....	843	189,058	241,983	165,350	.....	1,232,275	1,639,622	322,140
Ohio.....	12,855	7,245	70,253	2,032	48,696	187	6,503	3,401	41,316	1,094,443	718,548	78,312	2,140,676	5,021,976	529,205
Virginia.....	13,745	10,802	121,056	946	28,453	637	46,905	1,360	199,014	2,121,472	328,894	371,658	1,632,896	3,854,920	335,488
North Carolina.....	9,081	7,549	73,316	752	20,953	132	3,368	648	89,109	1,229,406	355,919	48,984	559,066	2,194,375	186,837
South Carolina.....	5,498	4,087	42,184	182	4,630	175	2,612	1,054	162,368	615,995	531,170	27,590	1,172,734	1,899,489	211,744
Georgia.....	6,741	4,595	62,137	539	14,317	382	15,000	1,284	183,933	885,105	209,409	69,056	1,113,653	2,969,224	275,387
Florida.....	4,330	1,853	30,421	475	33,239	1,860	121,800	142	13,187	992,026	213,114	270,248	101,992	877,290	198,647
Michigan.....	6,840	4,129	41,297	1,019	18,312	725	10,478	937	111,245	584,688	395,916	102,500	1,070,038	2,151,132	181,272
Indiana.....	7,960	5,811	57,167	619	11,114	.....	.....	1,579	186,437	884,792	199,576	.....	1,491,598	2,576,216	274,718
Illinois.....	10,297	5,416	65,270	2,190	55,062	109	3,419	2,591	254,975	925,444	713,882	31,290	3,112,894	4,783,350	378,725
Wisconsin.....	6,434	4,665	59,445	802	9,704	60	600	937	74,887	892,831	155,584	21,840	924,596	1,974,851	144,006
Iowa.....	8,232	4,755	57,911	2,238	104,108	140	7,020	379	80,866	777,998	1,025,544	43,683	284,150	2,131,372	189,097
Missouri.....	14,484	8,757	93,412	4,628	353,939	659	59,750	449	51,215	1,384,914	1,298,172	242,892	391,715	3,228,693	558,716
Minnesota.....	5,358	3,407	53,093	1,578	41,162	373	20,000	.....	.....	489,324	298,510	232,752	.....	1,030,596	117,255
Kentucky.....	8,282	4,892	44,990	2,120	128,912	952	155,705	318	29,292	792,090	1,034,950	318,852	335,832	2,471,724	258,899

* The Baltimore, Wilmington, and Philadelphia Railroad, is under a Maryland number.

† This includes steamboat service from Louisville to Cincinnati.

A—Continued.

States and Territories.	Length of routes.	ANNUAL TRANSPORTATION AND COST.										Total annual trans- portation by mode not specified.	Total annual trans- portation by coach.	Total annual trans- portation by steam- boat.	Total annual trans- portation by rail- road.	Total annual trans- portation.	Total annual cost.
		Mode not specified.		In coach.		In steamboat.		By railroad.									
	Miles.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Dollars.	
Tennessee.....	7,941	5,664	54,746	1,423	62,769	21	4,200	833	115,543	945,932	528,342	13,104	688,129	2,175,507	237,258		
Alabama.....	8,459	5,798	74,318	2,005	136,701	40	13,030	616	119,198	897,468	799,854	29,200	518,695	2,245,217	343,247		
Mississippi.....	8,265	6,248	100,705	1,048	84,047	276	14,875	693	92,815	1,335,048	508,052	57,408	531,466	2,431,974	292,442		
Arkansas.....	11,723	8,900	97,125	1,649	129,580	1,134	54,246	40	3,000	1,284,184	748,736	232,336	24,960	2,290,216	283,951		
Louisiana.....	7,811	4,596	82,237	1,016	95,895	1,895	*165,638	304	58,550	847,412	415,012	548,140	220,012	2,030,576	402,380		
Texas.....	18,456	12,263	213,356	3,930	164,123	2,185	*202,639	78	5,850	1,866,088	1,326,904	337,880	56,940	3,587,812	585,959		
California.....	8,160	1,448	27,393	4,955	659,043	1,735	†195,500	22	3,300	142,268	1,094,065	264,240	27,456	1,528,029	883,146		
Oregon.....	988	719	17,533	125	2,800	144	8,100	.....	.....	74,776	13,000	29,952	.....	117,728	28,433	
New Mexico Territory.....	427	89	872	347	16,250	.....	.....	.....	.....	8,320	36,088	.....	.....	44,408	17,122	
Utah Territory.....	1,450	1,450	47,638	.....	.....	.....	.....	.....	.....	122,112	.....	.....	.....	122,112	47,638	
Nebraska Territory.....	1,244	700	12,843	535	23,684	.....	.....	.....	.....	120,840	135,512	.....	.....	265,352	35,927	
Kansas Territory.....	2,489	1,694	24,950	786	28,937	.....	.....	.....	.....	263,640	349,856	.....	.....	610,496	53,887	
Washington Territory.....	698	358	11,420	.....	.....	340	27,700	.....	.....	48,516	.....	60,840	.....	109,356	39,120	
Total.....	240,594	143,912	1,834,831	54,577	2,550,365	14,276	1,073,852	27,129	3,349,662	24,466,598	18,653,161	3,951,268	27,651,749	74,724,776	8,808,710		
Route and local agents, and mail messengers.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	614,767	
																9,423,477	

E. L. CHILDS,
Acting Second Assistant Postmaster General.

* This includes the route from New Orleans to Mobile.

† This includes the route from San Francisco to Olympia, Washington Territory, and for which \$122,500 is paid by the United States Treasury under act of Congress.

B.

Number of mail routes, mail contractors, route agents, local agents, and mail messengers, at the close of the contract year ended June 30, 1860.

States and Territories.	Number of routes.	Number of contractors.	Number of route agents.	Compensation.	Number of local agents.	Compensation.	Number of mail messengers.	Compensation.	Number of railroad baggage masters in charge of the mail.	Compensation.	Total cost in each State.
Maine.....	243	228	7	\$5,350 00	.....	.....	31	\$2,455 00	.....	.....	\$2,005 00
New Hampshire.....	118	106	4	2,900 00	.....	.....	26	2,360 55	.....	.....	5,310 55
Vermont.....	127	119	4	2,900 00	1	\$144 00	33	2,320 25	.....	.....	5,373 25
Massachusetts.....	227	195	27	21,500 00	.....	.....	51	6,486 54	.....	.....	27,986 54
Rhode Island.....	28	29	2	1,200 00	.....	.....	4	410 00	.....	.....	1,610 00
Connecticut.....	133	130	17	12,600 00	.....	.....	54	5,882 25	.....	.....	18,482 25
New York.....	852	821	48	39,000 00	4	5,830 00	316	32,385 00	20	\$2,460 00	85,595 00
New Jersey.....	151	132	6	5,400 00	.....	.....	68	7,252 00	.....	.....	12,652 00
Pennsylvania.....	651	551	29	19,138 00	2	1,500 00	247	37,449 13	20	2,310 00	60,427 13
Delaware.....	21	22	2	1,400 00	.....	.....	23	4,007 50	.....	.....	5,407 50
Maryland.....	123	112	18	17,852 00	3	2,115 00	30	3,734 50	10	1,290 00	21,991 50
Ohio.....	598	429	48	35,800 00	7	4,550 00	191	17,111 15	18	2,160 00	59,621 15
Virginia.....	514	423	31	29,000 00	.....	.....	44	8,507 50	.....	.....	37,507 50
North Carolina.....	232	228	12	9,500 00	.....	.....	17	1,816 00	.....	.....	11,316 00
South Carolina.....	171	149	14	13,930 00	.....	.....	25	3,154 00	.....	.....	17,084 00
Georgia.....	281	251	17	14,550 00	.....	.....	17	1,933 00	.....	.....	16,483 00
Florida.....	55	46	3	800 00	.....	.....	3	383 50	.....	.....	1,183 50
Michigan.....	256	217	14	10,200 00	1	1,000 00	72	6,850 00	.....	.....	18,050 00
Indiana.....	353	303	25	20,200 00	7	2,460 00	89	9,741 87	.....	.....	32,401 87
Illinois.....	412	356	41	31,300 00	5	2,350 00	109	18,520 00	.....	.....	52,170 00
Wisconsin.....	262	232	14	10,000 00	1	300 00	57	6,348 00	.....	.....	16,638 00
Iowa.....	285	245	6	4,000 00	1	120 00	20	2,027 25	.....	.....	6,147 25
Missouri.....	357	319	16	12,500 00	1	1,000 00	8	1,526 00	.....	.....	15,026 00
Minnesota.....	157	130	3	2,100 00	.....	.....	.....	.....	.....	.....	2,100 00
Kentucky.....	317	287	10	7,600 00	.....	.....	22	3,580 00	.....	.....	11,180 00
Tennessee.....	322	270	14	10,900 00	2	1,950 00	27	2,995 00	.....	.....	15,845 00
Alabama.....	217	197	10	7,850 00	3	300 00	10	1,333 00	.....	.....	9,543 00
Mississippi.....	202	151	16	12,800 00	1	600 00	32	6,093 00	.....	.....	19,493 00
Arkansas.....	198	163	5	3,200 00	.....	.....	5	1,150 00	.....	.....	4,350 00
Louisiana.....	118	104	9	4,600 00	1	1,200 00	23	4,607 00	.....	.....	10,407 00

B.—Continued.

States and Territories.	Number of routes.	Number of contractors.	Number of route agents.	* Compensation.	Number of local agents.	Compensation.	Number of mail messengers.	Compensation.	Number of railroad baggage masters in charge of the mail.	Compensation.	Total cost to each State.
Texas	231	190	2	\$1,600 00	.....	.....	4	\$500 00	.....	.....	\$2,100 00
California	127	106	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oregon	33	32	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Mexico.....	4	4	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utah	12	7	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nebraska	45	35	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas	76	74	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington.....	7	6	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	8,502	7,445	474	372,940 00	40	\$25,479 00	1,610	202,948 00	68	\$8,100 00	614,767 00

E. L. CHILDS, Acting Second Assistant Postmaster General.

* This includes \$2,400 for the three express agents between Boston and New York.

C.

Mail service in the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio.

	Annual transportation.	Annual cost.
<i>Service as in operation on June 30, 1860.</i>		
	<i>Miles.</i>	
Railroad	6,683,593	\$846,123
Steamboat	159,432	14,274
Coach	2,962,902	161,613
Inferior modes.....	2,749,526	181,983
Total.....	12,555,453	1,203,993
<i>Service as in operation on September 30, 1860.</i>		
Railroad	6,569,627	849,866
Steamboat	174,408	17,002
With "celerity, certainty, and security"	7,057,866	382,133
Total.....	13,801,901	1,249,001
	12,555,453	1,203,993
Increase	1,246,448	45,008

E. L. CHILDS,
Acting Second Assistant Postmaster General.

D.

MIDDLE SECTION.

Railroad service, as in operation on the 30th September, 1860.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
NEW JERSEY.													
		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
2002	New York to Hackettstown	63	12	12	6,300 00	100 00	800 00	1,388 00	8,488 00	134 73	134 73	134 73	134 73
2003	New York to Easton	64	12	12	6,400 00	109 00	700 00	1,487 00	8,587 00	134 17	134 17	134 17	134 17
2004	New York to New Brunswick	36	19	19	*13,500 00	375 00	1,080 00	1,775 00	16,355 00	454 30	454 30	454 30	454 30
2015	New Brunswick to Philadelphia	54	19	19	29,250 00	375 00	1,620 00	972 00	29,842 00	423 00	423 00	423 00	423 00
2026	Waterloo to Newton	11	12	12	550 00	50 00		50 00	600 00	54 54	54 54	54 54	54 54
2031	Trenton to Belvidere	64	12	12		50 00	890 00	841 00	5,491 00	71 31	71 31	71 31	71 31
	Branch to Flemington	13	6	6	3,850 00								
2065	Philadelphia to South Amboy	65	6	6		103 00		366 00	7,828 00	108 72	108 72	108 72	108 72
	Branch, Bordentown to Trenton	6	6	6	7,462 00								
2075	Camden to Atlantic City	60	6	6	2,572 00	42 86		525 00	3,097 00	51 61	51 61	51 61	51 61
2078	Burlington to Mount Holly	7	12	12	350 00	50 00			350 00	50 00	50 00	50 00	50 00
2086	Jamesburg to Freehold	11	6	6	572 00	52 00			572 00	52 00	52 00	52 00	52 00
			455			61,806 00					74,210 00		163 10
PENNSYLVANIA.													
2201	Philadelphia to Pittsburg	357 1/2	14	14	71,525 00	200 00	4,800 00	5,210 50	81,535 50	937 99	937 99	937 99	937 99
2202	Philadelphia to Pottsville	97	12	12	14,218 00	146 58	1,600 00	2,266 00	18,018 00	186 43	186 43	186 43	186 43
2203	Philadelphia to West Chester	29 1/2	12	12	1,463 00	50 00	600 00	550 00	2,613 00	89 33	89 33	89 33	89 33
2204	Philadelphia to Bethlehem	54, 19	6	6		42 86	700 00	565 00	4,021 00	62 53	62 53	62 53	62 53
	Branch to Doylestown	10, 11	6	6	2,756 00								
2207	Philadelphia to Norristown	17	6	6	550 00	29 41		500 00	599 41	29 41	29 41	29 41	29 41
2210	Philadelphia to Darby	8	6	6	400 00	50 00		400 00	500 00	50 00	50 00	50 00	50 00
2213	Lancaster to Middletown	32 1/2	6	6	1,450 00	45 84		370 00	1,860 00	57 23	57 23	57 23	57 23
2214	Strasburg to Lemon Place	4	6	6	172 00	43 00		172 00	43 00	43 00	43 00	43 00	43 00
2254	Reading to Harrisburg	51	6	6	5,400 00	100 00	700 00	837 00	6,937 00	128 46	128 46	128 46	128 46
2264	Port Clinton to Williamsport	119	12	12	11,890 00	100 00	1,275 00	2,677 50	15,852 50	131 21	131 21	131 21	131 21
2266	Schuylkill Haven to Pottsville	20	6	6	493 00	24 65		493 00	493 00	24 65	24 65	24 65	24 65
2307	Subury to Mount Carmel	2	6	6	1,490 00	50 00			1,490 00	50 00	50 00	50 00	50 00

2312	Easton to Mauch Chunk.....	46	6	2,300 00	50 00	700 00	1,545 00	4,545 00	98 80
2325	Allentown to Reading.....	36	6	1,020 00	30 00	700 00	447 00	2,927 00	61 86
2326	Mauch Chunk to Jeansville.....	23	6	1,150 00	50 00	400 00	.....	1,550 00	67 39
2347	Scranton to Rupert.....	58.10	6	2,905 00	50 00	600 00	624 00	4,129 00	71 06
2364	Great Bend to New Hampton.....	133	6	7,980 00	60 00	1,400 00	1,837 90	11,217 00	84 33
2401	York to Columbia.....	13	7	650 00	50 00	.....	.....	1,650 00	50 00
2404	Harrisburg to Auburn.....	59	6	1,770 00	30 00	.....	.....	1,848 00	31 32
2408	Harrisburg to Chambersburg.....	52	12	5,200 00	100 00	700 00	198 00	6,098 00	117 26
2428	Hanover Junction to Gettysburg.....	30 1	6 1	.....	50 00	.....	35 00	1,947 50	50 91
2457	Branch, Hanover to Littlestown.....	8	6 1	1,912 50	.....	.....	.....	.....	.....
2475	Sunbury to Williamsport.....	49	14	6,000 00	150 00	925 30	377 00	7,302 30	182 55
2475	Williamsport to Elmira.....	77	12	7,700 00	100 00	825 00	336 00	8,851 00	114 95
2476	Williamsport to Lock Haven.....	26 1	6	1,325 00	50 00	613 01	448 00	2,386 01	90 04
2489	Blossburg to Corning.....	40	6	2,000 00	50 00	700 00	264 00	2,964 00	74 10
2519	Huntingdon to Hopewell.....	30	6 1	1,700 00	50 00	150 00	32 00	1,882 00	55 35
2524	Branch to Coalport.....	4	6 1	.....	50 00	.....	.....	500 00	50 00
2524	Altoona to Hollidaysburg.....	10	7	500 00	50 00	.....	.....	1,000 00	50 00
2527	Blairsville to Indiana.....	29	7	1,000 00	50 00	.....	.....	3,525 00	58 75
2642	Pittsburg to Connellsville.....	60	6	2,400 00	40 00	700 00	425 00	4,052 00	94 23
2644	Pittsburg to Kittanning.....	43	6	3,150 00	73 25	700 00	202 00	3,634 00	112 37
2649	Washington to Wheeling.....	32 1	6	3,234 00	10 00	400 00	.....	4,247 00	212 35
2693	Northville to Erie.....	20	14	4,000 00	200 00	.....	247 00	2,500 00	60 97
2707	Girard to Jamestown.....	41	6	3,500 00	60 97	.....	.....	4,288 00	64 97
2737	Erie to Warren.....	66	6	3,900 00	50 00	800 00	188 00	.....	.....
DELAWARE.		1,798.83	.....	175,473 50	.....	.....	.....	215,210 81	119 64
3101	Wilmington to Salisbury.....	85.10	12 1	13,223 00	126 95	1,400 00	3,230 00	17,863 00	171 38
3111	Harrington to Milford.....	19.18	6 1	450 00	50 00	.....	450 00	50 00	.....
MARYLAND.		113.23	.....	13,683 00	.....	.....	.....	18,313 00	161 73
3201	Baltimore to Philadelphia.....	102	19	37,570 00	367 61	3,448 00	3,439 50	44,387 50	435 17
3204	Baltimore to Sunbury.....	141	14	25,450 00	180 49	3,261 69	579 50	29,391 19	208 41
3207	Baltimore to Wheeling.....	179	19	32,900 00	300 03	4,809 00	3,370 50	102,070 50	268 60
3208	Baltimore to Washington.....	201	13	.....	200 00	.....	.....	.....	.....
3261	Monocacy Bridge to Frederick.....	40	25	12,000 00	300 00	1,552 00	854 00	14,206 00	355 15
3281	Grafton to Parkersburg.....	3	7	300 00	100 00	.....	300 00	100 00	.....
3282	Annapolis to Annapolis Junction.....	101	6	10,400 00	100 00	1,600 00	1,411 00	13,411 00	123 18
		20	13	4,858 00	142 90	.....	.....	2,858 00	142 90
		799	.....	182,408 00	.....	.....	.....	206,624 19	266 61

* Includes \$2,700, being 25 per cent. on \$300 a mile for night service, and for a third extra trip.

† Includes \$4,050, being 25 per cent. on \$300 a mile for night service, and for a third extra trip.

‡ Includes \$1,065 for mail messengers and route agent furnished by contractors.

§ Includes \$1,400 for daily mail to Philadelphia.

D—Continued.

Number of route.	Terminl.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	OHIO.	Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
9004	Bel Air to Columbus.....	137		12	27,575 00		200 00	1,600 00	825 00	30,000 00		217 58	
9005	Staubenville to Newark.....	116		6	8,700 00		75 00	1,400 00	568 00	10,668 00		91 96	
9009	Means to Cadiz.....	8		6	240 00		30 00			240 00		30 00	
9051	Pittsburg to Chicago.....	469		12	92,900 00		200 00	4,800 00	1,250 00	100,950 00		213 61	
9052	Rochester to Bridgeport.....	65		6	4,875 00		75 00	700 00	378 00	5,953 00		91 54	
9095	Erie to Cleveland.....	96		12	21,600 00		225 00	1,600 00	988 75	24,188 75		251 96	
9102	Cleveland to Wellsville.....	52		12	12,937 50		150 00	1,600 00	871 00	15,408 50		154 08	
9103	Cleveland to Sandusky.....	81		6	3,050 00		50 00	800 00	127 00	3,977 00		65 19	
9104	Cleveland to Youngstown.....	67		6	3,450 00		50 00	800 00	423 00	4,573 00		68 25	
9114	Hudson to Millersburg.....	63		6	1,860 00		33 00	800 00	373 00	2,933 00		47 30	
9120	Bayard to New Philadelphia.....	32		6	1,372 00		42 88	400 00	92 00	1,864 00		58 25	
9121	Oneida Mills to Carrollton.....	12		6	260 00		30 00			260 00		30 00	
9146	Sandusky to Newark.....	124		6	12,400 00		100 00	1,400 00	611 00	14,444 00		116 48	
9172	Columbus to Cleveland.....	60		13	29,100 00		225 00	2,213 55	1,148 80	32,462 15		235 25	
9178	Columbus to Xenia.....	35		13	12,375 00		225 00	683 94	302 00	13,260 94		211 10	
9179	Columbus to Union City.....	103		6	4,432 00		42 73	800 00	470 00	5,693 00		55 00	
9191	Galion to Union City.....	119		12	17,850 00		150 00	1,400 00	120 00	19,370 00		163 77	
9229	Portsmouth to Reid's Mills.....	56		6	2,400 00		32 86	700 00		3,100 00		55 35	
9273	Toledo to Cleveland.....	114		12	22,800 00		200 00	1,600 00	721 00	25,121 00		220 35	
9274	Toledo to State line.....	24		6	21,400 00		100 00	2,400 00	2,164 00	28,964 00		118 70	
9275	Toledo to Elkhart.....	133		6	6,650 00		50 00	1,600 00	284 00	8,534 00		64 16	
9302	Cincinnati to Richmond.....	73		6	4,693 00		61 29	800 00	236 00	5,729 00		78 48	
9303	Cincinnati to Dayton.....	60		12	7,500 00		125 00	665 66	1,094 00	9,250 66		154 34	
9306	Cincinnati to Springfield.....	19		6	100 00		100 00			100 00			
9310	Cincinnati to Marietta.....	65		13	16,525 00		225 00	312 71	1,725 00	18,562 71		221 98	
9325	Blanchester to Hillsboro.....	197		6	19,700 00		100 00	2,100 00	1,238 00	23,038 00		116 94	
9328	Morrow to Zanesville.....	21		6	785 50		37 50		39 00	825 50		39 35	
9329	Xenia to Dayton.....	133		12	9,075 00		75 00	1,600 00	1,025 20	12,600 20		94 74	
9373	Dayton to Union City.....	17		6	2,125 00		125 00	212 00		2,337 00		137 47	
9375	Dayton to Toledo.....	48		6	2,400 00		50 00	558 00		3,058 00		64 18	
9399	Springfield to Sandusky.....	149		6	22,450 00		150 00	1,000 00	187 50	24,537 50		157 39	
		132		6	13,300 00		100 00	1,466 66	273 50	14,946 16		113 93	

5384	Springfield to Delaware	50	.....	6	2,143 00	.....	42 85	400 00	105 00	2,648 00	.....	52 95
5385	Springfield to Dayton	21	.....	12	2,430 00	.....	100 00	255 68	235 00	2,901 68	.....	120 50
5389	Cary to Finley	16	.....	6	450 00	.....	30 00	.....	.....	480 00	.....	39 00
			3,315		.....	415,495 00	.....	.....	.....	.....	471,352 23	142 10

E. L. CHILDS,
Acting Second Assistant Postmaster General.

E.

Railroad service, as in operation on the 30th of June, 1860.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	MAINE.	Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
9	Waterville to Bangor.....	55		6	5,500 00		100 00	800 00	392 50	6,692 50		121 50	
108	Portland to Portsmouth, N. H.....	52		12	7,837 50		150 72	1,324 03	200 00	9,361 50		180 03	
109	Portland to Augusta, with branch, Brunswick to Bath.....	73		12	7,300 00		100 00	1,043 00	550 00	8,893 00		121 82	
109a	Augusta to Skowhegan.....	39		6	3,343 00		85 72	557 00	181 00	4,081 00		104 64	
110	Portland to State Line, Vt.....	47		12	10,500 00		100 00	1,600 00	455 50	18,527 50		112 97	
		117		6	800 00		44 44			800 00		44 44	
111	Portland to Bar Mills.....	55		6	5,500 00		100 00	800 00	436 00	6,736 00		122 47	
131	Danville Junction to Waterville.....	38½		6	1,912 50		50 00	750 00	305 00	2,967 50		77 58	
150	Leeds Junction to Farmington.....												
			494½			42,693 00					58,059 00		117 46
	NEW HAMPSHIRE.												
231	Concord to Lowell, Mass.....	50		12	7,500 00		150 00	625 00	530 00	8,655 00		171 61	
232	Concord to Portsmouth.....	48		12	2,650 00		55 00			2,650 00		55 00	
233	Concord to Wells River, Vt.....	95		6	10,000 00		105 25	1,352 00		11,352 00		119 50	
234	Concord to White River Junction.....	69		6	8,500 00		103 65	901 00		9,401 00		114 64	
	Branch, Franklin to Bristol.....	13		6	1,500 00		57 70	220 00		1,720 00		66 00	
235	Concord to Bradford.....	26		6	750 00		50 00	244 00		994 00		66 00	
261	Cottoncook Village to Hillsboro' Bridge.....	28		6	1,500 00		53 64	456 00	91 00	2,047 00		73 00	
264	Manchester to Henniker.....	66		6	200 00		36 25			900 00		56 25	
271	Nashua to Wilton.....	28		6	1,400 00		75 00		86 00	1,485 00		53 07	
334	Dover to Alton Bay.....	20		6	1,000 00		50 00			1,000 00		50 00	
305	Great Falls to Union.....	21		6	1,050 00		50 00	245 00		1,295 00		61 33	
326	Littleton to Wells River, Vt.....												
			429			33,750 00					41,531 00		96 80
	VERMONT.												
410	Burlington to Rouse's Point.....	54½		6	6,843 75		125 00	800 00	694 00	8,337 75		152 00	
445	White River Junction to Barton.....	91		6	8,350 00		91 75	1,900 00	847 50	11,097 50		121 95	

452	Wind-or to Burlington	117	6	14,687 50	125 00	1,390 00	665 00	16,598 50	141 26
465	Rutland to North Bennington	52	6	5,200 00	100 00	700 00	532 00	6,682 00	117 72
	Branch to Bennington	5	6	250 00	50 00				
471	Bellow's Falls to Windsor	25	6	3,125 00	125 00		517 00	3,792 00	151 70
472	Bellow's Falls to Burlington	120	6	15,500 00	129 17	1,635 00	39 00	17,174 00	143 11
477	Brattleboro to Bellow's Falls	24	12	3,000 00	125 00	445 00	188 00	3,633 00	121 37
MASSACHUSETTS.				489	56,956 25			67,314 75	137 58
601	Boston to Portsmouth, N. H.	54	12	8,324 00	154 00	1,376 00	95 00	9,725 00	180 00
602	Boston to South Berwick Junction, Me.	75	12						
	Branch, Rollingsford to Great Falls	3	6	10,525 00	135 00	2,400 00	216 00	13,141 00	165 00
603	Boston to Lowell	27	18	4,050 00	150 00	340 00		4,390 00	162 00
604	Boston to Fitchburg	52	12	8,000 00	153 86	694 00	515 00	9,209 00	177 00
605	Boston to Worcester	45	18	12,375 00	275 00	532 00	1,800 00	14,707 00	327 00
606	Boston to Dover	18	6	900 00	50 00		95 00	925 00	51 40
607	Boston to Blackstone	35	6	2,425 00	69 00			2,425 00	69 00
608	Boston to Providence, R. I.	46	18	6,900 00	150 00	1,600 00	75 00	8,575 00	186 41
609	Boston to Plymouth	37	12	5,400 00	144 00	117 00		5,517 00	147 00
610	Boston to Medford	51	6	275 00	50 00			275 00	50 00
615	Boston to Mattapan	81	6	364 00	42 00			364 00	42 00
616	Salem to Lowell	24	6	1,200 00	50 00			1,200 00	50 00
617	Salem to Gloucester	16	12	800 00	50 00			800 00	50 00
618	Salem to Marblehead	4	6	200 00	50 00			200 00	50 00
619	Salem to Danvers	51	12	275 00	50 00			275 00	50 00
620	Salem to Laurence	25	6	800 00	40 00			800 00	40 00
626	Laurence to Manchester	28	12	2,800 00	100 00	380 00	315 00	3,495 00	125 00
628	Lowell to Laurence	14	12	1,050 00	75 00		68 64	1,118 64	79 85
630	Winchester to Woburn	3	6	150 00	50 00			150 00	50 00
631	Porter's to Lexington	8	6	400 00	50 00			400 00	50 00
635	South Acton Depot to Feltonville	9	6	500 00	55 55		110 00	610 00	67 77
636	Groton Junction to Lowell	17	6	900 00	53 00			900 00	53 00
637	Groton Junction to Mason Village	23	6	1,400 00	61 00		95 00	1,495 00	65 00
638	Auburndale Station to Newton Lower Falls	2	6	100 00	50 00			100 00	50 00
639	Natic to Saxtonville	4	6	200 00	50 00			200 00	50 00
640	South Farmingham to Northboro	15	6	750 00	50 00			750 00	50 00
641	South Farmingham to Milford	12	6	600 00	50 00			600 00	50 00
644	Groton Depot to Middlebury	5	6	250 00	50 00			250 00	50 00
647	Boston to Dedham	11	12	550 00	50 00			550 00	50 00
648	North Wrentham to Medway	4	6	200 00	50 00			200 00	50 00
656	South Braintree Junction to Fall River	42	12	5,100 00	121 43	221 00		5,321 00	126 76
657a	South Abington to Bridgewater	8	6	250 00	31 00			250 00	31 00
657	Braintree Depot to Cohasset	12	12	900 00	75 00			900 00	75 00
663	Middleboro to Hyannis	47	12	5,500 00	117 00	459 00		5,959 00	127 00
673	New Bedford to West Wareham	161	12	1,700 00	106 25			1,700 00	106 25
676	Taunton to Middleboro	6	6	712 50	75 00			712 50	75 00
677	Taunton to Mansfield Junction	12	19	1,200 00	100 00		112 00	1,312 00	109 30
678	Taunton to New Bedford	21	19	2,400 00	114 30			2,400 00	114 30
684	Hebbronville to Seekonk	8	6	400 00	50 00			400 00	50 00
685	Worcester to Nashua	461	12	4,625 00	100 00	600 00	463 00	5,690 00	123 00
686	Worcester to Albany, N. Y.	158	12	33,150 00	209 81	1,268 00	1,261 00	36,279 00	229 61
689	Sterling Junction to Fitchburg	14	6	1,050 00	78 00			1,050 00	78 00

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route-agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
690	Fitchburg to Bellows' Falls.....	64	.....	6	7,500 00	.....	117 20	871 00	.....	8,371 00	.....	131 00	.....
691	Fitchburg to Brattleboro'.....	77	.....	6	6,000 00	.....	77 00	700 00	452 00	7,152 00	.....	91 66	.....
696	Palmer to Amherst.....	30	.....	6	1,060 00	.....	53 00	.....	.....	1,060 00	.....	53 00	.....
702	Springfield to Keene, N. H.....	50	.....	12	7,450 00	.....	50 00	911 00	455 00	8,816 00	.....	119 00	.....
703	Springfield to Chicopee Falls.....	24	.....	6	300 00	.....	50 00	.....	.....	300 00	.....	50 00	.....
720	Pittsfield to North Adams.....	21	.....	6	1,575 00	.....	75 00	.....	.....	1,575 00	.....	75 00	.....
727	Boston to West Lynn Depot.....	10	.....	12	300 00	.....	30 00	.....	.....	300 00	.....	30 00	.....
RHODE ISLAND.			1,297			153,835 50					172,898 50		133 32
801	Providence to Worcester, Mass.....	44	.....	12	5,900 00	.....	100 00	600 00	.....	6,500 00	.....	147 72	.....
802	Providence to Stonington, Conn.....	50	.....	12	7,500 00	.....	150 00	900 00	375 00	8,775 00	.....	175 50	.....
803	Providence to Bristol.....	15	.....	6	855 00	.....	55 16	.....	.....	855 00	.....	55 16	.....
CONNECTICUT.			109			14,255 00					16,130 00		147 30
925	Allyn's Point to Worcester, Mass.....	7	.....	6	6,600 00	.....	100 00	600 00	186 00	7,386 00	.....	112 00	.....
927	New London to Palmer, Mass.....	59	.....	12	.....	.....	75 75	600 00	1,000 00	6,000 00	.....	100 00	.....
934	Middletown to Berlin Depot.....	30	.....	6	5,030 00	.....	75 00	.....	80 00	5,085 00	.....	82 00	.....
936	New Haven to New London.....	11	.....	12	825 00	.....	75 00	.....	80 00	905 00	.....	82 00	.....
940	New Haven to Springfield, Mass.....	50	.....	12	5,000 00	.....	100 00	600 00	629 75	6,229 75	.....	124 59	.....
941	New Haven to Northampton.....	64	.....	12	17,600 00	.....	275 00	1,044 00	1,289 50	19,933 50	.....	311 46	.....
942	Branch to Collinsville.....	7	.....	12	6,262 00	.....	75 00	702 00	481 00	7,443 00	.....	89 00	.....
942	New Haven to New York.....	7	.....	12	30,900 00	.....	275 00	2,360 00	813 00	23,913 00	.....	314 61	.....
944	Bridgeport to Winchester.....	76	.....	12	4,650 00	.....	75 00	700 00	520 00	5,870 00	.....	94 67	.....
945	Bridgeport to Pittsfield, Mass.....	110	.....	6	7,185 00	.....	50 40	1,400 00	320 00	8,906 00	.....	73 60	.....
947	South Norwalk to Danbury.....	23	.....	6	1,725 00	.....	73 40	.....	180 00	1,905 00	.....	81 00	.....
957	Waterbury to Providence, R. I.....	122	.....	6	8,500 00	.....	69 22	2,000 00	306 00	10,806 00	.....	86 00	.....
			745			84,248 00					99,897 25		134 00

NEW YORK.

1001	New York to Dunkirk.....	460	19	92,000 00	200 00	6,300 00	8,078 00	106,378 00	231 00
1002	New York to Albany.....	144	19	32,000 00	225 00	4,500 00	7,667 00	44,567 00	309 00
1003	New York to Chatham Four Corners.....	130½	6	5,593 00	42 85	1,400 00	1,872 00	8,865 00	67 93
1005	New York to Flushing.....	11	6	514 00	46 73			514 00	46 73
1007	Brooklyn to Greenport.....	63	12½	8,225 00	83 93	1,400 00	1,542 00	11,167 00	113 95
1026	Sufferns to Piermont.....	18	6	772 00	42 86		98 00	870 00	48 33
1032	Newburg to Chester.....	19	6	814 00	42 86		77 00	891 00	46 89
1064	Hudson to West Stockbridge, Mass.....	35	6	1,750 00	50 00		20 00	1,770 00	50 57
1073	Albany to Buffalo*.....	298	25	51,500 00	200 00	6,300 00	4,688 00	63,508 00	219 95
1074	Albany to Troy.....	7	13	1,050 00	130 00			1,050 00	150 00
1075	Albany to Junction.....	12	12	1,029 00	85 42	359 00	359 00	1,767 00	147 25
1082	Troy to North Bennington, Vt.....	39½	12	3,250 00	100 00	545 00	544 00	4,329 00	133 20
1083	Troy to Schenectady.....	22	12	1,650 00	75 00		75 00	1,725 00	78 41
1084	Troy to Saratoga Springs.....	32, 81	12	3,221 00	100 00	521 00	210 00	4,012 00	122 56
1091	Eagle Bridge to Rutland, Vt.....	62½	12	6,250 00	100 00	421 00	188 00	6,859 00	111 53
1099	Saratoga Springs to Chateaufort, Vt.....	51	12	5,400 00	100 00	879 00	288 00	6,567 00	121 61
1122	Plattsburg to Canada Line.....	23	6	985 00	42 86		177 00	1,163 00	50 56
1123	Rouse's Point to Ogdensburg.....	119	12	9,700 00	81 51	1,400 00	152 00	11,252 00	94 37
1146	Watertown to North Potsdam.....	76	6	3,800 00	59 00	1,600 00	523 00	5,923 00	77 93
1164	Schenectady to Ballston.....	16	6	800 00	50 00		150 00	950 00	59 38
1200	Utica to Boonville.....	35	12	2,625 00	75 00		359 00	2,984 00	85 25
1210	Rome to Cape Vincent.....	73	12½	8,329 00	85 86	1,600 00	1,028 00	19,957 00	112 96
1228	Syracuse to Rochester.....	104	12	29,800 00	200 00	800 00	1,471 00	23,071 00	221 97
1229	Syracuse to Oswego.....	35½	12	3,033 00	85 72		420 00	3,453 00	97 54
1230	Syracuse to Binghamton.....	89	6	3,429 00	42 86	800 00	823 00	5,052 00	63 15
1239	Canandaigua to Elmira.....	68½	12	5,137 50	75 00	820 00	567 00	6,524 50	95 25
1270	Canandaigua to Niagara Falls.....	34	12½	6,100 00	62 29	1,300 00	614 00	8,094 00	83 44
1275	Rochester to Niagara Falls.....	73	12	11,300 00	150 00	1,600 00	1,907 00	14,957 00	193 14
1278	Rochester to Avon.....	18	6	772 00	42 86		258 00	1,030 00	57 22
1300	Batavia to Attica.....	11	6	550 00	59 00		100 00	650 00	59 09
1312	Buffalo to Lockport.....	21	12	1,100 00	59 00			1,100 00	50 00
1313	Buffalo to Lewiston.....	29	12	1,454 00	59 00		110 00	1,564 00	53 79
1314	Buffalo to Tonawanda.....	94	12	6,825 00	75 00	800 00	32 00	7,657 00	81 14
1329	Buffalo to State Line.....	69	12	13,000 00	200 00	2,700 00	1,211 00	17,711 00	257 11
1369	Corning to Barabwa.....	19	6	4,287 00	42 86	2,400 00	924 00	7,607 00	76 07
1375	Oswego to Ithaca.....	34	12	1,415 00	42 86	700 00	198 00	2,313 00	70 09
1450	Suspension Bridge to Detroit, Mich.....	229	6	11,450 00	50 00			11,450 00	59 00
1465	Avon to Mount Morris.....	16	12	650 00	40 62			650 00	40 62
				2,881 30				410,000 50	112 29
					331,025 50				

* On eighty miles of this route the pay is only \$100 a mile.

† \$775 of the contract pay is for mail messenger service.

‡ \$1,900 additional per annum is allowed when twelve times a week service is performed.

§ Only \$50 a mile is allowed when service is six times a week.

|| Contractor furnishes mail messenger supply to intermediate offices.

E.—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	NEW JERSEY.	Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
2801	New York to New Brunswick	36	19	19	*13,500 00	375 00	1,200 00	1,775 00	16,475 00	457 63	134 17	134 17	134 17
2802	New York to Easton	64	12	12	6,400 00	100 00	700 00	1,457 00	8,587 00	134 73	134 73	134 73	134 73
2803	New York to Hackettstown	63	12	12	6,300 00	100 00	800 00	1,388 00	8,468 00	455 92	455 92	455 92	455 92
2818	New Brunswick to Philadelphia, Pa.	54	19	19	20,250 00	375 00	1,800 00	2,534 00	24,582 00	54 54	54 54	54 54	54 54
2838	Waterloo to Newton	11	12	12	550 00	50 00	50 00	50 00	600 00	52 00	52 00	52 00	52 00
2848	Jamesburg to Freeland	11	6	6	572 00	52 00	52 00	52 00	572 00	71 31	71 31	71 31	71 31
2857	Trenton to Belvidere	64	12	12	3,850 00	50 00	900 00	841 00	5,591 00	114 27	114 27	114 27	114 27
	Branch to Flemington	13	6	6	7,862 00	109 19	365 00	365 00	8,228 00	51 61	51 61	51 61	51 61
2874	Philadelphia to South Amboy	66	6	6	2,572 00	42 96	525 00	525 00	3,097 00	50 00	50 00	50 00	50 00
	Branch, Trenton to Bordentown	6	6	6	350 00	50 00	50 00	50 00	350 00	62,206 00	76,572 00	168 29	168 29
2884	Camden to Atlantic City	60	6	6									
2888	Burlington to Mount Holly	7	12	12									
	PENNSYLVANIA.		455										
3001	Philadelphia to Columbia	70	14	14	14,000 00	200 00	1,177 00	2,336 00	17,513 00	250 18	250 18	250 18	250 18
	Branch, Lancaster to Columbia	13	6	6	675 00	50 00	700 00	1,345 00	4,545 00	98 69	98 69	98 69	98 69
3002	Philadelphia to Pottsville	97	12	12	14,218 00	146 58	1,600 00	3,828 00	19,646 00	202 53	202 53	202 53	202 53
3012	Philadelphia to Darby	8	6	6	400 00	50 00	400 00	400 00	400 00	67 39	67 39	67 39	67 39
3029	Lancaster to Harrisburg	37	11	11	7,525 00	200 00	623 00	100 00	8,248 00	219 21	219 21	219 21	219 21
3039	Columbia to Middletown	19	6	6	815 00	42 90	370 00	1,185 00	62 36	62 36	62 36	62 36	62 36
3046	Reading to Harrisburg	54	6	6	5,400 00	100 00	840 00	837 00	7,077 00	131 05	131 05	131 05	131 05
3055	Port Clinton to Williamsport	119	12	12	11,900 00	102 00	1,275 00	2,677 50	15,882 50	133 21	133 21	133 21	133 21
3057	Schuylkill Haven to Treout	12	6	6	550 00	45 83	550 00	550 00	550 00	45 83	45 83	45 83	45 83
3103	Sunbury to Mount Carmel	28	6	6	1,400 00	50 00	1,400 00	1,400 00	1,400 00	50 00	50 00	50 00	50 00
3109	Easton to Mauch Chunk	46	6	6	2,300 00	50 00	700 00	1,545 00	4,545 00	98 69	98 69	98 69	98 69
3109a	Mauch Chunk to Leansville	23	6	6	1,150 00	50 00	400 00	1,550 00	1,550 00	67 39	67 39	67 39	67 39
3117a	Allentown to Reading	36	6	6	1,080 00	30 00	500 00	447 00	2,087 00	57 97	57 97	57 97	57 97
3158	Great Bend to New Hampton	133	6	6	7,980 00	60 00	1,400 00	1,837 00	11,217 00	84 33	84 33	84 33	84 33
3196	Harrisburg to Auburn	59	6	6	1,770 00	30 00	78 00	1,848 00	31 32	31 32	31 32	31 32	31 32
3200	Harrisburg to Chambersburg	52	12	12	5,200 00	105 00	700 00	198 00	6,098 00	117 25	117 25	117 25	117 25
3201	Harrisburg to Pittsburg	250	14	14	50,000 00	200 00	3,000 00	4,335 50	52,436 00	212 27	212 27	212 27	212 27
	Branch to Hollidaysburg	10	7	7	500 00	50 00	50 00	50 00	500 00				
	Branch to Indiana	20	7	7	1,000 00	50 00	50 00	50 00	1,000 00				

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
9108	Cleveland to Wellsville.....	58 1/2	12	12,937 50	130 00	1,600 00	871 00	15,408 50	154 08				
9110	Cleveland to Sandusky.....	61	6	3,050 00	50 00	800 00	197 00	3,977 00	65 19				
9114	Hudson to Millersburg.....	62	6	1,850 00	30 00	800 00	273 00	2,923 00	47 89				
9120	Bayard to New Philadelphia.....	32	6	1,372 00	42 86	400 00	92 00	1,864 00	58 25				
9121	Oneida Mills to Carrollton.....	12	6	360 00	30 00			360 00	30 00				
9142	Sandusky to Newark.....	124	6	12,400 00	100 00	1,400 00	644 00	14,444 00	116 48				
9171	Columbus to Cleveland.....	60	13	29,100 00	225 00			29,100 00	229 66				
9177	Columbus to Xenia.....	78	13	12,375 00	200 00	1,445 00	1,148 80	31,693 00	239 13				
9178	Columbus to Union City.....	55	13	12,375 00	225 00	575 00	202 00	13,152 00	55 00				
9188	Galion to Union City.....	102 1/2	6	4,423 00	42 86	800 00	470 00	5,693 00	137 73				
9274	Toledo to Cleveland.....	119	12	17,850 00	150 00	800 00	120 00	18,770 00	230 35				
9275	Toledo to State Line.....	114	12	22,800 00	200 00	1,600 00	721 00	25,121 00	118 70				
9276	Toledo to Elkhart.....	244	6	24,400 00	100 00	2,400 00	2,164 00	28,964 00	64 16				
9302	Cincinnati to Richmond.....	133	6	6,650 00	50 00	1,600 00	854 00	8,534 00	78 48				
9303	Cincinnati to Dayton.....	73	6	4,633 00	61 29	800 00	236 00	5,729 00	154 34				
9306	Cincinnati to Springfield.....	60	12	7,500 00	125 00	635 65	1,094 00	9,260 65	225 35				
9324	Cincinnati to Marietta.....	19	6	16,325 00	100 00			16,325 00	116 94				
9325	Blanchester to Hillsboro.....	65	6	19,700 00	180 00	2,100 00	1,928 00	23,028 00	39 35				
9329	Morrow to Zanesville.....	21	6	787 50	37 50		39 00	826 50	94 74				
9330	Xenia to Dayton.....	143	6	9,975 00	75 00	1,600 00	1,046 20	12,601 20	137 47				
9371	Dayton to Union City.....	17	12	2,125 00	125 00	212 00		2,337 00	63 28				
9373	Dayton to Toledo.....	48	6	2,400 00	50 00	568 00	40 00	3,028 00	57 96				
9391	Springfield to Sandusky.....	149	12	7,450 00	50 00	1,000 00	167 50	8,537 50	104 23				
9392	Branch, Cary to Findlay.....	132	12	13,200 00	100 00			13,200 00	72 96				
9394	Springfield to Delaware.....	16	6	480 00	20 00			480 00	130 90				
9406	Springfield to Dayton.....	50	6	3,143 00	49 86	400 00	235 00	3,100 00	53 35				
9407	Porsmouth to Reid's Mills.....	21	6	2,400 00	100 00	235 00		2,635 00	68 21				
9408	Cleveland to Youngstown.....	54	6	2,400 00	49 86	400 00	235 00	3,100 00	91 58				
9409	Rochester to Bridgeport.....	67	6	3,875 00	75 00	730 00	378 00	5,023 00	151 93				
	Union City to Indianapolis.....	65	12	12,750 00	150 00	600 00	214 00	13,764 00					
		85											
		3,431 1/2			414,346 00				468,401 79			137 68	

VIRGINIA.											
4101	Aquia Creek to Richmond	752	14	42,650 00	300 00	2,000 00	310 00	24,950 00	339 60		
4102	Richmond to Petersburg	214	14	7,350 00	300 00	1,000 00		8,350 00	340 81		
4103	Petersburg to Weldon, N. C.	64	14	19,200 00	300 00	2,000 00	100 00	21,300 00	332 81		
4148	Norfolk to Petersburg	81	7	8,150 00	100 00	800 00	50 00	9,000 00	110 43		
4163	Portsmouth to Weldon, N. C.	80	7	8,000 00	100 00	1,400 00		9,400 00	117 50		
4168	Petersburg to City Point	12	6	600 00	50 00			600 00	50 00		
4175	Hicksford to Gaston, N. C.	91	3	200 00	9 52			200 00	9 52		
4182	Petersburg to Lynchburg	133	6	12,300 00	157 80	1,600 00		13,900 00	113 00		
4183	Richmond to Danville	141	6	14,150 00	138 00	1,600 00		15,750 00	111 39		
4241	Alexandria to Lynchburg	170	7	34,100 00	293 00	2,400 00	165 00	36,665 00	215 04		
	Branch, Junction to Warrenton	9	7	450 00	50 00			450 00	50 00		
4251	Tudor Hall to Mount Jackson	86	6	4,325 00	50 00	1,200 00	251 00	5,779 00	66 81		
		76	7								
4381	Richmond to Selma	69	6	21,408 33	89 80	2,400 00	75 00	23,833 33	122 17		
		79	7								
4492	Winchester to Harper's Ferry	32	6	3,200 00	109 00		40 00	3,240 00	101 25		
4601	Lynchburg to Goodson	265	7	41,000 00	2,00 00	3,900 00	898 00	45,098 00	219 59		
4607	Alexandria to Leesburg	38.63	6	1,931 50	50 00			1,931 50	50 00		
NORTH CAROLINA.				1,360.13		190,014 83		220,546 83	162 19		
5001	Weldon to Wilmington	132	14	48,600 00	300 00	1,600 00	130 00	50,730 00	325 49		
5012	Goldshore to Charlotte	223	6	22,300 00	100 00	3,200 00	280 00	25,430 00	118 74		
5013	Goldshore to Morehead City	55	6	4,750 00	50 00	700 00	479 00	5,929 00	62 41		
5073	Raleigh to Weldon	97	7	9,200 00	192 00	1,600 00	50 00	11,550 00	119 00		
5080	Manson to Clarksville, Va.	22	6	1,100 00	50 00			1,150 00	50 00		
5176	Salisbury to Newton	79	6	2,450 00	50 00		100 00	2,550 00	52 00		
SOUTH CAROLINA.				614		80,109 00		100,329 00	151 84		
5601	Kingsville to Wilmington, N. C.	171	11	51,390 00	300 00	1,000 00	792 00	53,382 00	323 44		
5602	Kingsville to Augusta, Ga.	117	11	2,7 50	2,7 50	2,400 00	483 00		261 71		
	Kingsville to Camden	39	7		50 00		150 00		50 85		
	Kingsville to Columbia	27	14	51,000 00	221 50	600 00		51,600 00	215 72		
	Branchville to Charleston	64	58		257 50	1,000 00	72 00		254 25		
5609	Florence to Cheraw	40	7	2,000 00	50 00	800 00	400 00	3,200 00	80 00		
5628	Charleston to Florence	103	11	15,543 75	150 00	1,600 00	847 00	17,990 75	173 69		
	Columbia to Charlotte, N. C.	110	6	11,000 00	100 00	1,300 00	192 00	12,592 00	114 47		
5673	Columbia to Greenville Court House	152	6		100 00	2,100 00	335 00		116 77		
	Branch, Hodges to Abbeville	11	6	16,920 00	65 60			16,985 00	65 60		
	Branch, Bolton to Anderson Court House	10	6		68 60				68 60		
5682	Chester Court-house to Yorkville	233	6	1,400 00	59 75			1,400 00	59 75		
5698	Alston to Spartanburg Court House	70	6	2,500 00	50 00			2,500 00	50 00		
5711	Newberry Court House to Laurens Court House	31	6	1,500 00	48 38			1,500 00	48 38		
5776	Charleston to Bridge Site	91	7	9,425 00	100 00		150 00	9,475 00	101 64		
				1,051		152,368 75		179,370 75	170 16		

Six times a week four months, three times a week eight months.

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	GEORGIA.	Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
6001	Savannah to Macon	192		7	33,600 00		175 00	1,800 00	142 00	35,542 00		185 11	
6002	Savannah to Naylor	144		7	7,237 50		50 00	1,400 00		8,637 50		59 67	
6010	Milledgeville to Augusta	54		7	9,450 00		175 00	900 00	365 00	10,715 00		198 42	
6017	Brunswick to Satilla	30		7	907 50		30 00		278 00	1,185 50		39 19	
6051	Macon to Columbus	102		7	17,850 00		175 00	1,300 00	100 00	19,250 00		188 72	
6052	Macon to Atlanta	102		7	10,200 00		100 00		245 00	10,445 00		102 40	
6054	Fort Valley to Albany	79		7									
	Branch, Renwick to Cuthbert	37		7	11,625 00		100 00	1,600 00	250 00	13,475 00		115 91	
6110	Barnesville to Thomaston	17.7		6	853 50		50 00			853 50		50 00	
6128	Milledgeville to Gordon	17		*	1,700 00		100 00			1,700 00		100 00	
6129	Milledgeville to Eatonton	23		7	1,150 00		50 00			1,150 00		50 00	
6136	Augusta to Atlanta	17.4		14	41,443 00		237 50	3,800 00	180 00	45,423 00		260 30	
	Branch, Camak to Warrenton	32		7	375 00		100 00			375 00		100 00	
6143	Double Wells to Washington	19		6	2,000 00		50 00			2,000 00		50 00	
6144	Union Point to Athens	49		6			50 00			2,000 00		50 00	
6165	Atlanta to West Point	86		14	20,543 75		237 50	1,350 00	144 00	22,037 75		254 77	
6166	Atlanta to Chattanooga, Tenn.	140		7	22,750 00		162 50	2,400 00	189 00	25,339 00		180 99	
6195	Etowah to Etowah Depot	3.8		7	190 00		50 00			190 00		50 00	
6198	Kingston to Rome	19		7	1,108 00		58 21			1,108 00		58 31	
	FLORIDA.		1,284.87			183,933 25					200,376 25		135 95
6502	Fernandina to Bronson	121		7	12,100 00		100 00	800 00	140 00	13,040 00		107 76	
6556	St. Marks to Tallahassee	217		6	1,087 50		50 00			1,087 50		50 00	
	MICHIGAN.		142			13,187 50					14,127 50		98 96
12501	Detroit to Chicago, Ill.	282		12	42,375 00		150 00	2,800 00	1,216 00	46,391 00		164 21	
12502	Detroit to Grand Haven	188		12	18,800 00		100 00	2,100 00	1,452 00	22,352 00		118 89	
12503	Detroit to Toledo, Ohio	65		12	6,500 00		100 00	700 00	730 00	7,930 00		122 00	
12504	Toledo, Ohio, to Chicago, Ill.	242		12	30,300 00		150 00	3,200 00	2,122 00	41,622 00		171 98	
12505	Adrian to Jackson	46		6	2,300 00		50 00	700 00	377 00	3,377 00		73 41	
12506	Monroe to Adrian	35		6	1,800 00		50 00	700 00		2,500 00		69 44	

12507	White Pigeon to Three Rivers.....	13	6	416 00	32 00	114 00	530 00	40 76	
12508a	Detroit to Port Huron.....	64½	6	2,754 00	42 88	742 00	3,496 00	54 20	
INDIANA.			937		111,245 00		128,198 00	136 81	
12001	Indianapolis to Cincinnati.....	113½	12	13,875 00	122 24	1,600 00	268 50	15,743 50	138 70
12002	Indianapolis to Madison.....	87	6	4,350 00	50 00	800 00	70 00	5,220 00	60 00
12004	Indianapolis to Terre Haute.....	73	12	9,125 00	125 00	800 00	694 50	10,619 50	145 47
12007	Indianapolis to Lafayette.....	64	12	9,600 00	150 00	800 00	118 00	10,518 00	164 34
12010	Indianapolis to Peru.....	78	6	3,900 00	50 00	800 00	78 00	4,778 00	61 25
12011	Indianapolis to Dayton.....	110½	12	13,812 50	125 00	1,600 00	301 00	15,713 00	142 20
12020	Richmond to Logansport.....	110	6	5,500 00	50 00	800 00	223 00	6,523 00	59 30
12038	Franklin to Martinsville.....	25	6	1,200 00	46 15			1,200 00	46 15
12064	Cincinnati to Illinoistown.....	341	13	76,725 00	225 00	6,750 00	840 87	84,315 87	247 26
12081	Jeffersonville to Indianapolis.....	59	6	8,100 00	75 00	1,600 00	317 50	10,017 50	92 75
12091	New Albany to Michigan City.....	64	12	32,000 00	150 00	3,200 00	631 00	35,831 00	124 41
12122	Evansville to Terre Haute.....	110	6	8,250 00	75 00	1,400 00	475 00	10,125 00	92 04
ILLINOIS.			1,509		186,437 50		210,604 87	139 56	
11501	Chicago to Milwaukee.....	86	12	8,600 00	100 00	1,400 00	95 00	10,096 00	117 38
11503	Chicago to Freeport.....	121	12	12,100 00	100 00	2,400 00	606 00	15,106 00	124 84
11504	Chicago to Fulton.....	136	12	13,600 00	100 00	1,600 00	578 00	15,778 00	116 01
11505	Chicago to Rock Island.....	181	12	18,100 00	100 00	2,400 00	1,519 00	22,019 00	121 65
11506	Chicago to St. Louis.....	281	12	28,175 00	100 00	3,200 00	2,706 00	34,381 00	120 74
11507	Chicago to Centralia.....	253	12	25,300 00	100 00	2,400 00	540 00	28,240 00	111 62
11509	Dunkleth to Cairo.....	312	12	31,000 00	150 00	4,800 00	2,793 00	38,593 00	129 05
11510	Chicago to East Burlington.....	211	12	21,100 00	100 00	2,400 00	2,433 00	25,933 00	122 90
11511	Turner to St. Charles.....	7	6	300 00	12 85		300 00		49 85
11512	Elgin to Geneva.....	121	6	2,125 00	50 00	600 00	259 00	2,984 00	70 68
11513	Joliet to Lake Station.....	45	6	2,250 00	50 00	700 00		2,950 00	65 55
11514	Belvidere to Footville.....	37	6	1,875 00	50 00	400 00	110 00	2,385 00	63 78
11515	La Salle to Peoria.....	62	6	3,100 00	50 00	800 00	553 00	4,453 00	71 82
11516	State Line to Naples.....	174	12	17,475 00	100 00	2,400 00	768 00	20,643 00	118 12
11517	Terre Haute to St. Louis.....	192	12	19,200 00	100 00	2,400 00	2,436 00	24,036 00	125 20
11518	Peoria to Galesburg.....	51	12	5,400 00	100 00	700 00	1,268 00	7,368 00	136 44
11519	Galesburg to Quincy.....	100	12	10,000 00	100 00	1,400 00	1,295 00	12,695 00	126 95
11520	Quincy to Junction.....	64	12	6,400 00	100 00	600 00	160 00	7,160 00	111 87
11818	Peoria to Gilman.....	86	12	8,600 00	100 00	700 00		9,300 00	110 71
WISCONSIN.			2,591		254,975 00		304,395 00	117 44	
13001	Milwaukee to La Crosse.....	201½	12	20,150 00	100 00	2,100 00	2,297 00	24,547 00	121 82
13002	Milton to Monroe.....	43½	6	2,162 00	50 00	500 00	40 00	2,702 00	62 47
13003	Milwaukee to Prairie du Chien.....	194	12	19,400 00	100 00	2,400 00	953 00	22,753 00	117 28

* Seven times a week nine months; fourteen times a week three months.

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
13004	Milwaukee to Columbus	65½		6	3,257 00		50 00	700 00	280 00	4,255 00		65 00	
13005	Warren to Mineral Point	33		6	1,650 00		50 00			1,650 00		50 00	
13006	Chicago to Oshkosh	195		12	19,500 00		100 00	2,400 00	625 00	22,525 00		115 50	
13007	Horicon to Berlin	43		6	2,150 00		50 00	500 00	426 00	3,076 00		71 50	
13008	Racine to Freeport	104		6	5,200 00		50 00	1,400 00	588 00	7,188 00		69 11	
13175	Harvard to Rockford	28		6	1,400 00		50 00			1,400 00		50 00	
			997½			74,887 00					90,086 00		99 30
IOWA.													
10901	Keokuk to Bentonsport	40		6	2,000 00		50 00			2,000 00		50 00	
10930	Burlington to Ottumwa	70		12	5,700 00		75 00	1,200 00	751 25	7,651 25		100 67	
10946	Muscatine to Washington	40		6	2,000 00		50 00		84 00	2,084 00		52 00	
10949	Davenport to Iowa City	68.7		6	3,435 00		50 00	700 00	100 00	4,235 00		61 64	
	Branch, Wilton Junction to Muscatine												
10956	Fulton to Cedar Rapids	84		6	4,200 00		50 00	700 00	745 00	5,645 00		67 20	
10979a	Dubuque to Independence	70.67		6	3,533 50		50 00	700 00	317 00	4,549 50		64 81	
			370.67			29,868 50					26,195 25		69 00
MISSOURI.													
10401	St. Louis to Syracuse	125		14	35,237 00		150 00	1,600 00	821 00	27,658 00		164 03	
10404	St. Louis to Pilot Knob												
10592	Charleston to Cairo												
10697	St. Louis to Macon City												
			409.1			51,945 00					57,016 00		129 55
KENTUCKY.													
9504	Louisville to Lexington	94		12	9,400 00		100 00	1,600 00	1,657 00	12,097 00		128 69	
9505	Louisville to Lebanon	67½		6	6,750 00		100 00		150 00	6,900 00		102 22	
9505a	Junction to Bard-town	17½		6	676 00		37 00			676 00		37 00	

9524	Nicholasville to Covington.....	109½	12	10,965 00	100 00	1,600 00	1,468 00	14,634 00	128 36
9700	Paducah to Mayfield.....	30	6	1,500 00	50 00			1,500 00	50 00
			318½		20,292 00			35,207 00	110 34
	TENNESSEE.								
10004a	Nashville to Clarksville.....	62	7	3,100 00	50 00		75 00	3,175 00	51 20
10006	Nashville to Chattanooga.....	8	7	400 00	50 00	2,400 00	190 00	33,590 00	208 63
10008a	Nashville to Columbia.....	153	14	30,600 00	200 00				
10039	Tullahoma to McMinnville.....	46.77	6	2,328 50	50 00		290 00	2,538 50	54 27
10063	Knoxville to Goodson.....	35	7	1,750 00	50 00		48 00	1,798 00	51 37
10064	Knoxville to Dalton and Chattanooga.....	130.7	7	21,140 00	200 00	2,400 00	784 00	29,324 00	224 36
10159a	Fayetteville to Deekerd.....	140	7	28,000 00	200 00	2,100 00	250 00	30,350 00	216 78
10179a	Jackson to Columbus.....	29	6	1,355 00	35 00		285 00	1,650 00	42 30
10219	Memphis to Paris.....	87	6	15,245 00	175 00	2,400 00	508 00	18,133 00	208 42
		152½	6	6,625 00	50 00	1,600 00	200 00	8,425 00	63 50
			833.97		115,543 50			128,983 50	154 66
	ALABAMA.								
7001	Montgomery to Columbus, Ga.....	96½	14½	22,000 00	271 18	1,650 00	200 00	33,250 00	286 86
7002	Branch, Opelika to West Point, Ga.....	21½	14½						
7022	Montgomery to Greenville.....	47½	7	15,480 00	325 89			15,480 00	325 89
7032	Columbus, Ga., to Union Springs, Ala.....	53	6	4,543 00	85 70			4,543 00	85 70
7056	Memphis, Tenn., to Stevenson, Ala.....	272½	7	54,500 00	200 00	4,800 00	852 00	69,152 00	217 07
7147	Branch, Moscow, Tenn., to Somerville.....	13½	7	675 00	50 00			675 00	50 00
	Selma to Talladega.....	112	6	12,000 00	107 14	1,400 00	281 00	13,681 00	122 15
			616½		119,198 00			128,381 00	208 24
	MISSISSIPPI.								
7401	Vicksburg to Morton.....	84	11	12,150 00	150 00	1,600 00	150 00	14,200 00	171 00
7412	Morton to Forest Depot.....	10	7	965 00	96 50			965 00	96 50
	Canton to Grand Junction.....	189	7	37,800 00	200 00	1,600 00	550 00	39,950 00	212 00
	Grand Junction to Jackson.....	48	7	8,400 00	175 00	1,600 00		10,000 00	208 00
7469	Mobile to Okolona.....	262	6	26,200 00	100 00	2,400 00	400 00	29,000 00	111 00
7506	Memphis to Panola.....	60	7	4,500 00	75 00	800 00	250 00	5,550 00	92 33
7553	Bolton's Depot to Raymond.....	7	12	700 00	100 00			700 00	100 00
7596	St. Francisville to Woodville.....	26	6	1,000 00	38 50			1,000 00	38 50
7571	Grand Gulf to Port Gibson.....	8	7	800 00	100 00			800 00	100 00
			624		92,815 00			102,231 00	117 50
	ARKANSAS.								
7997	Hopefield to Madison.....	49	6	3,000 00	75 00			3,000 00	75 00
			49		3,000 00			3,000 00	75 00

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Amount pay.	Annual pay in each State.	Amount cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	LOUISIANA.	Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
8152	New Orleans to Canton.....	206		7	41,600 00		200 00	3,200 00	500 00	45,300 00		210 00	
8154	Algiers to Brashear.....	80		7	16,000 00		200 00	800 00	500 00	17,300 00		216 00	
8171	Baton Rouge to Rosedale.....	18		6	950 00		50 00			950 00		50 00	
			304			58,550 00					63,550 00		209 04
	TEXAS.												
8528	Harrisburg to Eagle Lake.....	78		7	5,850 00		75 00	1,600 00		7,450 00		95 50	
			78			5,850 00					7,450 00		95 50
	CALIFORNIA.												
12591	Sacramento City to Folsom City.....	22		12	3,300 00		150 00			3,300 00		150 00	
		22				3,300 00					3,300 00		150 00

E. L. CHILDS,
Acting Second Assistant Postmaster General.

F.

Steamboat service, as in operation on the 30th of September, 1860.

States and Territories.	Number of route.	Terminal.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Total annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
New Hampshire	311	Alton Bay to Wolfboro' and to Center Harbor and Meredith Village	20	20	3	504 00	504 00	During navigation bet. Center Harbor and Meredith Village. During navigation.
	318	Wier's Bridge to Center Harbor	30	30	3	325 00	325 00	
Massachusetts	669	Hyannis to Nantucket	30	30	6	2,500 00	2,500 00	Mails to be carried six times a week when boats run so often.
	672	New Bedford to Edgartown	39	39	3	1,250 00	1,250 00	
	680	Fall River to New York	180	180	6	3,500 00	3,500 00	Mails to be carried twelve times a week when boats run so often.
Rhode Island	801	Providence to Newport	28	28	6	800 00	800 00	
Connecticut	926	Allyn's Point to New York	125	125	6	3,000 00	3,000 00	* Eleven times a week, seven months.
	931	Stonington to New York	125	125	6	7,000 00	7,000 00	
New York	1004	New York to Manhattan	18	18	3	150 00	150 00	During navigation.
	1076	Albany to New Baltimore	15	15	3	400 00	400 00	
	1108	Whitehall to Plattsburg	95	95	6	4,800 00	4,800 00	
	1375	Rhine to Cayuga	40	40	6	1,713 00	1,713 00	
New Jersey	2003	New York to Elizabethport	12	12	12	1,200 00	1,200 00	During navigation.
	2065	South Amboy to New York	27	27	6	2,338 00	2,338 00	
Pennsylvania	2643	Pittsburg to Greensboro'	85	85	6	6,375 00	6,375 00	During navigation.
Maryland	3209	Baltimore to Queenstown	36	36	3	589 00	589 00	
Ohio	9230	Portsmouth to Cincinnati	123	123	3	2,500 00	2,500 00	During navigation.
	9302	Cincinnati to Maysville	64	64	6	1,000 00	1,000 00	
Virginia	4101	Washington, D. C. to Aquia Creek, Va.	554	554	14	16,650 00	16,650 00	During navigation.
	4120	Richmond to Norfolk	148	148	6	3,000 00	3,000 00	
	4149	Norfolk to Baltimore, Md.	200	200	6	18,000 00	18,000 00	
	4159	Norfolk to Old Point Comfort	21	21	6	1,490 00	1,490 00	

F.—Continued.

States and Territories.	Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Total annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
Virginia—Continued	4152	Norfolk to Eastville.....	57	.....	3	4,350 00		
	4153	Norfolk to Matthews C. H.....	60	.....	2	995 00		
	4593	Wheeling to Parkersburg.....	96½	637½	3	2,480 00	46,965 00	
North Carolina	5008	Greenville to Washington	25	.....	6	968 00		
	5058	Plymouth to Franklin Depot, Va.....	107	.....	3	2,500 00	3,468 00	
South Carolina	5630	Charleston to Savannah, Ga.....	160	132	1	1,300 00		
	5776	Bridge Site to Savannah, Ga.....	15	.....	7	1,312 50	2,612 50	
Georgia	6033	Savannah to Pilatka, Fla.....	332	175	2	15,000 00	15,000 00	
Florida	6501	Fernandina to Charleston, S. C.....	175	332	6	36,000 00		
	6524	Pilatka to Mellonville.....	124	.....	1	1,800 00		
	6543	Lake City to Clear Water Harbor.....	260	.....	1	7,000 00		
	6562	Rainbridge, Ga., and Bellevue, Fla., to Apalachicola.....	201	.....	3	18,000 00		
	6575	New Orleans, La., to Key West, Fla.....	1,000	.....	(*)	59,000 00		* Two trips per month.
Michigan	12509	Detroit to Ontonagon	640	1,860	3	5,000 00	121,800 00	
	12590	Grand Haven to Milwaukee, Wis.....	85	.....	6	5,000 00		During navigation.
Wisconsin	13087½	Superior to Bayfield.....	90	725	1	550 00	10,000 00	Do. Do.
Iowa	16903	Keokuk to Davenport.....	140	90	3	7,030 00	550 00	
Missouri	10407	St. Louis to Keokuk.....	230	140	6	20,000 00	7,020 00	
	10696	St. Louis to Memphis, Tenn.....	420	.....	3	39,750 00		
Minnesota	13500	St. Paul to Prairie du Chien.....	247	659	6	9,100 00	59,750 00	
	13500½	St. Paul to La Crosse	174	.....	6	7,280 00		Pay estimated.
Kentucky	9561	Louisville to Paducah.....	347	421	3	21,700 00	16,380 00	
	9563	Louisville to Cincinnati	135	.....	7	5,000 00		
	9672	Hawesville to Cammerton	2	.....	14	200 00		
	9702	Paducah to Cairo	50	.....	7	7,945 00		

	9703	Paducah to Evansville	140		3	12,000 00	
	9704	Paducah to Juka	278		1	4,070 00	
				952			
Tennessee	10179a	Columbus, Ky., to Cairo, Ill.	21		6	4,200 00	55,705 00
Alabama	(part.)			21			
	7002	Stockton to Mobile	40		7	13,030 00	4,200 00
Mississippi				40			
	7402	Vicksburg to Greenwood	276		2	14,875 00	13,030 00
Arkansas				276			
	7813	Napoleon to Little Rock	265		3	18,871 00	14,875 00
	7814	Napoleon to Jacksonport	435		2	15,875 00	
	7814	Napoleon to Aberdeen	160		1	9,000 00	
	7841	Helena to Witsburg	139		1	2,000 00	
	7856	Jacksonport to Pocatontas	135		2	8,500 00	
				1,134			
Louisiana	8151	New Orleans to Mobile	214		7	36,500 00	54,246 00
	8156	New Orleans to Southwest Pass ..	141		1	4,500 00	
	8157	New Orleans to Covington	57		3	2,500 00	
	8161	New Orleans to Algiers	2		14	300 00	
	8164	New Orleans to St. Francisville ..	170		4	33,400 00	
	8165	New Orleans to Vicksburg	397		3	40,000 00	
	8167	Vicksburg to Napoleon	230		3	22,463 00	
	8178	Napoleon to Memphis	217		3	20,000 00	
	8188	Brashear to New Iberia	67		3	5,945 00	
				1,495			
Texas	8501	New Orleans to Indianola	540		2	55,000 00	165,608 00
	8502	New Orleans to Brazos Santiago ..	800		(†)	25,130 00	
	8503	Brashear to Galveston	245		1	45,000 00	† Two trips per month.
	8504	Brashear to Indianola	400		2	45,000 00	
	8511	Galveston to Liberty	110		3	11,900 00	
				2,095			
California	12502	San Francisco to Olympia, Washington Territory ..	950		(‡)	122,500 00	182,030 00
	12503	San Francisco to Sacramento City ..	120		6	30,000 00	† Two trips per month. Paid for by U. S. Treasury under act of Congress.
	12506	San Francisco to Petaluma	50		3	3,500 00	
	12507	San Francisco to San Diego	450		(||)	8,000 00	† Two trips per month, with a third trip part of the year on the part of route to San Pedro.
	12589	San Francisco to Stockton	120		6	25,000 00	
Oregon	12701	Astoria to Portland		1,690			189,000 00
			112		2	7,327 00	7,327 00
				112			
Washington Territory	12730a	Olympia to Camp Semiabino	{ 180		1	23,700 00	† Once in two weeks.
			{ 30		(¶)		
	12731	Portland, Oregon, to Wascopum	130		3	4,000 00	
				340			
							27,700 00

E. L. CHILDS,
Acting Second Assistant Postmaster General.

Statement of dead letters containing money, registered and sent out for delivery to the writers or owners thereof, from July 1, 1859, to July 1, 1860.

Number of money letters sent out for delivery.	Aggregate contents of letters sent out.	Number of letters delivered.	Aggregate amount of money restored in letters delivered.	Number of letters returned unclaimed and filed.	Aggregate amount of letters returned unclaimed and filed.	Number of letters outstanding.	Aggregate contents of letters outstanding.
10,450	\$55,385 90	9,206	\$50,420 63	1,157	\$4,494 17	87	\$471 10

Statement of dead letters containing articles of value other than money, registered and sent out for delivery to the writers or owners thereof, from July 1, 1859, to July 1, 1860.

Number of letters sent out.	Number of letters delivered.	Number of letters unclaimed.	Number of letters outstanding.	Contents of letters sent out.							
				Bills of exchange, drafts and letters of credit, bonds and notes of hand, checks, orders, treasury warrants, and certificates of deposit.	Deeds, mortgages, conveyances, and land titles.	Articles of agreement, powers of attorney, and policies of insurance.	Passage certificates and certificates of stock.	Pension papers, land certificates, and patent papers.	Court papers.	Miscellaneous.	Daguerreotypes.
13,585	12,645	755	185	\$3,670,123 72	883	365	130	203	232	1,174	1,011

SIR: I deem it my duty to present to you a full statement of the condition of the system of collecting and delivering letters in this city by carriers and mail messengers. From the time of its establishment it has been steadily increasing in importance, and it has become, from the magnitude of its operations, a subject of the deepest interest to the inhabitants, not merely as regards their correspondence with each other, but that also which extends beyond the limits of the city. The regular and prompt delivery of letters to those to whom they are addressed, and the equally punctual delivery at the post office of such as are to be transmitted by mail, constitute the whole value of such a system, and no effort has been spared to give it the necessary efficiency in these respects.

To facilitate the receipt, delivery, and transmission of letters written here, and to expedite the delivery of those received by the mails and addressed to persons within the city, six stations have been established in different localities; the nearest about one mile and a half from the post office, and the most distant about three miles. Each of these stations is in charge of a superintendent, assisted by a clerk, and in two cases by two clerks. To each station is attached a corps of letter carriers, varying from seven, the lowest, to thirteen, the highest number. The principal office may be regarded as a station for the purposes of collecting and delivering letters. It has twenty-nine carriers attached to it, requiring, from its location in the business part of the city, a much larger force than the stations proper. From these stations, and from the principal office, the carriers depart four times in each day to deliver letters to the persons to whom they are addressed within certain allotted districts. The whole number of carriers is eighty-nine.

The carriers' department at the post office is organized, under a superintendent, with a corps of clerks, whose principal duty it is to receive and assort all letters intended to be delivered by carriers. These letters are separated and sent seven times a day to the respective stations from which they go out for delivery. The hours of departure from the post office and arrival at the upper station are as follows:

Leave post office at 6.30, a. m. ;
Arrive at upper station at 7.15, a. m. ;
Leave post office at 7, a. m. ;
Arrive at upper station at 8, a. m. ;
Leave post office at 10, a. m. ;
Arrive at upper station at 10.45, a. m. ;
Leave post office at 11, a. m. ;
Arrive at upper station at 12.05, p. m. ;
Leave post office at 12.30, p. m. ;
Arrive at upper station at 1.15, p. m. ;
Leave post office at 3, p. m. ;
Arrive at upper station at 3.45, p. m. ;
Leave post office at 3.30, p. m. ;
Arrive at upper station at 4.30, p. m.

This service is performed by two wagons and two mail messengers. On their return from the stations, six times a day, they bring with them to the post office letters to be transmitted by mail and letters to be delivered in the lower part of the city.

As soon as the letters dispatched to the stations at the 2d, 4th, 5th, and 7th of the above-named periods of departure from the post office are assorted, they are taken out and delivered by the carriers to the persons to whom they are addressed. The deliveries commence at the post office at 8.30, a. m., 11.30, a. m., 1.30, p. m., and 3.15, p. m. At the stations the first delivery commences at 8.30, a. m., and the three other deliveries somewhat later than the hours fixed for those at the post office.

Thus it will be seen that all letters received at the post office and at the stations addressed to persons within the limits of the city are delivered four times each day. On Sunday, no deliveries are made.

The carriers' deliveries do not now go further north than Fifty-fifth street, but they will be extended with the growth of the city.

In order to give further facilities for correspondence, 574 cast-iron street boxes for the reception of letters have been affixed to the lamp posts, so distributed as to embrace every portion of the city below Fifty-fifth street, and the letters deposited therein are taken out four times a day and carried to the post office, or to the nearest station. For this purpose, twenty-eight collectors or collecting carriers are employed. The collections commence at 8 and 10 o'clock, a. m., and at 1.30 and 9 o'clock, p. m. On Sunday, the 9 o'clock, p. m., collection only is made. Until recently, the last collection in the day was made at 7, p. m., too late an hour for the afternoon mails, and too early for letters written in the evening. The change from 7 to 9, p. m., accomplishes a two-fold object; it secures the transmission by the morning mails of letters written before 9 in the evening, without putting the writers to the expense and inconvenience of sending them to the post office; and the boxes being cleared of their contents before the streets are deserted, the danger of depredation is effectually guarded against.

The letters collected from the lamp-post boxes within about one mile of the post office, are carried directly to the office. Those collected from boxes more remote, are carried directly to the nearest stations, to be sent out for delivery by the carriers, if addressed to persons in the upper districts, or to be taken to the post office, if intended for transmission by the mails, or to be delivered in the lower part of the city. To secure a more prompt delivery of city letters, they are exchanged between the stations as soon as possible after the collections are made.

The carriers and collectors are paid from the carriers' fund, which is composed of the postage on city letters, one cent each, one quarter of the fees on letters received by the mails and delivered by the carriers. Also one cent each, and the fees (one cent each,) on letters collected from the lamp-post boxes and carried to the post office to be transmitted by the mails. Three quarters of the fees on letters received by the mails and delivered by the carriers are paid to the respective carriers by whom the deliveries are made, and constitute a part of their compensation. They have also an equal share each of the carriers' fund, the collectors being first paid from it.

The carriers who are employed in the lower part of the city in which its commercial business is chiefly transacted, deliver a much larger number of letters than those employed in the upper districts, and as each of the former receives three quarters of the fees on mail letters delivered, their compensation is much larger. Some of them earned from \$1,400 to \$1,800 a year, but in June last, an order was received fixing the maximum compensation at \$1,200. The surplus earnings of any carrier beyond that limit are added to the carriers' fund, and go to augment the compensation of those who are employed in less productive districts. Some of these districts have a comparatively scattered population, and the carriers are subjected to a good deal of traveling for the delivery of a very small number of letters. A table hereto annexed, marked "A," exhibits the amount received by the carriers during the quarter ending the 30th September ultimo. As the fee for delivering letters received by the mails was reduced by act of Congress in June last, from two cents to one, an accurate view of the system as it now exists would not be obtained by embracing in the table any period of time previous to the last quarter.

The compensation of the collecting carriers was \$480 per annum, until the 1st October ultimo. The night collection added much to the onerousness of their duties, as it was made after the last trip of the mail wagon from the stations, and it was, therefore, necessary for them to carry the letters collected after 9 o'clock at night to the post office, distant about four miles and a half from the remotest boxes. Under these circumstances their compensation was increased to \$540 per annum.

I deem it proper to say that the reduction of the fee for delivering letters received by the mails from two cents to one, would have rendered it impossible to keep up the carrier system with proper efficiency had not the Postmaster General carried into effect the provisions of law authorizing a fee to be charged for collecting letters from the street boxes and carried to the post office to be transmitted by the mails. This order, though the fee was limited to one cent while the law authorized two, produced some dissatisfaction at the time it was issued, but it was so manifestly necessary, and the charge for carrying a letter to the post office for the mail was so reasonable that there was a general acquiescence in the propriety as soon as the matter was fully understood. In the discussions to which it gave rise, no satisfactory reason was shown why the same fee should not be charged for delivering a letter received by the mails, and for carrying a letter to the post office to be transmitted by mail. It is presumed that Congress, by which the charge for both was authorized, saw no propriety in making compensation to the carrier in one case and requiring him to perform the service gratuitously in the other.

The second section of the act of 15th June, 1860, authorized boxes to be established "for the delivery of letters at the outside stations in the suburbs of cities." It is supposed that the stations in the city are embraced in this provision, although none of them are in the suburbs. On the contrary, they are all in the compact part of the city, and some of them less distant from the common center than the post office which is near the southern extremity of the island. No applications for boxes

have been made by persons residing in the neighborhood of the stations, and I have not thought proper to ask the department to make provision for a future possible or contingent demand.

I think it right to call your attention to the relation which the box system bears to the delivery of letters by carriers. The former has been so long in use that it could not be discontinued without great discontent, even if its discontinuance were desirable. The number of boxes in this office, for which rents are paid, is 4,262.

It is estimated that the average number of letters deposited in each box per annum is 1,850. The letters delivered to the parties by the carrier would cost \$18 50 per box. The rent of the box has heretofore been \$6 per annum. From the 1st of January next it is to be \$8. At this increased rent, the saving to the lessees of boxes will average \$10 50 per annum each. But the saving to large business houses will be far greater. Many of them, before they could secure boxes, paid over \$100 each per annum for the delivery of their letters. On the 1st of July last ten boxes became vacant and were leased for the succeeding six months to business firms. The rule of the office is to give them to those who have the largest correspondence. It was satisfactorily ascertained that the average saving to these houses was over \$100 each, per annum. One thousand dollars were, therefore, taken from the carriers' fund, the parties to whom the boxes were assigned paying an aggregate of \$60 rent, and the gain to them and the loss to the carriers being equal.

When a postoffice building is erected suited to the wants of the city, it is presumed that the government will provide all the boxes that may be required to satisfy the demand for them. It is not doubted that this demand will reach 7,000, at least. Assuming the additional number of 2,700 to take on an average \$18 50 each from the carriers, there would be a loss of about \$50,000 to the carrier's fund. If such a reduction were to be made, the fund would be entirely inadequate to the support of the carrier system, without being replenished from some other source. It is, therefore, suggested whether the rents of the boxes, after paying the salaries of the clerks who have charge of them, should not be devoted to the compensation of the carriers. The number of clerks now employed is thirteen, with an aggregate compensation of \$11,900. Seven thousand boxes would require twenty-one clerks, with an aggregate compensation of \$20,000. Deducting this amount from the box rents, and there would still be a loss of about \$14,000 to the carrier's fund from the establishment of the additional number of boxes referred to; a loss which can only be supplied, without some further legislation, by the increase of correspondence and the consequent augmentation of the number of letters passing through the carriers' hands.

As there is a direct antagonism between the carrier and box systems, so far as the means they respectively furnish for their support are concerned, I have thought it proper to present the subject to you somewhat more in detail than would otherwise have been necessary.

The magnitude of the carrier system, and its importance to the inhabitants of the city, may be seen by the following statement:

The number of letters delivered by carriers during the quarter ending 30th September last was as follows: Received by the mails,

1,215,355; drop or city letters, 451,918; in all, 1,667,273. The number of newspapers delivered by them during the same period was 146,398.

The number of letters collected during the same quarter was as follows, viz: For the mails, 733,019; for city delivery, 111,661; in all, 844,680. The number of newspapers collected during the same period was 198,580.

In connection with this subject, I deem it my duty to refer to the repeated applications which have been made to the department for the establishment of an up-town post office, within the compact part of the city. The point usually designated for it is near the junction of Broadway and the Sixth avenue, between Thirty-second and Thirty-fifth streets, about three miles from the principal office in Nassau street. The number and respectability of the applicants gives the subject a claim to be well considered before it is finally disposed of. The reason assigned in favor of the measure is, that the point designated is the center of a large population, needing greater postal facilities than are furnished by the present post office and stations within the corporate limits. There is some ground for the complaint, though it is doubted whether an independent post office, with all the facilities for making up mails and for delivering letters, would be as generally used as is supposed by those who desire the establishment of such an office. More than four fifths of the number of letters delivered by carriers, are addressed to persons residing or doing business below Twentieth street; of the number of letters delivered at the post office, probably seven eighths are for persons residing or doing business below Twentieth street. Above this street there are two stations: one between Thirtieth and Thirty-first streets, in the Third avenue; and the other between Twenty-eighth and Twenty-ninth streets, in the Eighth avenue. These stations are not convenient to the large population between the Fourth and Sixth avenues; and I would suggest the propriety of establishing a station near the point above referred to, with boxes for the delivery of letters. A portion of the carriers attached to the stations in the Third and Eighth avenues could be assigned to it, so that the present number of carriers need not be increased. The cost of fitting up the new station is estimated at \$500, and the annual expense of maintaining it at \$3,000, including the salaries of a superintendent and two clerks. Should it become necessary, mails might be made up for the nearest distributing offices east and north, and sent directly to the railroad depots. For letters going south such an arrangement would be of little use, as they would necessarily pass the post office, and could as well be sent there by the mail messengers, to be made up with the other southern mails. In the other cases, an hour would be gained by the population using the new station, in preparing their letters for the mails. The establishment of this station, with the facilities referred to, would settle the question of an independent post office in this locality by the only test which would justify the expenditure—the extent to which it would be used by the population in its neighborhood.

It has been suggested that the carriers' delivery will be extended northward as the growth of the city renders such extension necessary.

In order to accomplish this object more effectually, it will be necessary, at no distant period, to establish another station near the junction of the Tenth avenue and Eightieth street, in the neighborhood of Bloomingdale, that point being most convenient for supplying the population of the city above the present carriers' delivery, and on the western side of the Central Park, with postal facilities. The wants of the population on the eastern side are already provided for by the Yorkville post office.

It is not generally understood that there are six post offices on the island of New York, and, of course, within the city, for the corporate limits embrace the whole island. There is one at Yorkville, about five miles and a half from this office; one at Manhattanville, about seven and a half miles; one at Harlem, about seven and a half miles; one at Washington Heights, about nine miles; and one at King's Bridge, about ten miles. I inclose a map, marked B, exhibiting the streets and avenues of the city, as far up as 118th street, and showing the location of the six stations and the Yorkville post office. Above 118th street, the island diminishes in width rapidly, and continues very narrow to its northern extremity at King's Bridge. From the peculiar conformation of the island, if it were now in its upper portions as compactly built up and as densely peopled as it is in the lower part of the city, all the postal facilities it would need could be furnished by means of the six post offices and six stations already established, with the addition of a station near 35th street, in the Sixth avenue, and another in the neighborhood of Bloomingdale. The five up-town post offices may be made, like this office and its stations, centers of radiation for the delivery of letters by carriers; and, by the establishment of street boxes, as the city extends, for the collection of letters, and boxes for delivery at the stations, when they shall be called for, the wants of the city will be amply provided for. There is already a carrier at the Yorkville post office, who goes out three times a week with the letters which have not been called for; but, as there is no provision by law for paying him except by his fees, he cannot afford to make more frequent deliveries. They will increase as that part of the city fills up, and its correspondence is sufficient to pay for the service. It would certainly be very desirable that there should be a free delivery throughout the city, but this would require an annual appropriation of about one hundred thousand dollars from the public treasury by Congress, at the present time, and a corresponding addition to that amount every year, as the city extends.

It would also be desirable to increase the number of daily deliveries from four to six, making an average of one in two hours for each day of medium length throughout the year. But, to perform this additional service, about sixty more carriers would be required and a further expenditure of at least \$30,000 per annum.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Postmaster

Statement of Carriers' Receipts for quarter ending September 30, 1860.

1. James Sawyer.....	\$233 98
2. Thos. Young.....	271 06
3. Henry J. Bowen.....	250 79
4. H. W. Gilliland.....	246 14
5. J. F. Madden.....	268 69
6. Jas. S. Blake.....	268 80
7. R. Roberts (sick 2½ months).....	46 43
8. Chas. H. Lyons.....	260 06
9. N. McManns.....	264 42
10. Jas. Watson.....	265 03
11. Chas. Forrester.....	247 09
12. Jas. Wright.....	259 24
13. J. W. Sherwood.....	256 44
14. Tunis D. White.....	263 31
15. Billina Buck.....	261 72
16. A. M. Sweet.....	264 27
17. Jn. H. Pursell.....	263 67
18. P. A. Bailey.....	276 71
19. Jno. A. Russell.....	234 38
20. Jas. Fanning.....	234 19
21. Thos. Clarke.....	280 36
22. Aug. Oliver.....	254 50
23. A. S. Quackenbush.....	255 07
24. G. Vandewater.....	230 84
25. W. C. Teasdale.....	245 64
26. Thos. Comon.....	195 73
27. John J. Dodd.....	212 68
28. Wm. H. Monfort.....	191 20
29. J. W. Van Benscholen.....	219 57
30. Wm. Clarke.....	221 90
31. Josiah Conklin.....	220 45
32. Oliver F. Close.....	239 31
33. Patrick Lynch.....	273 56
34. Chas. E. Van Norden.....	231 66
35. M. McGrede.....	225 34
36. Wm. D. Matthews.....	231 76
37. Moses Sammis.....	213 87
38. A. D. Robinson.....	224 61
39. Geo. H. Dawson.....	215 69
40. Jacob F. Valentine.....	201 22
41. Geo. W. Fuller.....	192 70
42. Jos. Allen.....	217 05
43. Edward T. Fitzpatrick.....	189 34
44. Peter S. Westlake.....	210 58
45. Wm. H. Ryan.....	204 26
46. Henry Drinker.....	253 76
47. John B. Lenis.....	211 33

48. Frederick A. Marriner.....	\$189 09
Abram V. Parker, suspended.....	252 23
49. John Butler.....	190 79
50. David C. Morgan.....	195 06
51. James Fonda.....	209 39
52. A. M. Campbell.....	203 26
53. Jas. C. Aitken.....	187 62
54. Samuel McBride.....	199 30
55. Edgar Burnton.....	205 34
56. Wm. H. Jones.....	208 09
57. Jas. Sheridan.....	218 51
58. Jas. Langdon.....	234 34
59. Michael Murray.....	226 94
60. Jas. Mason.....	240 80
61. Richard Mount.....	151 44
62. George Sharp.....	226 82
63. H. L. Fraser.....	202 60
64. D. McPherson.....	184 76
65. W. H. Coleman.....	202 18
66. Francis Tims.....	198 58
67. Thos. J. Cox.....	218 21
68. John W. Benson.....	211 22
69. M. F. Haurahan.....	157 48
70. F. W. Pierce.....	231 18
71. Wm. Hunter.....	227 46
72. Wm. H. Jahne.....	219 46
73. Casper Myers.....	252 15
74. Michael Tuite.....	240 70
75. Thos. O'Connor.....	177 42
76. Peter Vandervoort.....	163 97
77. Jacob Horrenstine.....	178 17
78. Bernard Smith.....	217 37
79. Martin Wines.....	233 05
80. B. B. Cohen.....	257 91
81. J. M. Filly.....	236 82
82. Jno. McGinn.....	199 01
83. C. H. Swan.....	240 77
84. Benj. Clark.....	190 11
85. Wm. Coddington.....	190 01
86. C. H. Weber.....	206 08
87. Andrew Pennel.....	192 31

\$19,568 40

UNITED STATES *vs.* KOCHERSPERGER.

Opinion of the Court.

CADWALADER, J.—Judge Grier authorizes me to state that he has perused the following opinion carefully, and that he fully concurs in it.

A post, etymologically defined, is a mode of conveying written or unwritten intelligence, to and from appointed stations, at regular intervals, or whenever the performance of such service may properly be required. The modes by which intelligence is transmitted through a post, otherwise than at regular intervals, are usually called expresses. Regular posts no longer transmit unwritten intelligence.

A post road is a public highway, whose use by the post is prescribed or authorized by law. A mail is a portable receptacle in which letters, or packets of written or printed sheets, are conveyed by post to an appointed station.

A post office, according to the primary meaning of the word, is an apartment, or building, at an appointed station, for the local transaction of the business of the mail. No postal station is now maintained without such an office.

No government has ever organized a system of posts without securing to itself, to some extent, a monopoly of the carriage of letters and mailable packets. The policy of such an exclusive system is a subject of legislative, not of judicial inquiry. But the monopoly of the government is an optional, not an essential, part of its postal system. The mere existence of a postal department of the government is not an establishment of the monopoly. When it is legislatively established, it may include one, or more, without embracing all of the subjects of the government's postal arrangements. The business of private carriers of letters and mailable packets, even on principal mail routes, is lawful, unless legislatively prohibited. A private monopolist, secured by prohibitory legislation, cannot require the suppression of a rival business of competitors who do not infringe the prohibition, merely because the continuance of their business would lessen or destroy the profits of his monopoly. A like rule applies in determining the effect of a government's legislative prohibitions to secure its own postal monopoly. The monopoly cannot be extended beyond the legislative prohibitions merely because the continuance of a specific business which has not been prohibited would reduce the postal earnings of the government, or even frustrate the purposes of its exclusive policy. The remedy, if required, is, in such a case, legislative. These remarks are applicable to the laws which Congress has thought necessary and proper for carrying the constitutional power to establish post offices and post roads into execution.

How far, if either post offices alone, or post roads alone, had been

mentioned in the Constitution, the carriage of mailable matter by private persons could have been prohibited by Congress, might, perhaps, under certain heads, have been a question attended with difficulties which do not exist under the Constitution as framed. If the necessity or expediency of a postal monopoly is assumed, the wisdom of expressly mentioning both post offices and post roads in the Constitution must be conceded. Neither subject of the two-fold constitutional power is altogether distinct or independent of the other. But, as the words of the Constitution should be interpreted, each subject of the power is to be regarded as additional to the other. In the present case, the question is, not how far the constitutional power under either head extends, but how far it has been legislatively carried into execution.

The policy of the postal statutes has been to establish, as post roads, those highways in every prescribed or authorized mail route, which are within the general public domain of the respective States. This has been done by declaring the respective mail routes, post roads, authorizing the Postmaster General to enter into temporary contracts to extend the line of posts, and making prospectively the roads designated in such contracts post roads. The statutes also make all navigable waters on which steamboats regularly pass, from port to port, post roads, and all completed railroads post routes; and authorize the Postmaster General to contract for carrying the mail on plank roads and navigable canals, declaring them respectively, for such times and such distances as the mails may be carried on them, post roads. To obstruct or to retard the passage of the mail, or to refuse to it the privilege of a public ferry, is made penal. On such general public highways, natural or artificial, the citizens of each State are, under the Constitution, entitled to all the privileges and immunities of citizens of the several States. The States, in surrendering the powers which they have united in delegating to the general government, had no prudential reasons inducing them to restrict its postal authority over such highways.

But the constitutional power to establish State roads as post roads can be executed only by the designation of actual public highways, present or future, for use by carriers of the mail. The existence and continuance of such highways are independent of congressional control. Congress cannot regulate their use, or secure their permanence. When they cease to be common public highways of the respective States they are no longer post roads. While they are post roads carriers of the mail use them under the same conditions as the respective States have imposed on their own citizens. In a case in the western district of this circuit the court was of opinion that the act of Congress making all railroads post routes applied only to railroads laid out and constructed conformably to the legislation of the respective States. A subsequent act of Congress had enacted that certain roads, including a designated railroad, should "be established as *post roads*," and declared this railroad a *post route*. This road was in a route unauthorized by the legislative charter of the company which constructed it. The court was of opinion that these acts of Congress had not made it a lawful highway. (*Cleveland, P. and A. R. R. Co. vs. Franklin Canal Co.*, Pittsb. Leg. Journ., 24 Dec., 1853; see 10 Stat. U. S. 250, 9 Harris, 123.) An

act of Congress declaring the Wheeling bridge, as it had been constructed at a particular elevation, an established post road, required steamers navigating the river to adapt the height of their chimneys to this elevation of the bridge. This provision as to steamers, though considered by the Supreme Court a constitutional exercise of the power to regulate commerce between the States, was not sustained as an execution of the power to establish post roads. (18 How. 431.) The post office law authorizes the Postmaster General to "direct the route or road, where there are more than one, between places designated by law for a post road," and enacts that the road thus designated "shall be considered the post road." But though there is only one road in a prescribed mail route, he cannot, when the road is, from physical obstructions or want of repair, impassable, adopt measures to render it serviceable. The same law requires him in any such case "to report" the fact "to Congress, with such information as can be obtained to enable Congress to establish some other road instead of it, in the same main direction."

But the highways of a State, so long as open to the common public use of her own citizens, may be used unobstructed by carriers of the mail, and cannot be used by private carriers of mailable matter in any mode which has been prohibited by Congress.

In quoting prohibitory statutes which have created or secured the postal monopoly, their penal provisions, their exemptions of letters carried by special messengers, or of letters carried in a vessel relating to her cargo, and other such particular exceptions, will not be mentioned.

The post office law of 1825, sec. 19, enacts that no stage or other vehicle, which regularly performs trips on a post road, or on a road parallel to it, and no packet boat or other vessel which regularly plies on a water declared a post road, shall convey letters. This enactment had, in the post office acts of 1794, 1799, and 1810, been combined with a prohibition of private foot or horse posts on post roads; but the act of 1825 repealed all prior postal statutes, without reenacting this prohibition. The right of establishing such private posts existed, therefore, from its date until an amendatory act of 2d March, 1827, revived the prohibition.

This law of 1827, section three, enacts that no person other than the Postmaster General, or his authorized agents, shall set up any foot or horse post for the conveyance of letters and packets upon any post-road which is or may be established as such by law.

Increased facilities, afforded by steamers and rail cars, afterwards enabled a private letter carrier, traveling in them as a passenger, to transport packages, containing letters and other mailable matter, as his baggage or as freight. The conveyances which he thus used passed regularly over post roads, and often carried the mails for the Post Office Department. But they had not been *set up*, and were not *specially* maintained as posts. The means by which he carried on the business were ordinarily designated as *expresses*. The Postmaster General's annual report of December 2, 1843, stated that numerous private posts, under the name of expresses, had sprung within a few years into existence, extending themselves over the mail routes between the principal cities and towns, and transporting letters and

other mailable matter, for pay, to a great extent. This report had been preceded by opinions of two successive Attorneys General, upon the effect of the laws which have been quoted. One of these opinions was particularly upon the question of the liability of carriers of such expresses, under the existing laws. (Opin. Atts. Gen. iv., 159, 276.) In the years 1843 and 1844, suits upon these laws, for penalties, were prosecuted by the United States in the district courts for both districts of New York, the Massachusetts district, the eastern district of Pennsylvania, the Maryland, and perhaps other districts. The defendants were in some cases the principal carriers, whose conveyances were used. In other cases the suits were against the carriers of the expresses themselves. Except in Pennsylvania and in Maryland the prosecutions were unsuccessful. The questions, and the points decided in other districts, were very clearly stated in a written opinion of Judge Randall, which was published in the Philadelphia *Ledger* of October 9, 1844. It appears, from the Postmaster General's annual report of November 25, 1844, that the government had been unable to suppress the private expresses, which were still continued "upon the leading post routes." In this, and in the former annual report, he recommended legislation by Congress for their suppression.

Sections nine to twelve, inclusive of an act of March 3, 1845, were intended for this purpose. The ninth section enacts that it shall not be lawful to establish any *private express*, or expresses, for the conveyance, or in any manner to cause to be conveyed, or provide for the conveyance or transportation by regular trips, or at stated periods or intervals, from one city, town, or *other place*, to any other city, town, or place in the United States, between and from and to which cities, towns, or other places, the United States *mail* is *regularly* transported under the authority of the Post Office Department, of any letters, packets, or packages of letters or other matter properly transmittable in the United States mail, except newspapers, pamphlets, magazines, and periodicals. The tenth section enacts that it shall not be lawful for any stage coach, railroad car, steamboat, packet boat, or other vehicle or vessel, or any of the owners, managers, servants, or crews of either, which regularly performs trips, at stated periods, on a post-route, or between two or more cities, towns, or other places, from one to the other of which the United States mail is regularly conveyed under the authority of the Post Office Department, to transport or convey any letter or letters, packet or packages of letters, or other mailable matter, otherwise than in the mail. The eleventh section makes it penal for the owner of a stage coach, railroad car, steamboat, or other vehicle or vessel, to convey or transport any person acting or employed as a private express for the prohibited conveyance of mailable matter; and the twelfth section imposes a penalty for the transmission of any such matter by any prohibited means, or for the depositing of it for the purpose of being transported by any such means.

The purpose of these prohibitory statutes was thus to secure to the United States a monopoly of the carriage of letters and mailable packets on *mail routes*.

Public streets intersecting a municipal town, are, as highways, distinguishable, specifically, from the general public highways of a State

beyond the town limits. The streets are, indeed, as thoroughfares, general public highways of the State. But, independently of this character of thoroughfares, the streets are specially local highways of the town. Internal affairs of municipal towns, affecting their local interests alone, are always regulated more or less by their local governments. These governments are administered in subordination to the paramount authority of the government of the State in which the towns are situated. But, in the legislation of the paramount government affecting local interests of such municipalities, the burdens, necessities, and future welfare of their inhabitants are always to be considered. In the United States the power of uncontrolled legislation on such subjects is exercisable by the several States. They are subjects over which the States have delegated no power of *direct* legislation to the government of the United States. The streets within the limits of such towns are made and repaired at the charge of the respective towns, or of their inhabitants. The transaction of local business in such streets may, to a greater or less extent, be regulated by local ordinances. Internal regulations of police require especial adaptation to and observance and enforcement in the streets. A street in a town is within the sovereign dominion of the State, but not as a part of its general public domain. It is a part of the special public domain, as to which no just government can legislate with a disregard of local rights and interests of inhabitants of the town.

The public streets of a municipal town over which the mail may be carried in any of the routes established by Congress as post roads, are, doubtless, post roads for the passage of the mail. Whether streets of such a town can be established by Congress as *post roads* for any other purpose is questionable. The question may not be one of constitutional power, but may concern only the constitutional head under which the power is exercisable. So far as the prohibition of private letter carrying within the limits of such a town may be concerned, the legislative power which is wanting under the head of *post roads*, may, perhaps, be incidental to the execution of the power to establish *post offices*. If this be so, the point may be of little ultimate practical importance. But its present importance, from the particular language of the prohibitory and other enactments of the postal statutes in force, is not insignificant.

In some enactments of the postal statutes, the word *post office* designates, according to its primary meaning, a building, or apartment, in which the postal business of a mail station is transacted. Thus, the act of July 2, 1836, section 36, requires every postmaster to reside in the city or town in which his office is situated, or in the district of country which it usually supplies. The word has also this meaning in the 17th and 6th sections of the post office act of 1825. These two sections contain the only prohibitory enactments by Congress, expressly securing the postal monopoly of the government, which have not already been cited. The 17th section, repeating enactments of prior laws of the United States, which had been adopted from British statutes, provides that no vessel arriving at any port where a post office is established, shall be permitted to report, enter, or break bulk, until all letters directed to any person or persons in the United States,

or their territories, brought in her, under the care or control of her master or commander, shall have been delivered to the postmaster. The 6th section requires every master or manager of any steamboat, passing from one port or place to another port or place where a post office is established, to deliver all letters and packets addressed to, or destined for, such port or place to the postmaster there; and requires every person employed in any steamboat to deliver every letter and packet of letters intrusted to him, to her master or commander, before she shall touch at any port or place.

But, in postal statutes, the word post office frequently has another meaning. The postmasters are not, in any respect, carriers of the mail. (7 Cranch, 267; 8 Watts, 453; Cowp. 764.) The business of their offices includes many local arrangements in and near their stations or districts, which Congress, in executing the power to establish them, has, necessarily, regulated. The words post office, as used in the statutes, therefore, frequently designates a mail station, or the postal district of such a station. The station may be a single detached house in which the post office is kept. A post office may be in a village, or in a municipal town, small or great. In the United States, a mere village is not, for postal purposes, usually distinguishable from such parts of the rural district in which it is situated as contain only detached houses. But, where the site of a post office is a municipal town, the whole space within its limits, beyond the walls of its post office, is usually included within the station; and is, for many postal purposes, distinguishable from exterior spaces. Adjacent built spaces may be included in the postal *district* of the town. If the corporate limits of the town embrace unbuilt spaces, they may be excluded from its postal district. But either the whole town, or its whole postal district, may be, and usually is, a single postal station. Some postal statutes, hereafter quoted, apply only to such sites of post offices as are incorporated under the name of cities. Other statutes apply to cities and other principal post towns. The principal post towns are distinguishable from those of secondary importance by a difference in the methods of appointing the postmasters. Under the act of July 2, 1836, the President appoints them at places where the annual commissions have amounted to \$1,000. At other places they are appointed, under the act of March 3, 1825, by the Postmaster General. Thus, New York, Philadelphia, and other great cities, and all other municipal towns, whether cities or not, at which the respective postmasters are appointed by the President, may be classed as principal post towns. But the primary general division here, and in England, is into post towns and rural districts. The Supreme Court of the United States has used the words post town as including, in a general sense, all spaces other than those designated as rural. (1 Pet. 583; 2 Pet. 651.) The legal definition of a town accords with such a general use of the words post town. (Co. Litt. 115-116.) Lord Mansfield, referring to the words, "any town or place," in an English postal statute, said that they were used because, at some stages, there was only a single house, but that the whole of a town was considered as one spot, and referred to a prior case, in which the court had "con-

sidered the city of Gloucester as the post town or place in opposition to limits out of the town." (Cowp. 188.)

The constitutional power of Congress may, perhaps, as to some subjects which have been mentioned, be executed under the head of either post offices or post roads, or partly under the one head, and partly under the other. But, of other subjects of the power, this cannot be said. Under the head of *post roads*, the power seems to have been properly executed in designating highways for use in mail routes, and in protecting and regulating such use. Under the head of *post offices*, the power is properly executed by establishing mail stations, and regulating their postal business and its incidents.

According to this classification, a post for the carriage of letters on a mail route is distinguishable from a local post for their collection and carriage within the limits of a mail station. The former has been called a *general* post. (Cowp. 188.) Such a post has already been sufficiently described.

The local posts, of which as yet nothing has been said, are special arrangements of comparatively modern origin. Their establishment has been preceded, perhaps everywhere, by the employment of letter carriers for the local delivery of the contents of the mails. The business of such official carriers as thus deliver letters received by mail may be combined with deliveries of *drop letters*. These, in the language of the act of March 3, 1845, section one, are "letters placed in any post office not for transmission by mail, but for delivery only." This twofold official business of the carriers employed for the delivery of letters received at post offices differs from that of official carriers employed in the special *collection and delivery* of letters for a local post. The difference exists alike whether the respective duties of the two employments are performed by different persons, or, in whole or in part, by the same carriers. The business of letter carriers who deliver letters received at post offices, including drop letters, will be first considered. The special business of the official carriers of the public *local* posts will afterwards be considered separately.

The business of a *general* post, consisting in the carriage of letters and packets by mail, is completed by their delivery. In England, a retention of them at the post office of destination until they should be called for was not, in general, considered a delivery. (3 Wils., 453; Cowp., 182.) In general, therefore, no compensation for delivering them elsewhere could be charged as an addition to the statutory mail postage. Way letters were, to some extent, collected and delivered by mail carriers on post roads at points inconveniently distant from any post town. This was probably done only in sparsely-peopled rural districts, in order to obviate the necessity for increasing the number of unproductive post offices. (See Stat. 9 An., c. 10, s. 33.) The persons to whom way letters were thus delivered paid no more than the statutory mail postage. (3 Wils., 450, 451.) When the post office of a station was a single detached house in the country, the deliveries were made at it, the letters remaining there until called for. (Cowp., 182, 189.) This, probably, was the rule or practice at most if not all the rural stations. But, in the post towns, including London, the letters were deliverable, within the town limits, at the

houses of residence, or sojourn, or business, of the respective persons to whom they were directed. They were thus deliverable in the town without any charge in addition to the mail postage. But the letters directed to persons beyond the town limits were considered as deliverable at the post office. These letters might remain at the respective post offices, therefore, until called for. The postmasters, or letter carriers of the post offices, who extended their deliveries beyond the respective town limits were thus at liberty to derive an emolument from this extension of the business. Persons beyond the town limits, who did not prefer calling at the post office, paid a compensation for the carriage of their letters in addition to the mail postage. English legislation of two centuries ago indicates that this extension of the letter carrying business was then a source of actual or expected profit. The same legislation shows that a prohibition of private letter carrying within the limits of a post town was not then implied from an enactment forbidding the carriage of letters by a foot or horse post, but that, when the private carriage of letters within such a town was to be prevented, it was forbidden by a distinct prohibition.

The Post Office Department in England was first permanently organized in 1656, by an ordinance for which the act of 1660, (12 Car., 2, c. 35,) passed at the restoration, was a substitute. Of the prior arrangements of the government with successive patentees and farmers of the posts, the last had been a contract made by the Council of State in 1653, confirmed by an ordinance of 1654, farming, for two years, the office of postmaster, foreign and inland, and prescribing regulations of the office. It ordained that the farmer should have the exclusive care and charge of the postage and carriage of all letters and packets, foreign and inland, from all persons and in all places of England, Scotland, and Ireland, and to and from all other places within the dominions of the commonwealth; that no person other than himself and his deputies should set up any post, or keep horses, or any packet boat or boats, for the carrying or sending of letters inland or foreign, and prohibited all posts, and carriers' post, to or from any town or place within the commonwealth or its dominions not licensed by him or his deputies. This ordinance did not prohibit private letter carrying otherwise than by post, but prohibited private posting as fully as the acts of Congress of 1825 and 1828. The ordinance of 1856 secured the monopoly to the Postmaster General and his deputies by prohibitions which, though somewhat amplified in expression, did not, in effect, extend beyond those of the ordinance of 1654. But the act of 1660 contained a two-fold prohibition, forbidding private *letter carrying* as well as *private posting*. It enacted that no person other than the Postmaster General and his deputies should *carry*, recarry, and deliver *letters* for hire, or set up or employ any *foot post*, *horse post*, *coach post*, or *packet boat* whatever, for the conveying or carrying of any letters or packets by sea or land, within the dominions of the Crown. It was provided that nothing in the act should be understood to prohibit the carrying or recarrying of any letters to or from any town or place to or from the next respective post road, or stage appointed for that purpose, but that every person should have free liberty to send and employ such persons for the purpose as he should think

fit. Thus, all private letter carrying not included in this and other particular exceptions was prohibited. The contrast of the former ordinances and this act of 1660 shows that, though by the latter private letter carrying elsewhere than on mail routes was forbidden, it was not included in the phrase "private posting," or understood to be forbidden by a prohibition of such posting. This was not less indicated in the post office act of 1710, which supplied that of 1660. The modifications in the act of 1710 were especially consequent upon the establishment of local posts which had been introduced in the meantime.

The motive of extending the prohibition of private letter carrying by the act of 1660, must have been to secure to the official letter carriers of the post towns an emolument from their deliveries beyond the town limits. But as the villages became towns, and the population of the towns increased, the spaces within which the postmasters were compellable to deliver letters, without any charge, were extended. Their emoluments from the carriage of letters were thus diminished as their burdensome duties were increased. In the smaller post towns, which were about four fifths of the whole number in the kingdom, the postmasters declined making deliveries, except at the respective post offices, without an additional allowance. (Cowp. 189, 186.) In 1768 it was decided that no postmaster could lawfully demand an additional payment for delivering letters at private houses in a post town. (4 Burr., 2149; 5 Burr., 2711, 2709.) But the postmasters still insisted that the post offices were the only places at which they were bound by law to deliver letters, and that persons unwilling to make the extra payment could not require the deliveries to be made at the respective places of their abode. In this position the postmasters appear to have been at one time sustained by the postmaster general. (5 Burr., 2710.) But the point was afterwards judicially decided in the Common Pleas, in 1773, and King's Bench, in 1774, against this opinion. (3 Wils., 443; Cowp., 182.) The decisions were that, in all post towns, the deliveries must be made, for the mail postage only, at the respective private residences of all persons whose residences were known or could be found. But the rule of decision was not applicable to letters for persons residing beyond the town limits. After these decisions, the course of business was to suffer letters for such persons to remain in the post offices until called for. (2 Smith, K. B., 404, 405.)

The general provisions of the English post office acts of 1660 and 1710 were, in express terms, applicable to the colonies. While the act of 1660 (12 Car., 2, c. 35) was in force, the office of postmaster general for the colonies was created, and its administration aided by colonial legislation. The act of 1710 (9 An., c. 10) expressly authorized the establishment, with the approval of the English postmaster general, of a chief post office in each colony. This act was in force until the war of independence. It was afterwards consulted by those who drew the earlier postal statutes of the United States, and was the source from which some provisions of acts now in force were derived. But local reasons rendered many of its regulations inapplicable in the colonies. Insuperable difficulties would have prevented any general

organization of a system of deliveries of letters in them, except at post offices.

The Congress of the United Colonies, in July, 1775, appointed a Postmaster General, under whose direction a line of posts was to be established, with cross posts. The articles of confederation of 1778, gave to Congress the sole and exclusive right and power of establishing and regulating *post offices from one State to another* throughout all the United States, and exacting such postage on the papers *passing through* the same as might be requisite to defray the expenses. The preamble and enactments of an ordinance of October 18, 1782, regulating "the post office of the United States," indicate that the Congress of the Confederation defined its own legislative power for postal purposes "throughout all the United States," as if the article conferring it had not contained the words "from one State to another," or as if these words had not been of restrictive import. As mail routes within a State were essential to a postal communication between the States, the words could not have excluded the power of establishing such mail routes. This ordinance enacted that a continued communication of posts should be established under prescribed regulations, and that the Postmaster General and his deputies, and no other person, should have the receiving, dispatching, sending post, carrying, and delivering of any letters, packets, or other dispatches, from any place within the United States, for hire or profit, but that private cross posts might, with the consent of the Postmaster General or his deputy, be employed on any cross road until a public rider could be established on it. The first Congress under the present Constitution enacted, in 1789, a law for "the temporary establishment of the post office," authorizing the appointment of a Postmaster General, whose powers, and the regulation of the post office, were to be the same as they last had been under the resolutions and ordinances of the Congress under the former government. This law was annually renewed until 1792, when it was temporarily supplied by "an act to establish the post office and post roads within the United States," which was to remain in force for two years. The latter act was altered and supplied on 8th May, 1794, by the first permanent post office law of the United States. As the act of 1794 was also the first law of the United States which mentioned letter carriers at the sites of post offices, or drop letters, its prohibitory enactments which defined and secured the postal monopoly should be compared and contrasted with those of the previous temporary act of 1792. The law of 1792 (section 14) made it penal for any person other than the Postmaster General or his deputies, or persons by them employed, to take up, receive, order, dispatch, convey, carry, or deliver any letter or letters, packet or packets, other than newspapers, for hire or reward, or to be concerned in setting up any foot or horse post, wagon or other carriage, by or in which any letter or packet should be carried for hire on any established post road, or any packet or other vessel or boat, or any conveyance whatever, whereby the revenue of the General Post Office might be injured. The law of 1794 substituted for these prohibitions an enactment, (section 14,) which only prohibited any person other than the Postmaster General or his deputies, or persons by them employed, from being concerned in setting

up or maintaining any foot or horse post, stage, wagon, or other stage carriage, on any established post road, or any packet, boat, or other vessel, to ply regularly from one place to another, between which a regular communication by water should be established by the United States, and from receiving any letter or packet other than newspapers, magazines, or pamphlets, and carrying the same by such foot or horse post, stage, wagon, or other stage carriage, packet, boat, or vessel. The exception as to newspapers, &c., is no longer in force. In other respects the prohibitions of this act of 1794 were the same as those in the acts of 1825 and 1827, now in force, which have been quoted.

The act of 1794 (section 28) authorized the employment, at such *post offices* as the Postmaster General should direct, of carriers for the delivery of letters at the *places* respectively where such post offices were established, except letters to persons who might, in writing, request them to be detained in the post office. The act allowed a certain compensation to the carriers for the delivery of every letter received by post, and ascertained the postmaster's compensation for every drop letter. These enactments were repeated in the laws of 1799 and 1810, and, with a slight verbal alteration, in the act of 3d March, 1825, the provisions of which section, except that the letter carriers' compensation has been reduced, are now in force.

Thus, the business of the carriers who deliver letters received at the post office of a mail station is not regulated in the United States as it was in England at the date of their independence. But, notwithstanding the differences of the regulations in the two countries, the towns which include the respective districts of such letter carriers are in the United States, for postal purposes, not less than in England, *single places*. We have seen that in England the business of such letter carriers in a post town was not that of a distinct independent post. The differences of regulation in the United States do not bring this business, as a separate one, within the statutory definition of a carriage by *post*. If this had not already been shown, it would be proved by the description of a drop letter in the acts of 1794, 1799, 1810, and 1825. Such a letter is described in them as one "lodged at any post office, *not* to be carried *by post*, but to be delivered at the place where it is so lodged." That carriage by post here meant carriage by *mail* appears from the language in which this definition of a drop letter was repeated in the passage already cited from the act of 1845.

No act of Congress, hitherto quoted, indicates, on the part of the government of the United States, a purpose to monopolize the local business of letter carrying in a post town. On the contrary, the omission in the act of 1794, and in the subsequent legislation, of every word used in any prior statute on either side of the Atlantic which could possibly have been thought applicable to such letter carrying, as distinguished from private letter carrying on mail routes, proves that Congress intended to prohibit the latter business only. The letter carriers of the post offices in towns would have had no motive to desire any prohibitory statute for their protection, if drop letters had not been included in their deliveries. Their superior facilities of access in the post offices to the contents of the mails, would have secured the

priority of their deliveries over those of private carriers calling there for letters. Through this priority the official carriers would have had a practical monopoly so long as the service of a competent number of them was properly performed at reasonable rates of charge.

Local posts will next be considered. These, as has already been observed, are special arrangements for the carriage of letters and packets to and from subordinate stations *within* the limits of a mail station. Such special posts, private or public, become necessary when the buildings of a populous mail station cover an extensive space. The business of such posts, when transacted by a government, is altogether independent of the reception or delivery of the contents of the mails. A government which monopolizes the business of letter carrying in a populous post town, must establish such a system of postal stations within the town limits. A government which does not monopolize the business within the town, may also, for the accommodation of its inhabitants, establish such a system of internal posts. This may be done by an extension of the drop letter system, through arrangements for a subsidiary collection, by postal officials, of letters and packets, at convenient points of reception or deposit within the town, beyond the walls of its post office. When other *offices* are established for this purpose at any of the subordinate stations, they are called sub, or branch, post offices. Though the primary receptacles of the letters are not *offices*, but mere appointed places of deposit, the local collection and carriage of the letters is a species of post.

The word *post office*, when used without any qualification, designates not a branch post office, but a post office at which mails arrive. So, the word *post* used without qualification, express or implied, signifies a general post, and not a mere local post within the limits of a mail station. But the relation, or context, of the word *post*, may so qualify it as to show that a special or local post is intended where no qualification is otherwise expressed.

In England, the type of such a post is the penny post of London. This post was first established while the above quoted prohibitory enactments of the English post office law of 1660 were in force. It originated in a private post established within the city, and the built suburbs, by letter carriers, whose business was conducted without the sanction of the post office department. The prohibitory provisions of the act of 1660 enabled the department to suppress the business as a private enterprise. It was taken out of the hands of its projector into the management of the government; but he received a compensation from the government. A subsequent private undertaking of the same kind, called the half-penny post, was also suppressed by the government while the act of 1660 was in force. This act contained nothing which expressly sanctioned the charge by the government of a penny upon every letter and packet carried by this post. But, as no such service was prescribed by the act, the charge, when the service was performed, was, perhaps, not unlawful. The post office law of 1710 contained enactments which indicate, however, that some doubt may have existed as to the lawfulness of this charge, and also some doubt of even the sufficiency of the prohibitions in the act of 1660, to prevent private letter carrying within the limits of a post town. The

act of 1710, among the prescribed rates of postage, included one penny upon every letter and packet passing or repassing by the carriage called the *penny post*, established and settled within the cities of London and Westminster, and borough of Southwark, and parts adjacent, and to be received and delivered within ten miles from the general post office in London. This act prohibited all persons other than the Postmaster General, or his deputies, from receiving, dispatching, conveying, carrying, recarrying, or delivering, any letters or packets, or making any *collection* of letters, or setting up, or employing any foot post, horse post, or packet boat, or other vessel or boat, or other person or persons, or conveyance, for the receiving, dispatching, conveying, carrying, recarrying, or delivering, any letters or packets, by sea or by land, or on any river within the dominions of the crown, or by means whereof the same should be done. But nothing in the act was to be understood to prohibit the carrying or recarrying of any letters or packets to or from any town, or place, to or from the next respective post road, or appointed stage, *above six miles* from the general post office in London, or the chief offices of Edinburgh and Dublin; and every person was to have liberty to send and employ such persons for the purpose as he should think fit; provided that nothing therein contained should authorize any *collection* of letters to be made in or near London, or the suburbs, under pretense of conveying the same to any parts or places in the city, or suburbs, or to the general post office of London, without the license of the Postmaster General. The limits of the business of the penny post were enlarged in 1732 by the statute 4 G. 2. c. 33. This act authorized the charge of an additional penny for deliveries beyond the former limits. These former limits were afterwards understood to include all such suburbs as had been covered with rows of contiguous buildings in 1710. (Cowp. 624.) The opinion which seems to have been afterwards entertained was, that the Postmaster General could not, without further legislative authority, establish such a post in any other town, on such a footing as to be secure against competition with private letter carriers. This appears, from a statute of 1765, (5 G. 3. c. 25, sects. 11 and 12,) which authorized him to establish an office, to be called *The Penny Post Office*, in any city or town, and the suburbs thereof, and places adjacent, in Great Britain and Ireland, and the British dominions in America, and to demand and receive the same rates for the postage of letters and packets conveyed by such penny post as were, or might be, taken for the carriage of letters and packets by the penny post established in the cities of London and Westminster, and borough of Southwark, and parts adjacent, according to the extent and meaning of the acts of 1710 and 1732, and of this act; and that when such penny post office, or offices, should be established, *no person should*, without the Postmaster General's license, *make any collection of letters or packets*, in or near such city, town, suburbs, or places where the same should be established.

If any measures, under this authority, were adopted by the British government before the Declaration of Independence, for the establishment of a penny post any where within the present limits of the United States, no such measure was carried permanently into execution.

The review of the English statutes on the subject has been thought necessary, because they are legislative precedents indicating that a mere authority to establish a penny post of the government in a town does not imply that, when it is established, private letter carrying in the town is prohibited. They indicate also that something more than a general enactment forbidding private posting is required in order to prohibit private letter carrying within the limits of a local post.

The first in date of the acts of Congress of the United States which expressly sanctioned the establishment of local public posts within the limits of mail stations was the act of 2d July, 1836. This act, sect. 41, authorizes the Postmaster General, whenever proper for the accommodation of the public in any city, to employ letter carriers for the delivery of letters received at the post office in the said city, except letters for persons who may, in writing, have requested them to be retained in the post office, "*and for the receipt of letters at such places in the said city as the Postmaster General may direct, and for the deposit of the same in the post office.*" The provisions of this enactment concerning the employment of carriers of letters received at the post office, were, in effect, a repetition of the provisions of the act of 1825 on that subject. They must have been introduced in order to preclude any implication of an intention to change the prior system of delivery of such letters. The only part of the act of 1836 which concerns the subject of present consideration was the authority to employ carriers for the primary receipt of letters at places other than the post offices of the respective cities. Before arrangements of this kind were thus expressly authorized by this act, they had been, to some extent, made by the postmasters at one or more cities. The second section of an act of 18th May, 1842, required the "postmasters at New York, Boston, Philadelphia, Baltimore, and New Orleans, and the other several cities of the Union" to account thereafter for all emoluments or sums received for boxes, or pigeon holes, or other receptacles for letters or papers, or for the delivery of letters or papers *at or from any place in either of the said cities other than the actual post office of such city*, and for all emoluments, receipts, and profits, from keeping *branch post offices* in either of the said cities. An act of 3d March, 1847, authorizes and directs the Postmaster General to establish, when, in his judgment, the public interest or convenience requires it, one or more branch post offices, to facilitate the operations of the post office in any city or place which, in his opinion, may require such additional accommodation for the convenience of the inhabitants; and makes it his duty to prescribe regulations for such branch post offices, and provides that no additional postage shall be charged for the receipt or delivery of any letter or packet at any branch post office. A law of 3d March, 1851, sect. 10, enacts "*that it shall be in the power of the Postmaster General, at all post offices where the postmasters are appointed by the President of the United States, to establish post routes within the cities or towns, to provide for conveying letters to the post office by establishing suitable and convenient places of deposit, and by employing carriers to receive and deposit them in the post office; and at all such offices it shall be in his power to cause letters to be delivered by suitable carriers to be appointed by him for that purpose.*" And an act

of 15th June, 1860, has authorized the Postmaster General to establish boxes for the delivery of letters at the outside stations in the suburbs of cities, if it can be done without loss to the department or injury to the service.

Under the respective authorities conferred by the laws which have been mentioned, branch post offices have been established in the city of Philadelphia, and also boxes for the reception of letters and packets at other places in the streets of the city. As the postal business within the station has been regulated, the letters and packets received in these branch offices, and in the boxes throughout the city, are collected and carried to the Philadelphia post office.

In the five enactments which have been quoted as authorizing or sanctioning the establishment of posts *within* the limits of mail stations, we find no prohibition of the business of private letter carriers within such limits. Congress has, on the contrary, omitted to insert the prohibitions of which legislative precedents would have suggested the adoption, if it had been intended to forbid such business. Of the five enactments, none except those of 1847 and 1851, apply to any mail station whose municipal character is not that of a *city*. The act of 1847 applies to places not of this character so far as the words "any city or place" can thus determine its application. But this act authorizes no specific arrangement of a local post except through subsidiary *post offices*. We have seen that such offices are not the only primary receptacles of letters at the internal stations of such a post. The act of 1851, which applies to every principal post town, whether a city or not, authorizes the establishment of a more extended and more complete system of local posts; and specifies the intended subjects of its arrangements in detail. We have seen that a monopoly by the government of letter carrying, at the sites of the local posts, is not an essential part of such a system.

The "*post routes*," which this tenth section of the act of 1851 authorizes the Postmaster General to establish in the respective towns or cities are thus *local posts* to and from interior subordinate stations of the cities or towns. The definition of them is thus distinctly given in the act itself, which designates them as "*post routes within the cities or towns*." If any other meaning of the word *post routes* was intended by the draftsman of the act, the latent intention is not expressed so that effect can be given to it. The special *post routes* defined in the act are thus different from such mail routes, used by general posts, as are called, in a more general sense, *post routes*. Unless the word "*post route*" is isolated, and its context and relation disregarded, this general meaning is not attributable to it, as it is used in the act.

But, at the Post Office Department, the general meaning has been attributed to it, and it has been considered synonymous with *post-roads*. The Postmaster General issued, on July 17, 1860, an order to take effect on August 1, 1860, declaring that, under authority conferred by the act of 1851, the streets and other public avenues in certain designated parts of the city of Philadelphia "*are established as post roads*."

Post route and *post road* are not properly synonymous even when applicable to the carriage of a mail to and from appointed *postal sta-*

tions. A *post route*, in this general sense of the word, is the appointed course, or prescribed line of transportation of the mail. *Post roads* are, as we have seen, the highways, or public passages, on which it is transported in such a route. In the postal statutes the words *post-route* and *post road* have, therefore, sometimes, distinguishable meanings. Their meanings may be practically different. (See 9 Harris, 127.) Nevertheless, the distinction has not always been observed. The words *post route* and *post road* have, sometimes, in the postal statutes, the same signification. Of the instances in which this occurs, one, in particular, will be mentioned. The act of July 7, 1838, section 2, contains the words: "Each and every railroad within the limits of the United States which now is, or hereafter may be made and completed, shall be a *post route*; and the Postmaster General shall cause the mail to be transported thereon, provided he can have it done upon reasonable terms," &c.; and the act of July 25, 1839, provides that he shall not, under this authority, allow more than a certain rate of compensation to railroad companies for the conveyance of the mails "upon their roads." Here the railroads were to be used in the routes of general posts, to and from appointed stations. If *such* mail routes had likewise been the subject of the tenth section of the act of 1851, the word *post routes*, as used in it, might have been understood as having likewise the meaning of *post roads*; but the interior local posts of a town, and not such general posts, are the subject of this enactment. We think, therefore, that the word *post routes* is used in it in a special sense in which it is not synonymous with *post roads*, and that the latter word is, consequently, misapplied in the Postmaster General's order.

The bill, after setting out this order, complains that the defendants, without the authority of the United States, have set up and now continue, a foot post and a horse post for the conveyance of letters and packets over the streets and other avenues in the parts of the city designated in the order, and are engaged in carrying and delivering such letters and packets for hire or compensation within these limits. The defendants having demurred to the bill, admit the truth of these allegations. The argument for the United States is that the words *post routes* are, in the act of 1851, synonymous with *post roads*, that the Postmaster General's order has, therefore, under the authority conferred by this act, made the streets in question *post roads*, and that consequently, the act of 1827 prohibits the business of the defendants as that of carriers of letters and packets by *post* on such roads.

For the reasons which have been stated, we do not think that this interpretation of the act of 1851 can be sustained, or that the defendants are letter carriers by any *such* post as the act of 1827 prohibits. We think that the act of 1827 applies only to private posts on mail routes, and that the act of 1851 does not apply to *such* routes.

The bill further complains, and the demurrer admits, that the defendants, without the authority of the United States, have established and now continue in use a private *express*, for the conveyance or transportation, for hire or compensation, of letters and packets, other than newspapers, pamphlets, magazines, and periodicals, by regular trips, and at stated periods or intervals, from various *places*

within the city of Philadelphia to various other places in the city *within and between* the postal districts of the city, over the streets, avenues, and other highways of the city. These allegations are copied from the ninth section of the act of 1845, which has already been fully set forth. "Cities, towns, or other *places*" are mentioned in it. Upon these words the argument for the United States is, that private expresses between "*places*" *within* the postal district of a city or other town are prohibited. We have seen that the purpose which induced this legislation of 1845 was to prohibit private expresses on *mail routes*. A legislative enactment may, however, extend beyond, as it may fall short of, the purpose of its draftsman. In its interpretation the question to be decided is, not what he may have intended, but what its words mean. The enactment now in question preceded the acts of 1847 and 1851, the latter of which was the first authority for the establishment of an extended system of local posts in towns. But the prior act of 1842 had recognized the existence of branch post offices in cities, and the act of 1836 had authorized the reception of letters, in cities, for the respective post offices at designated places beyond their walls. Therefore, it is not impossible that Congress *might* have intended, in 1845, to prohibit private letter carrying within the limits of cities in which such internal posts are established. The question consequently may be considered as if the acts of 1847 and 1851 had preceded the act of 1845. This gives the utmost effect possible to the argument for the United States. But the argument, with all this aid, cannot be sustained. Where "*cities, towns, or other places*" are mentioned in the act, the word *places* designates mail stations which are neither cities nor towns. But no "*places*" other than mail stations are designated. Points within the limits of a mail station or postal district are not within the meaning of the word "*places*" as used in the act. In the statute already mentioned as having been quoted by Lord Mansfield, the word "*place*" in a similar context thus had the meaning of postal station. (Cowp. 188.) It has had a like meaning in other English and American acts of legislation, which have been mentioned. The word has had this precise meaning also in a judicial statement of the methods of giving notice of the dishonor of negotiable paper, personally or by post "when the parties reside in the same city or *place*," and when the party to be served "*resides in a different place or city.*" (11 Johns. 232.) In the act of Congress now in question, the whole import of the context and the particular import and application of certain words which might be quoted and commented upon, thus define the word "*places.*"

Thus, the business in which the defendants, as letter carriers, are engaged, is neither a private *post* within the meaning of the act of 1827, nor a private *express* within the act of 1845. The continuance of their business has a tendency to reduce the postal profits of the government or of its officials, by diminishing the number of letters received officially for local delivery. But this does not render the business unlawful, unless it is prohibited by the statutes which create or secure the postal monopoly of the government. The question is, not whether the business *could* constitutionally have been prevented or suppressed, but whether it *has* been legislatively prohibited.

Though a local post, with subordinate stations, has been established in a post town, the statutes in force do not, in our opinion, prohibit the business of private letter carriers within the limits of the town.

Hitherto, the case has been considered as if the business of the defendants was confined to the carriage of such letters and packets as officials of the government could carry only on routes of the local post established within the limits of the Philadelphia mail station. If the business of the defendants, as described in the bill, were confined to the carriage of such letters, the demurrer, in its present form, would be sustained, and the bill dismissed. But, the bill contains other allegations. The legislature of Pennsylvania, by an act of February 2, 1854, incorporated newly the city of Philadelphia, with an enlargement of its boundaries, which now embrace the whole of the former county of Philadelphia, including extensive rural spaces beyond the limits of the former city and of the adjacent built districts. Within this enlarged municipality are many mail stations, every one of them having its post office, which is neither a sub nor a branch office. The built and rural districts of the city are intersected by streets which, so far as used between these offices by the general posts, are, of course, mail routes. The parts of the city designated in the Postmaster General's order include several of the mail stations and certain rural spaces. The bill, referring to the act of the State legislature incorporating the new city, names the several mail stations within its limits, and contains allegations importing that the defendants carry, not only such letters as have been specifically mentioned, but also letters which general posts of the government might carry on the streets in question, as established post roads between such mail stations. The defendants, if engaged in carrying letters or packets which might otherwise be thus carried by mail, violate the prohibition in the act of 1827. This prohibition is thus, however, independent altogether of the Postmaster General's order of July, 1860, and of any act of Congress passed since 1827. So far as the bill may have this import, the demurrer cannot be sustained. A demurrer to so much of the bill as is not of this import would, however, have been sustainable. A demurrer thus framed would, perhaps, as may be inferred from the course of the argument, cover the whole intended subject of controversy. An application to amend the demurrer, or to take it off the file and demur again, may, therefore, be entertained. (See 2 Sch. & Lef., 207; 4 Madd., 192, 207, 208.) The case will stand over, that the defendants may have an opportunity to make such an application.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT,
November 24, 1860.

SIR: I have the honor to submit the following report of the financial operations of the department during the fiscal year ending June 30, 1860, as exhibited by the books and accounts of this office.

I subjoin the following tabular statements, exhibiting in detail the nature of the receipts and expenditures of the department, and the

results of our postal intercourse with foreign nations under the various postal treaties; and also the amounts of letter and newspaper of postage on the home line of ocean mail steamers; together with a detailed exhibit of the postages collected in each State and Territory during the past year, and the amounts received by each State and Territory in the nature of compensation to postmasters and incidental expenses of post offices; together with the amounts expended for transportation of the mails therein.

Revenue Account of the Post Office Department.

The balance standing on the books of this office to the credit of the revenue account of the department on the 30th June, 1859, was.....	\$710,231 29
The receipts of the department for the fiscal year ending June 30, 1860, as presented in tabular statement herewith, marked (A,) were.....	518,067 40
The amounts placed in the Treasury for the service of the department for the fiscal year, being grants in aid of the revenue, under the following acts of Congress, were—	
Under an act, approved May 23, 1850, (U. S. Laws, vol. 9, p. 431,) to cover the expense and labor of transmitting blanks and other matter for the "Census"	12,000 00
Under an act, approved March 3, 1851, (U. S. Laws, vol. 9, p. 591,) for the transportation of free matter for Congress and the other departments of the government	375,000 00
Under the provisions of an act, approved June 14, 1858, (U. S. Laws, vol. 11, p. 364,) for ocean steamship mail service	526,082 12
Under an act, approved March 3, 1859, (U. S. Laws, vol. 11, pp. 409 and 410,) for transportation of the mails across the Isthmus of Panama, and from thence to California and Oregon, and back, and from New Orleans <i>via</i> Tehuantepec to Ventosa, and back	170,477 36
Under an act, approved March 3, 1857, (U. S. Laws, vol. 11, p. 190,) from San Francisco, California, to Olympia, Washington Territory.....	25,065 76
Under an act, approved February 15, 1860, (U. S. Laws, vol. 12, p. 1,) for deficiency in the revenues for the year ending June 30, 1859.....	4,296,009 26
Under same act, for deficiencies in the revenue of the fiscal year ending June 30, 1860.....	2,400,000 00
Under same act, for the payment of interest on the sums due to contractors, as deferred payments.....	150,000 00
Under an act, approved June 23, 1860, (U. S. Laws, vol. 12, p. 38,) for the relief of Sheldon McKnight.	13,630 00

Under an act, approved June 21, 1860, (U. S. Laws, vol. 12, p. 33,) for the relief of Peay and Ayliff.....	\$20,614 29
Under an act, approved June 22, 1860, (U. S. Laws, vol. 12, p. 35,) for the relief of the California Stage Company.....	38,964 75
Under an act, approved June 25, 1860, (U. S. Laws, vol. 12, p. 112,) to supply deficiencies in the revenue of the fiscal year ending June 30, 1860.....	3,126,324 00

Total amount of "grants" drawn from the Treasury.	11,154,167 54
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Aggregate of revenue and "grants"	\$20,382,466 23
The expenditures of the department for the fiscal year ending June 30, 1860, together with the arrearages of the previous fiscal year paid during the last fiscal year, as shown in statement herewith, marked B, were	\$19,170,609 99
Add amount of accounts closed by being charged to "bad debt account"	11 32

19,170,621 31

Deduct balances on credit accounts carried to the nominal account of "suspense"	15 25
	19,170,606 06

Leaving to the credit of the revenue account on the 1st July, 1860, the sum of	1,211,860 17
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Of this sum there was in the hands of the Treasurer and assistant treasurers of the United States, subject to "warrants" of the department, October 1, 1860, but not necessary to meet any unadjusted liabilities of the last fiscal year—the funds in the hands of the postmasters at the "depositories" and "draft" offices being ample for that purpose.....

\$475,794 60

In the hands of the postmasters at the depositories	31,543 57
In the hands of the postmasters at "draft offices"	89,360 00

596,698 17

Leaving this sum.....	615,162 00
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in the hands of other classes of post offices, and uncollected of balances due by late postmasters who have gone out of office since the 1st July, 1845, which is thus stated:

Amount of balances due by late postmasters, whose terms of office expired between July 1, 1845, and June 30, 1860, whose accounts are not in suit.....	\$235,190 00
Same class in suit.....	330,389 36

Total due by late postmasters.....	\$565,579 36
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Residue in the hands of various postmasters.....	49,582 64
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The excess of expenditures of all kinds (exclusive of the sums paid on account of the fiscal year ending June 30, 1859) over the revenue of the year, inclusive of receipts and payments for foreign postages, and of the amount paid to the department for the transportation of free matter, and exclusive of the amount to the credit of the department on June 30, 1859, and the sums appropriated by the several acts of Congress out of the general revenues of the United States, was.....

	\$5,656,533 33
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The net revenue of the department from postages, being the aggregate amount of the balances due to the United States by postmasters, on the adjustment of their quarterly accounts for the year, after retaining their personal compensation, and deducting the expenses of their offices, was for the

Quarter ending September 30, 1859.....	\$1,051,567 48
Quarter ending December 31, 1859.....	1,093,512 63
Quarter ending March 31, 1860.....	1,236,884 52
Quarter ending June 30, 1860.....	1,166,959 71

Total net revenue from postage.....	4,548,924 34
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The amount of letter postage paid in money was, during the

Quarter ending September 30, 1859.....	\$199,013 34
Quarter ending December 31, 1859.....	195,852 87
Quarter ending March 31, 1860.....	258,784 22
Quarter ending June 30, 1860.....	197,531 74

Total.....	851,182 17
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The number of quarterly returns of postmasters received and audited during the year, and on which the sum of \$4,548,924 34 was found due to the United States, was for the

Quarter ending September 30, 1859.....	27,991
Quarter ending December 31, 1859.....	27,557
Quarter ending March 31, 1860.....	26,849
Quarter ending June 30, 1860.....	27,528

Total number.....	109,925
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In auditing the above number, it was discovered that, in 18,429 of them, errors had been committed against the United States in sums of fifty cents and upwards; and carefully prepared copies of the "accounts current," as they were rendered by the postmasters to the department, and as audited in this office, showing the errors, and containing instructions to enable like errors to be avoided in future, were sent to the parties by whom the errors were committed.

The gross amount paid into the department as "registration fees" on valuable letters, was for the

Quarter ending September 30, 1859.....	\$5,625 05
Quarter ending December 31, 1859	6,385 80
Quarter ending March 31, 1860.....	7,007 80
Quarter ending June 30, 1860.....	6,020 19
Total	<u>25,038 84</u>

Out of which sum the postmasters are allowed eighty per cent. commission, and the residue is more than absorbed in the expenses of printing registration books and post bills, and the extra clerk hire made necessary by the labor of registration.

The gross amount of postage stamps and stamped envelopes sold during the year, was.....	\$6,706,295 20
And the amount used in the prepayment of postage, and canceled, was.....	<u>6,239,157 90</u>
Leaving afloat and entering largely into the currency of the country, for the purpose of making small remittances by mail, &c., the sum of.....	<u>467,137 30</u>

Contractors' accounts.

The average number of contractors' accounts settled in each quarter was:

On regular mail routes	8,723
On special mail routes	3,119
Of route and express agents	504
Of mail messenger and local agents.....	1,853
Total number of accounts	<u>14,199</u>
And of settlements made during the year.....	<u>56,796</u>

Mail transportation accounts.

The amount charged to "accrued transportation," and placed to the credit of mail contractors, and others, for mail transportation during the year, was, for regular services on mail lines.....	\$9,227,971 31
For supply of "special offices".....	279,073 62
For salaries of route agents	361,735 44

9,868,780 37

And for foreign mail transportation:

For New York, Southampton, and Havre.....	280,843 42
Liverpool, New York, and Philadelphia mails.....	50,795 48
New York and New Orleans mails.....	10,210 92
New York and Havana mails.....	43,913 81
New York and San Francisco mails.....	187,500 00
New Orleans and Vera Cruz mails.....	1,911 15
New Orleans and Havana mails.....	7,497 38
Portland and Liverpool mails	74,451 97
Mails across the Isthmus of Panama.....	75,000 00
Panama and Astoria mails.....	94,384 50
Expenses of government mail agent at Panama.....	1,920 47

10,697,209 47

The amount credited to "accrued transportation" and charged to contractors for over-credits and damages, was.....	\$115,349 41
Of "fines" imposed upon contractors.....	26,365 77
Of "deductions" from their pay.....	45,062 52

186,777 70

Net amount to the credit of mail contractors and others	10,510,431 77
The amount actually paid during the year for mail transportation was.....	14,281,482 64
Of which sum there was paid for mail transportation of previous years	\$3,771,050 87

Collection of the revenue of the department.

The number of post offices in operation during the fiscal year was 28,539, and the system relied upon by the department for realizing and collecting its revenues is fully detailed in the volume of laws and regulations, chapter 26, pages 107 and 108.

The following post offices (twenty-nine in number) are denominated "depositories," and are authorized and directed by the Postmaster General to receive and retain, subject to the drafts of the department, the revenues of certain adjacent offices, as well as the revenues of their own:

Albany, N. Y.
Baltimore, Md.
Bangor, Me.

Mobile, Ala.
Nashville, Tenn.
New Haven, Ct.

Batavia, N. Y.
 Buffalo, N. Y.
 Chicago, Ill.
 Cincinnati, Ohio.
 Cleveland, Ohio.
 Columbus, Ohio.
 Detroit, Mich.
 Geneva, N. Y.
 Harrisburg, Pa.
 Hartford, Ct.
 Lexington, Ky.
 Louisville, Ky.

Pittsburg, Pa.
 Portland, Maine.
 Providence, R. I.
 Richmond, Va.
 Rochester, N. Y.
 Savannah, Ga.
 Syracuse, N. Y.
 Uniontown, Pa.
 Utica, N. Y.
 Wheeling, Va.
 Worcester, Mass.

842 are "draft offices," and, together with the foregoing offices, paid during the year, 10,777 drafts, issued by the Postmaster General and countersigned, entered and sent out by the Auditor, for sums amounting, in the aggregate, to	\$1,315,269 54
993 are "deposit offices," and, during the year, deposited with the Treasurer and assistant treasurer of the United States.....	1,675,721 81
And with the depositories named above.....	218,193 85
21,662 are "collection offices" and paid on the "collection orders" issued to mail contractors during the year.	1,184,902 73
4,972 are "special" and "mail messenger" offices, and derived their supplies of mails chiefly from the revenues of the offices; the cost of such supply, during the year, was	279,073 62

Showing the amount paid into the Treasury, for the use and purposes of the Post Office Department, by postmasters, after the retention by them of their personal compensation and the incidental expenses of their offices, under the provisions of an act approved July 2, 1836, (U. S. L., vol. 5, page 10, sec. 4,) to have been..... \$4,673,161 55

Exhibiting the gratifying fact, that not only was an amount paid by postmasters equal to the net revenue of the department, for the year, but also a considerable sum due during preceding years.

9,606 treasury warrants were issued by the Postmaster General, countersigned, charged, and sent to the Treasury by the Auditor, for sums amounting to \$12,319,829 31.

The failure of Congress to make the usual appropriations for the Post Office Department, for the fiscal year ending June 30, 1860, until the 15th February, 1860, greatly increased the labor and difficulty of realizing and collecting its revenues, as they were necessarily retained in the hands of the postmasters who collected them (with some few exceptions at deposit offices) from the 1st July, 1859, to a short time subsequent to the passage of a partial appropriation act, 15th February, 1860, as the Postmaster General was without authority to issue

"drafts" or "collection orders;" and the knowledge of the fact that no demand could be made for the revenues in the hands of postmasters prior to the organization of the new Congress and the passage of an appropriation bill—covering a period of nearly nine months—weakened the sense of responsibility which existed, while they were liable to be called upon at any moment to pay the "drafts," or at the termination of each fiscal quarter to pay "collection orders" for the revenues in their hands, and strengthened the temptation to misapply, to their private purposes, the funds of the department, trusting to their ability to replace them before the Postmaster General should be vested with authority to demand payment thereof. Some, unfortunately, yielded to the temptation, and failed to pay over the whole amount due to the United States when called upon by the contractors with the "orders" of the department, and were subsequently called upon by "special collection drafts;" all failures to pay which, promptly, have resulted in their removal from office, and suit being instituted upon their bonds for the recovery of the sum due.

The number of these drafts issued was 745, and the amounts collected thereon \$111,367 05.

The present financial system of the department, with some slight modifications, originated with, and was inaugurated by the Hon. Amos Kendall, in the year 1836, he having, by his urgent efforts to relieve the department (of which he was at that time the distinguished head) from the manifold embarrassments which threatened to overwhelm it under the old organization, induced Congress to reorganize the department, July 2, 1836, by an act embracing substantially the views presented by him in a report to the President, December 1, 1835.

The modifications referred to were occasioned by the suspension of specie payment, in the year 1837, by the banks, in which the department required one class of post offices to deposit their revenues, which caused Mr. Kendall to withdraw them, and establish a class of offices called "depositories," and again by the passage of the "independent treasury act," 6th August, 1846, (U. S. Laws, vol. 9, page 59.)

The excellence of the system, I think, is fully demonstrated by the fact, that out of the \$88,991,026 44 of revenue collected by the vast multitude of postmasters, (numbering 144,896,) who have been in office between the 1st of July, 1845, and 30th June, 1860, the department has failed to realize in the payment of its debts, without any expenditure for collection, only the sum of \$565,579 36, as set forth in the following table of revenue and balances uncollected :

Revenue and balances uncollected.

Gross revenue for the fiscal year ending June 30.		Amounts still due to the United States not in suit.	Amounts still due to the United States in suit.
1846.....	\$3,487,199 35	\$5 32	\$3,025 77
1847.....	3,945,892 98	116 08	728 06
1848.....	3,371,077 00	29 14	892 16
1849.....	4,705,176 28	57 59	1,833 37
1850.....	5,499,984 86	124 58	1,071 47
1851.....	6,410,604 33	483 91	2,599 71
1852.....	5,184,526 84	784 40	2,829 73
1853.....	5,240,724 70	12,635 37	41,816 27
1854.....	6,255,586 22	12,617 73	12,831 36
1855.....	6,642,136 13	6,630 95	7,791 39
1856.....	6,920,821 66	3,158 05	15,634 33
1857.....	7,353,951 76	16,902 27	10,452 86
1858.....	7,486,792 86	19,026 13	20,244 68
1859.....	7,968,484 07	23,767 49	27,183 45
1860.....	8,518,067 40	138,810 99	181,544 75
Total	88,991,026 44	235,190 00	330,389 36

Total due the United States by late postmasters to June 30,	
1859.....	245,223 62
Amount due for the last fiscal year.....	320,355 74
	<u>565,579 36</u>

Being about three-fifths of one per cent. of the entire revenues.

The balance for the fiscal year ending June 30, 1860, is large relatively to the balances due for the preceding years, chiefly because of the brief space which has yet elapsed for the process of collection by special drafts and correspondence on items of disagreement between late postmasters and the department.

Much the greater portion of the above sums will eventually be recovered by means of the vigorous steps already taken for their collection.

There is, however, a very considerable sum apparently due by late postmasters of California, embraced in the balances uncollected, of the collection of which I have but little hope, as the parties claim to have expended sums amounting to more than the aggregate sought to be collected of them by the department in and about the business of their offices, and are seeking relief under the provisions of the fourth and fifth sections of an act approved July 27, 1854. (U. S. Laws, vol. 10, page 313.) The sum due by these late postmasters is set forth in a subsequent part of this report.

During the past year the "collecting division" of this office had charge of the following number of accounts:

Of present postmasters.....	28,539
Of late postmasters, whose terms of office expired between the 1st of July, 1845, and June 30, 1859.....	17,654
Of late postmasters of the last fiscal year.....	6,944
Total number.....	53,137

The number of changes of postmasters reported by the appointment office to this office during the year, re- quiring the final adjustment of their respective ac- counts, was 6,944, and the balances ascertained to be due the United States thereon amounted to.....	\$379,807 30
Of which sum there has been collected.....	\$53,659 25
Credited on vouchers.....	5,632 51
Charged to "suspense account".....	159 80
	59,451 56

Amount remaining for collection.....	320,355 74
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Of which sum there is in suit.....	\$181,544 75
Amount due and not in suit.....	138,810 99
	320,355 75

The balance due the United States by late postmasters, whose terms of service expired between the 1st of July, 1845, and June 30, 1859, uncollected and not in suit July 1, 1859, as stated in my last annual re- port, was.....	\$221,752 20
Which was increased by "estimated postage".....	7,554 70

Total for collection during the fiscal year ending June 30, 1860.....	229,306 90
Of which sum there has been collected.....	\$107,396 70
Credited on vouchers.....	1,652 48
Closed by "suspense account".....	141 03
	109,190 21

Amount uncollected on June 30, 1860.....	120,116 69
Of which there has been placed in suit.....	23,737 68
Amount due and not in suit.....	96,379 01

The amount due by late postmasters in California and by late postmasters in Oregon is.....	\$72,916 47
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Suits.

The amount due by late postmasters, whose terms of office expired between the 1st July, 1845, and June 30, 1859, for the collection of which suit was instituted prior to June 30, 1859, as stated in my last report, was.....	\$136,004 82
Add amount of 132 new cases (for the collection of which suit was instituted during the last fiscal year) of accounts prior to June 30, 1859.....	32,725 64
Also, amount of 12 new cases of accounts of the last fiscal year.....	6,049 71
Amount in suit during the year.....	174,780 17
Amount collected during the year.....	16,578 85
Leaving still due, June 30, 1860.....	158,201 32
Of this sum there is due by late postmasters in California, on accounts prior to June 30, 1857.	64,315 94

That may be regarded as lost to the department, as the defendants are represented to be insolvent.

In sixty-three of the suits instituted during the year judgments have been recovered in favor of the United States, twenty-seven of them have been concluded, and this sum paid into the Treasury.....	\$13,028 29
The amount collected during the year on twenty-six accounts, for the collection of which suit was commenced prior to June 30, 1859, was.....	3,550 56
Total.....	16,578 85

Summary of debts and collections.

The aggregate amount due the United States on the 30th June, 1859, by late postmasters, whose terms of service expired between July 1, 1845, and June 30, 1859, was.....	\$365,311 72
Add amount due by late postmasters of the last fiscal year.....	379,807 30
Total for collection during the year.....	745,119 02
The amount collected and credited on accounts prior to June 30, 1859, was.....	\$120,088 10
On accounts of the past year.....	59,451 56
Total of collections and credits.....	179,539 66

Amount remaining due to the United States June 30, 1860	\$565,579 36
Of this sum there is in suit	\$330,389 36
And not in suit.....	235,190 00
	<hr/>
	565,579 36
	<hr/>

Balances apparently due to late postmasters between the 1st of July, 1845, and June 30, 1859, as stated in my last report were.....	\$190,180 64
Which has been increased by the allowance of additional vouchers.....	1,749 72
	<hr/>

Total.....	191,930 36
The amount paid or closed by adjustment during the year was.....	9,270 45
	<hr/>

Leaving due.....	182,659 91
Add amount due to late postmasters of the last fiscal year.....	42,384 22
	<hr/>

	225,044 13
Deduct amount paid or closed by adjustment.....	6,205 07
	<hr/>

Amount apparently due to late postmasters on 1st July, 1860	218,839 06
	<hr/>

Amount paid or closed during the year.....	\$15,475 52
	<hr/>

A surplus of emoluments and commissions accrued at the following post offices, after deducting the maximum compensation of \$2,000 per annum of the postmasters and the necessary incidental expenses of the offices, viz:

Augusta, Ga.	\$1,729 28	Newark, N. J.	912 12
Albany, N. Y.	4,700 21	Nashville, Tenn.	2,907 70
Baltimore, Md.	2,343 99	New York, N. Y.	99,963 58
Boston, Mass.	19,804 61	New Haven, Conn.	638 69
Brooklyn, N. Y.	860 56	Norfolk, Va.	220 67
Buffalo, N. Y.	3,533 82	New Orleans, La.	9,068 30
Bridgeport, Conn.	76 45	Norwich, Conn.	28 76
Columbus, Ga.	216 25	Portland, Me.	193 66
Cleveland, O.	1,952 63	Philadelphia, Pa.	15,373 53
Columbus, O.	49	Petersburg, Va.	766 02
Chicago, Ill.	3,516 97	Providence, R. I.	675 99
Charleston, S. C.	195 39	Pittsburg, Pa.	2,217 83
Cincinnati, O.	9,234 80	Poughkeepsie, N. Y.	98 35
Detroit, Mich.	4,143 57	Richmond, Va.	2,671 21
Dayton, Ohio.	432 49	Raleigh, N. C.	589 75
Dubuque, Iowa.	22 34	Rochester, N. Y.	796 18
Evansville, Ind.	154 24	Savannah, Ga.	818 44
Galveston, Texas.	1,875 31	Syracuse, N. Y.	340 95
Hartford, Conn.	296 93	Springfield, Mass. ...	526 99
Houston, Texas.	86 53	St. Joseph, Mo.	23 45
Harrisburg, Pa.	279 44	St. Louis, Mo.	22,798 05
Indianapolis, Ind.	1,605 93	San Francisco, Cal. ...	11,329 57
Jersey City, N. J.	504 94	Toledo, O.	2,970 26
Kensington, Pa.	97 60	Trenton, N. J.	12 09
Louisville, Ky.	4,687 04	Troy, N. Y.	1 17
Lowell, Mass.	113 53	Utica, N. Y.	375 20
Lockport, N. Y.	163 07	Vicksburg, Miss.	326 78
Montgomery, Ala.	2,438 67	Washington, D. C. ...	3,989 10
Mobile, Ala.	12 91	Wilmington, Del. ...	4,957 30
Macon, Ga.	632 85	Wilmington, N. C. ...	87 41
Memphis, Tenn.	5,108 51	Williamsburg, N. Y.	409 88
Milwaukie, Wis.	1,187 49	Worcester, Mass.	683 98
Madison, Wis.	186 65		
New Bedford, Mass..	417 98		
			<hr/>
			259,386 43
			<hr/>

Being an increase of \$58,008 39 over the surplus of the previous fiscal year.

The labors of the "pay division" in charge of mail contractors' accounts have been greatly increased during the year by the numerous adjustments of amounts of interest to be paid to contractors, embracing in almost every case three different periods of time, and requiring great accuracy and close application to enable them to complete these payments to mail contractors, together with the regular payments for their services within a reasonable time after Congress had, on the 15th Feb-

ruary, 1860, appropriated the necessary means for payment of the mail service performed during the three preceding quarters.

No adequate idea can be presented within the limits of an official report of the multifarious and diversified functions of this office, or of the great labor embraced within the vast scope of its general operations; but I beg leave to present the following summary of the principal clerical duties discharged therein during the year :

The number of quarterly accounts of postmasters adjusted, audited, and registered analytically was.....	109,925
The number of accounts of mail contractors audited and reported.....	34,892
The number of accounts of special and route agents audited and reported.....	2,280
The number of accounts of special contractors and mail messengers adjusted	19,888
The number of miscellaneous accounts adjusted.....	432
The number of collection orders issued.....	614,986
The number of collection drafts issued.....	3,854
The number of department drafts issued.....	10,777
The number of department warrants registered.....	9,606
The number of letters received.....	102,004
The number of letters prepared, recorded, and mailed.....	65,276
The number of folio-post pages of correspondence recorded in the miscellaneous letter book.....	1,015
The number recorded in the collection letter book.....	2,303
The number recorded in the "suit" letter book.....	206
The number recorded in the "report" letter book.....	166
The number of accounts on the ledgers.....	70,562
The number of corrected quarterly accounts of postmasters copied, restated, and issued.....	18,429

I think that I may, with great propriety, refer you to the labors and results shown in the foregoing report, as indicating clearly that these labors could only have been accomplished and these results attained by the exercise of intelligence, fidelity, and untiring industry on the part of the valuable corps of efficient clerks of the office.

Very respectfully,

THOS. M. TATE, *Auditor.*

Hon. JOSEPH HOLT,
Postmaster General.

A.

Statement exhibiting the receipts of the Post Office Department under their several heads for the fiscal year ending June 30, 1860.

Receipts.	Third quarter 1859.	Fourth quarter 1859.	First quarter 1860.	Second quarter 1860.	Total under each head.	Aggregate amount.
Letter postage.....	*\$199,013 34	*\$195,852 87	*\$258,784 22	*\$197,531 74	\$851,182 17	.....
Registered letters.....	5,625 05	6,385 80	7,007 80	6,020 19	25,038 84	.....
Stamps sold.....	1,557,557 23	1,628,116 83	1,793,042 12	1,727,579 02	6,706,295 20	.....
Newspapers and pamphlets.....	144,775 24	146,228 24	178,718 30	157,314 81	627,036 59	.....
Fines.....		5 00			5 00	.....
Receipts on account of emolument.....	24,005 73	21,766 73	23,677 49	22,244 09	91,694 04	.....
Receipts on account of letter-carriers.....	50,448 74	50,515 92	54,193 99	53,347 57	208,506 22	.....
Receipts on account of dead letters.....			3,793 68	10 00	3,803 68	.....
Extra compensation overcharged.....				273 02	273 02	.....
Miscellaneous receipts.....	797 85	2,671 25	484 56	278 98	4,232 64	.....
	1,982,223 18	2,051,542 64	2,319,702 16	2,164,509 42	.....	\$8,518,067 40

* In the items "letter postage" is embraced the sum of \$31,662 20, ascertained to be due the United States from the Kingdom of Prussia, on account of postages for the first, second, and third quarters 1859.

Also are included in same items the following sums, viz :

Amount due from the United States to the United Kingdom on account of postages third and fourth quarters 1859.....	\$98,898 61
Amount due from the United States to France on account of postages third quarter 1859.....	6,776 33
Amount due from the United States to Hamburg on account of postages third and fourth quarters 1859, and first and second quarters 1860.....	13,879 63
Amount due from the United States to Bremen on account of postages third and fourth quarters 1859, and first and second quarters 1860.....	17,125 57

Respectfully submitted,

H. ST. GEO. OFFUTT, *Acting Auditor.*

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, November 10, 1860.

HON. JOSEPH HOLT, *Postmaster General.*

B.—Statement exhibiting the expenditures of the Post Office Department, under their several heads, for the fiscal year ending June 30, 1860.

Expenditures.	Third quarter 1859.	Fourth quarter 1859.	First quarter 1860.	Second quarter 1860.	Total under each head.	Aggregate amount.
Compensation to postmasters.....	\$594,596 04	\$615,838 84	\$686,370 19	\$656,063 03	\$2,552,868 10	
Ship, steamboat, and way letters.....	3,681 35	3,590 18	2,994 07	3,392 43	13,658 03	
Transportation.....	416,374 50	7,227,815 89	3,378,829 05	3,258,463 20	14,281,482 64	
Wrapping paper.....	11 56	24,641 11	1 70	11,952 41	36,606 78	
Office furniture.....	470 55	716 70	503 10	524 45	2,214 80	
Advertising.....	7,358 50	6,909 19	15,962 11	8,544 14	38,773 94	
Mail bags.....	3,048 76	22,705 82	12,450 87	18,504 94	56,710 39	
Blanks.....		109,609 78	16,360 32	38,547 51	164,517 61	
Mail locks, keys, and stamps.....	543 50	3,995 20		3,493 60	8,032 30	
Mail depredations and special agents.....	1,515 00	16,027 98	5,538 02	23,113 77	46,194 77	
Clerks for offices.....	231,030 49	235,155 45	246,575 85	253,877 68	966,639 47	
Postage stamps.....	90 00	20,997 12	688 01	25,567 87	47,343 00	
Stamped envelopes.....		23,449 19	14,255 90	12,457 18	50,162 27	
Payments to letter carriers.....	50,448 74	50,515 92	54,193 99	53,347 57	208,506 22	
Repayments for "dead letters".....	14 61				14 61	
Interest account, <i>act February 15, 1860</i>		27,456 88	95,454 91	18,154 24	141,066 03	
Miscellaneous payments.....	40,720 92	62,501 48	59,143 39	51,411 93	213,777 72	
Miscellaneous, account <i>British mails</i>	111,145 01	47,856 74	52,315 12	48,718 57	¹ 260,035 44	
Miscellaneous, account <i>French mails</i>	11,908 77	8,394 43	6,973 70	8,884 65	² 36,161 55	
Miscellaneous, account <i>Hamburg mails</i>			9,789 03	7,595 74	³ 17,384 77	
Miscellaneous, account <i>Bremen mails</i>			20,371 99	8,087 56	⁴ 28,459 55	
	1,472,958 30	8,508,177 90	4,678,771 32	4,510,702 47		\$19,170,609 99

* In payment of balances, including premium on exchange, ascertained to be due from the United States, on account of postages, to foreign governments, as follows:

¹ To the United Kingdom, on account of the first, second, third, and fourth quarters, 1859, and first quarter, 1860.

² To the Kingdom of France, on account of the first, second, third, and fourth quarters, 1859.

³ To Hamburg, Germany, on account of the first, second, third, and fourth quarters, 1859, and first and second quarters, 1860.

⁴ To Bremen, Germany, on account of the first, second, third, and fourth quarters, 1859, and first and second quarters, 1860.

Respectfully submitted.

H. ST. GEO. OFFUTT, *Acting Auditor.*

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, November 10, 1860.

HON. JOSEPH HOLT, *Postmaster General.*

C.—Statement of the postal receipts and expenditures

States and Territories.	Letter post- age.	Newspaper postage.	Registered letters.	Stamps sold.	Total receipts.
Maine.....	\$13,673 11	\$13,526 65	\$501 00	\$138,970 29	\$166,671 05
New Hampshire.....	3,839 41	10,663 89	291 95	96,281 03	111,076 28
Vermont.....	4,087 76	12,510 17	182 30	89,992 48	106,772 71
Massachusetts.....	75,443 63	97,489 31	1,197 65	538,824 86	642,955 48
Rhode Island.....	4,039 94	3,745 00	134 05	61,118 91	69,037 90
Connecticut.....	9,731 63	15,855 14	313 80	182,043 63	207,944 20
New York.....	273,451 52	88,990 00	2,946 89	1,315,750 77	1,681,139 09
New Jersey.....	15,245 64	11,223 37	232 75	113,036 11	139,757 87
Pennsylvania.....	72,870 86	54,507 43	2,420 95	578,736 51	708,535 78
Delaware.....	1,402 47	2,184 21	73 60	44,470 15	48,130 43
Maryland.....	22,056 31	11,492 41	898 25	165,116 55	199,563 52
District of Columbia.....	6,252 59	3,245 41	360 85	41,433 16	51,292 01
Virginia.....	11,451 49	26,053 21	1,063 05	226,298 71	275,262 49
North Carolina.....	3,158 20	12,187 61	768 30	81,698 31	97,812 42
South Carolina.....	10,714 76	8,584 43	582 20	93,794 33	113,675 92
Georgia.....	7,786 49	18,340 13	869 15	156,155 10	183,120 87
Florida.....	1,674 93	2,555 28	134 65	23,952 72	28,317 58
Alabama.....	7,206 53	14,746 36	971 65	125,547 19	148,471 73
Mississippi.....	4,632 98	14,100 13	490 30	96,794 63	116,018 01
Texas.....	9,567 31	12,463 36	399 65	105,747 21	128,177 53
Kentucky.....	8,044 34	15,686 04	587 85	142,202 96	166,520 49
Michigan.....	14,669 56	16,123 48	721 05	147,135 77	178,649 86
Wisconsin.....	18,218 41	16,788 29	722 50	148,054 08	183,783 28
Louisiana.....	26,772 92	15,478 10	809 65	175,263 28	218,323 95
Tennessee.....	5,164 70	14,689 78	872 50	135,005 42	155,732 49
Missouri.....	21,525 70	25,033 25	844 15	203,421 04	250,824 14
Illinois.....	31,457 53	37,300 39	1,424 25	375,546 82	445,728 99
Ohio.....	24,659 11	45,059 76	1,971 15	450,569 04	522,259 66
Indiana.....	13,091 32	26,500 08	970 50	178,434 85	218,996 75
Arkansas.....	2,615 82	7,675 92	113 10	42,216 59	52,620 73
Iowa.....	9,647 39	17,368 92	441 45	111,444 94	141,062 70
California.....	57,993 66	14,374 17	480 85	213,370 16	286,218 81
Oregon.....	2,702 95	1,957 58	9 35	10,920 99	15,590 87
Minnesota.....	5,614 45	4,539 18	145 35	32,208 21	43,507 19
New Mexico.....	409 18	238 00	4 30	2,708 31	3,355 79
Utah.....	1,588 45	247 46	2 40	2,598 01	4,436 32
Nebraska.....	787 88	950 22	18 10	7,976 11	9,741 31
Washington.....	1,211 18	461 42	4 65	3,473 60	5,150 85
Kansas.....	2,472 28	2,781 49	62 65	25,757 51	31,073 93
Total.....	819,957 48	627,695 36	25,038 70	6,698,509 70	8,171,201 20
Add Prussian postage.....	\$31,662 20				
Deduct miscellaneous items.....	437 51				
	31,224 69	658 77			
Deduct miscellaneous items.....					
Add miscellaneous items.....			14	7,758 50	38,351 56
	681,152 17	627,036 59	25,038 84	6,706,268 20	8,209,552 80

NOTE.—The following items of revenue are not embraced in the above statement, viz:

Receipts on account of emoluments.....	\$91,694 04
Receipts on account of dead letters.....	3,803 68
Receipts on account of extra compensation.....	278 02
Miscellaneous receipts.....	4,292 64
Receipts on account of fines.....	5 00
Total.....	100,068 38

for the fiscal year ending June 30, 1860.

Compensation allowed post- masters.	Incidental ex- penses of post- offices.	Total compen- sation and in- cidental ex's.	Transportation.	Total expenses.	Excess of ex- penditures over receipts.	Excess of re- ceipts over expend's.
\$76,808 63	\$12,914 93	\$89,723 56	\$109,482 37	\$199,205 93	\$32,531 88	.....
54,117 08	4,108 90	58,225 98	51,185 43	109,411 41	.....	\$1,664 87
56,167 19	918 59	57,085 78	71,322 54	128,408 32	21,635 61	.....
164,747 08	109,919 48	274,666 56	186,162 79	460,829 35	.....	182,126 13
16,452 61	9,293 87	25,746 48	18,197 93	43,944 40	.....	25,113 50
75,992 65	17,417 60	93,410 25	110,785 30	204,195 55	.....	3,748 65
337,564 85	323,664 24	661,229 09	515,001 22	1,176,230 31	.....	504,908 78
59,709 86	7,314 46	67,024 32	88,280 06	155,304 38	15,546 51	.....
196,400 95	105,495 94	301,896 89	328,743 66	630,640 55	.....	77,915 23
9,291 84	1,835 21	11,127 05	22,983 51	34,110 56	.....	14,019 82
36,233 09	34,379 21	70,612 30	238,086 82	308,699 12	109,125 60	.....
4,025 17	36,004 41	40,029 58	.....	40,029 58	.....	11,262 43
104,517 91	29,943 11	134,461 02	306,147 73	630,608 75	255,329 26	.....
45,415 06	4,367 08	49,782 14	176,890 17	226,672 31	128,859 89	.....
32,419 92	13,817 61	46,237 53	207,848 06	254,085 59	140,409 67	.....
65,163 85	23,423 70	88,587 55	260,737 55	348,865 10	165,741 23	.....
14,016 51	32 85	14,079 36	181,456 40	195,536 16	167,218 78	.....
53,280 00	17,790 96	71,070 96	359,732 21	430,893 17	282,351 41	.....
52,852 97	2,730 66	55,583 63	312,739 21	367,922 84	244,904 80	.....
54,687 95	8,209 47	62,897 42	613,293 40	706,280 82	578,103 29	.....
60,614 10	15,445 66	76,059 76	286,503 01	362,562 77	136,042 28	.....
76,442 96	22,995 92	99,438 88	163,725 00	263,161 88	84,515 02	.....
75,163 75	12,332 28	87,496 03	140,527 26	228,023 29	41,210 01	.....
33,540 48	37,416 12	70,956 60	505,060 49	576,017 09	357,693 14	.....
52,555 69	20,450 61	73,006 30	243,189 75	317,006 08	161,473 59	.....
70,386 56	40,736 13	111,082 69	569,476 26	680,538 95	425,714 81	.....
165,725 76	86,027 92	251,753 68	393,365 72	645,119 40	199,390 41	.....
188,857 24	74,519 10	263,376 34	549,345 59	812,731 93	280,462 87	.....
101,194 50	15,337 55	116,532 05	250,057 23	366,589 28	147,592 53	.....
26,938 20	3,363 39	30,301 59	312,127 37	342,428 87	289,898 14	.....
65,702 62	11,693 50	77,395 53	188,295 42	255,690 95	123,788 25	.....
65,963 27	44,635 66	110,598 93	950,622 66	1,061,161 59	774,912 75	.....
7,337 10	21 74	7,361 84	32,789 60	40,151 41	24,560 57	.....
20,941 44	1,966 46	22,910 90	107,229 11	130,140 01	86,632 82	.....
1,671 63	15 50	1,686 53	17,462 41	19,148 94	15,789 15	.....
2,228 27	26 46	2,254 73	104,309 59	106,585 32	102,149 60	.....
5,489 69	69 95	5,547 64	37,957 90	43,504 64	33,763 33	.....
2,792 31	17 04	2,809 35	39,790 97	42,600 32	37,449 47	.....
14,640 26	1,648 71	16,288 97	57,038 12	73,327 60	42,253 16	.....
2,547,903 81	1,152,411 92	3,700,315 73	9,227,971 31	12,928,287 04	5,577,845 26	820,759 46
.....
.....
4,064 29	.....	4,064 29	.....	4,064 29	.....	33,385 27
2,552,868 10	1,152,411 92	3,705,280 02	9,227,971 31	12,932,351 33	5,577,845 26	820,146 73
Add receipts on account of emoluments, &c.....					100,008 38	.....
Deduct excess of receipts					954,155 11	954,155 11
					4,623,690 15	.....

C—Continued.

Excess of expenditures over receipts.....		\$4,623,690 13
Add amount paid for foreign mails and expenses of government mail agents.....	\$828,429 10	
Route agents.....	361,735 41	
Supply of special offices and mail messengers	279,073 62	
Ship, steamboat, and way letters.....	13,658 03	
Amounts allowed and paid at department, viz:		
Interest to contractors, net 15th February, 1860.....	141,065 03	
Wrapping paper.....	36,600 14	
Office furniture.....	264 43	
Advertising	11,021 06	
Mail bags.....	44,508 35	
Blanks	164,517 61	
Mail locks, keys, and stamps.....	8,032 30	
Mail depredations and special agents.....	46,194 77	
Clerks for offices.....	21,634 29	
Miscellaneous payments.....	45,270 50	
Postage stamps and stamped envelopes.....	97,505 27	
Foreign postage collected and returned to foreign governments.....	342,041 31	
		<u>2,444,564 63</u>
Total excess of expenditures over receipts.....		<u>7,068,254 84</u>

H. ST. GEORGE OFFUTT,
Acting Auditor.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT,
November 14, 1860.

Statement of the number of letters, circulars, newspapers, and pamphlets received and delivered by carriers, and the amount received and paid out for carriage, in the cities mentioned below, for the year ending June 30, 1860.

Cities.	Number of letters.	Number of circulars.	Number of newspapers and pamphlets.	Total number of letters, &c.	Amount received and paid out for carriage.
New York, New York.....	4,740,907	1,002,263	620,630	6,363,800	\$107,943 92
Philadelphia, Pennsylvania	2,197,062	82,051	408,264	2,687,377	47,166 97
Baltimore, Maryland.....	866,079	50,765	184,971	1,101,815	18,754 07
Boston, Massachusetts	1,439,033	36,649	92,968	1,568,650	15,221 66
Washington, District of Columbia.....	313,825	.....	115,898	429,723	6,856 02
Providence, Rhode Island	213,769	2,101	33,428	249,298	4,463 53
St. Louis, Missouri.....	148,637	.....	17,448	166,085	3,059 98
*New Orleans, Louisiana	87,101	3,290	6,525	96,915	1,807 52
† Lowell, Massachusetts	51,902	.....	5,914	57,816	1,067 60
† Manchester, New Hampshire.....	30,283	.....	2,116	32,399	616 24
Roxbury, Massachusetts	32,410	.....	4,767	37,177	672 03
Harrisburg, Pennsylvania.....	41,510	.....	9,297	50,807	876 68
	10,162,517	1,177,119	1,502,226	12,841,862	208,506 22

* No returns received for first quarter of 1860.

† No returns received for first and second quarters of 1860.

‡ No returns received for fourth quarter of 1859, and second quarter of 1860.

Amount of letter postage on British mails received in and sent from the United States during the fiscal year ending June 30, 1860.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$68,750 75	\$78,439 52	\$50,145 27	\$60,164 62	\$257,500 16
Canadian line.....	10,255 60	24,335 54	7,745 55	16,534 23	58,870 92
Havre line.....	5,434 55	14,354 20	3,520 96	8,846 62	32,165 33
German Lloyd line.....	2,609 31	6,604 88	1,639 14	3,992 61	14,845 94
Vanderbilt line.....	4,405 48	11,111 15	2,998 68	7,240 16	25,755 47
Miscellaneous line.....	5,230 73	7,497 32	3,431 34	4,791 15	20,950 54
North Atlantic Steamship Company.....	271 46	556 75	263 17	437 84	1,529 22
Total.....	96,957 88	142,899 36	69,753 11	102,007 23	411,617 58
Amount received.....	239,857 24	.....	171,760 34	.....	.....
Sent.	Paid.	Paid distributed.	Unpaid.		Total.
Cunard line.....	\$29,472 00	\$97,272 71	\$87,352 98	.....	\$214,097 69
Canadian line.....	1,661 82	12,745 26	6,647 96	.....	21,055 04
Havre line.....	4,021 71	21,076 18	12,527 24	.....	37,625 13
German Lloyd line.....	2,658 21	13,288 26	8,246 42	.....	24,192 89
Vanderbilt line.....	4,926 30	25,886 24	15,246 89	.....	46,059 43
Miscellaneous line.....	3,508 22	17,120 76	9,701 98	.....	30,330 96
North Atlantic Steamship Company.....	12 42	2,257 77	1,182 70	.....	3,452 89
Total.....	46,260 68	189,647 18	140,906 17	.....	376,814 03
Amount sent.....	235,907 86	.....	140,906 17	.....	.....

Amount collected in United States..... \$475,765 10
Amount collected in United Kingdom..... 312,666 51

Total..... 788,431 61

Excess in United States..... 163,098 59

*Amount of letter postage on Prussian mails received in and sent from
the United States during the fiscal year ending June 30, 1860.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$13,063 53	\$36,023 00	\$5,564 18	\$9,946 05	\$64,596 76
Canadian line.....	1,140 77	4,933 24	488 70	1,193 41	7,756 12
Havre line.....	2,900 29	11,945 38	1,155 00	2,960 98	18,961 65
German Lloyd line.....	1,564 57	6,391 19	670 80	1,509 58	10,136 14
Vanderbilt line.....	2,449 45	9,699 05	921 30	2,401 47	15,471 27
Miscellaneous line.....	1,474 85	6,843 80	628 80	1,770 15	10,719 60
North Atlantic Steamship Company.....	165 29	631 93	72 30	173 05	1,042 57
Total.....	22,760 75	76,467 59	9,501 08	19,954 69	128,684 11
Amount received.....	99,228 34	.....	29,455 77	.....	.....
Sent.	Paid.	Paid distributed.	Unpaid.		Total.
Cunard line.....	\$6,952 45	\$35,945 37	\$44,644 09	.....	\$87,561 91
Canadian line.....	114 35	715 43	620 01	.....	1,449 79
Havre line.....	1,294 91	8,962 67	8,648 12	.....	18,905 70
German Lloyd line.....	293 44	5,001 28	1,529 38	.....	6,824 10
Vanderbilt line.....	1,729 30	11,333 13	10,517 73	.....	23,574 16
Miscellaneous line.....	1,043 17	8,357 74	7,432 60	.....	16,833 51
North Atlantic Steamship Company.....	.....	886 36	749 56	.....	1,635 92
Total.....	11,421 62	71,201 98	74,161 49	.....	156,785 09
Amount sent.....	82,623 60	.....	74,161 49	.....	.....

Amount collected in United States.....	\$181,851 94
Amount collected in Prussia.....	103,617 26

Total.....	285,469 20
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Excess collected in United States.....	78,234 68
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Amount of letter postage on French mails received in and sent from the United States during the fiscal year ended June 30, 1860.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$17,560 98	\$22,759 15	\$15,557 94	\$21,586 42	\$77,464 49
Canadian line.....	927 07	1,743 86	631 80	1,509 73	4,812 46
Havre line.....	3,537 93	4,697 32	2,509 51	3,335 96	14,080 72
German Lloyd line.....	1,028 83	1,850 30	807 24	1,394 20	5,080 57
Vanderbilt line.....	3,158 95	4,429 31	2,181 61	3,045 30	12,815 17
Miscellaneous lines.....	784 09	1,694 60	523 55	1,234 07	4,236 31
North Atlantic Steamship Company.....	241 50	270 87	147 09	169 15	828 61
Total	27,239 35	37,443 41	22,358 74	32,274 83	119,318 33
Amount received....	64,684 76	.....	54,633 57	.....	.....

Sent.	Paid.	Paid distributed.	Unpaid.	Total.
Cunard line.....	9,403 48	21,300 31	32,148 95	62,852 74
Canadian line.....	232 25	916 85	885 40	2,034 50
Havre line.....	1,759 68	5,065 73	6,207 06	13,032 47
German Lloyd line.....	911 60	2,927 02	3,854 95	7,693 57
Vanderbilt line.....	1,922 08	5,594 47	7,168 45	14,685 00
Miscellaneous lines.....	939 00	3,567 88	3,758 47	8,265 35
North Atlantic Steamship Company.....	136 89	840 94	942 99	1,920 82
Total	15,304 98	40,213 20	54,966 27	110,484 45
Amount sent	55,518 18	.....	54,966 27	.....

Amount collected in the United States	\$120,202 94
Amount collected in France	109,599 84
Total.....	229,802 78
Excess collected in the United States.....	10,603 10

*Amount of letter postage on Belgian mails received in and sent from the
United States from January 24, to June 30, 1860.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$166 05	\$143 91	\$380 84	\$278 63	\$969 43
Canadian line.....	10 80	11 61	20 25	21 60	64 26
Havre line.....	17 28	21 87	32 94	34 02	106 11
German Lloyd line	7 83	5 67	16 47	16 74	46 71
Vanderbilt line	20 52	20 25	27 00	38 61	106 39
Miscellaneous lines	25 11	35 91	47 52	56 16	164 70
North Atlantic Steamship Company.....	7 56	5 13	8 91	7 56	29 16
Total	255 15	244 35	533 93	453 32	1,486 75
Amount received....	499 50	.....	987 25	.....	.....

Sent.	Paid.	Paid distributed.	Unpaid.	Total.
Cunard line.....	\$122 88	\$252 42	\$1,000 12	\$1,375 42
Canadian line.....	54	6 75	22 01	29 30
Havre line.....	11 88	51 03	153 90	216 81
German Lloyd line.....	5 67	15 39	57 24	78 30
Vanderbilt line.....	24 03	59 13	167 13	250 29
Miscellaneous lines.....	18 90	57 24	160 11	236 25
North Atlantic Steamship Company.....	2 70	24 84	54 27	81 81
Total	186 60	466 80	1,614 78	2,268 18
Amount sent.....	653 40	.....	1,614 78	.....

Amount collected in the United States	\$1,152 90
Amount collected in Belgium	2,602 03
Total	3,754 93
Excess collected in Belgium	1,449 13

Amount of letter postage on Bremen mails received in and sent from the United States during the fiscal year ended June 30, 1860.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
German Lloyd line.....	\$2,205 30	\$8,850 19	\$996 80	\$2,925 14	\$14,977 43
Hamburg line.....	391 43	2,444 53	230 80	770 93	3,837 69
Total	2,596 73	11,294 72	1,227 60	3,696 07	18,815 12
Amount received....	13,891 45	.....	4,923 67	.....	.....
Sent.	Paid.	Paid distributed.	Unpaid.		
German Lloyd line	\$1,521 66	\$10,587 05	\$4,886 38	.....	\$16,995 09
Total	1,521 66	10,587 05	4,886 38	.....	16,995 09
Amount sent.....	12,108 71	.....	4,886 38	.....	.....
Amount collected in the United States					\$26,000 16
Amount collected in Bremen					9,810 05
Total.....					35,810 21
Excess collected in the United States.....					16,190 11

Amount of letter postage on Hamburg mails received in and sent from the United States during the fiscal year ended June 30, 1860.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg line	\$2,166 43	\$4,887 91	\$1,287 00	\$1,920 38	\$10,261 72
Amount received	7,054 34	.....	3,207 38	.....	.....
Sent.	Paid.	Paid distributed.	Unpaid.		Total.
Hamburg line	\$2,788 12	\$15,190 05	\$4,893 63	.....	\$22,871 80
Amount sent.....	17,978 17	.....	4,893 63	.....	.....
Amount collected in United States					\$25,032 51
Amount collected in Hamburg.....					8,101 01
Total.....					33,133 50
Excess collected in United States.....					16,931 50

Number of letters and newspapers exchanged between the United States and United Kingdom, in British mails, during the fiscal year ended June 30, 1860.

	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	1,110,417	926,425	784,280	906,268
Canadian line.....	226,069	86,410	50,786	49,523
Havre line.....	127,110	153,943	94,087	213,006
German Lloyd line.....	57,216	98,950	46,450	139,206
Vanderbilt line.....	102,841	154,465	75,589	215,840
Miscellaneous line.....	84,244	224,533	45,415	180,324
North Atlantic Steamship Company..	6,579	14,224	4,943	21,308
Total.....	1,714,476	1,658,950	1,101,550	1,725,475

Number of letters and newspapers exchanged between the United States and Kingdom of Prussia, in closed mails, during the fiscal year ended June 30, 1860.

	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	209,954	286,168	14,767	36,140
Canadian line.....	25,507	4,752	1,805	1,079
Havre line.....	61,637	62,221	6,593	12,028
German Lloyd line.....	32,744	22,746	3,837	4,958
Vanderbilt line.....	50,335	77,328	5,679	12,482
Miscellaneous line.....	35,240	55,565	3,664	9,802
North Atlantic Steamship Company..	3,488	5,375	379	978
Total.....	418,905	513,885	36,724	77,467

Number of letters and newspapers exchanged between the United States and France during the fiscal year ended June 30, 1860.

	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	461,294	405,077	106,705	148,923
Canadian line.....	28,689	13,050	7,438	3,492
Havre line.....	84,335	82,382	19,870	32,619
German Lloyd line.....	29,502	48,408	7,385	21,624
Vanderbilt line.....	75,831	11,524	18,083	3,642
Miscellaneous line.....	24,249	52,486	9,476	23,685
North Atlantic Steamship Company..	4,931	11,721	967	3,399
Total.....	708,831	624,648	169,924	237,384

*Number of letters and newspapers exchanged between the United States
and Belgium from January 24 to June 30, 1860.*

	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	3,587	5,091	1,638	145
Canadian line	238	108	340	.....
Havre line	393	782	337	37
German Lloyd line	173	290	49	11
Vanderbilt line	394	927	287	43
Miscellaneous line	610	209	701	15
North Atlantic Steam Ship Co.	108	303	110	12
Total	5,503	7,710	3,462	263

*Number of letters and newspapers exchanged between the United States
and Bremen during the fiscal year ending June 30, 1860.*

	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
German Lloyd line	117,421	127,075	11,995	31,479
Hamburg line	29,364	704
Total	146,785	127,075	12,699	31,479

*Number of letters and newspapers exchanged between the United States
and Hamburg during the fiscal year ending June 30, 1860.*

Hamburg line.	Number of letters.		Number of newspapers	
	Received.	Sent.	Received.	Sent.
Total	78,479	161,122	13,848	55,802

Revenue to the United States, also to the United States Post Office Department, by Cunard line, for the fiscal year ended June 30, 1860.

Total postage on British mails by Cunard line.....		\$471,597 85
United States portion, being $\frac{2}{3}$, for United States inland.....	\$98,149 55	
Add postage on 906,268 newspapers sent, at 2 cents each.....	18,125 36	
		\$116,274 91
The Post Office Department pays commission to postmasters on above, viz :		
For distribution on unpaid distributed received, \$78,439 52, at 12½ per cent.....	9,804 94	
For commission to postmasters at offices where delivered, \$78,439 52, at 30 per cent.....	23,531 85	
For distribution on paid distributed received, \$60,164 62, at 12½ per cent.....	7,520 57	
For commission to postmasters at offices where delivered, \$60,164 62, at 30 per cent.....	18,049 38	
For distribution on unpaid sent, \$87,352 98, at 12½ per cent.....	10,919 12	
For commissions to postmasters at New York, Boston, and Philadelphia on—		
Unpaid received, \$68,750 75, at 15 per cent.....	10,312 61	
Paid sent, \$29,472, at 15 per cent.....	4,420 80	
Newspaper postage, \$18,125 36, at 50 per cent.....	9,062 68	
For distribution on paid distributed sent, \$97,272 71, at 12½ per cent.....	12,159 08	
		105,781 03
Revenue to the Post Office Department.....		10,493 88
Deduct United States inland on British mails.....		98,149 55
Deficit to the Post Office Department.....		87,655 67

Closed mail account.

Letters.	Prussian, received.	Prussian, sent.	Canada, re- ceived.	Canada, sent.	California, received.	California, sent.	Havana, re- ceived.	Mexico, re- ceived.
	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>
Cunard line.....	71,541 $\frac{1}{2}$	90,346 $\frac{1}{2}$	59,952 $\frac{1}{2}$	38,525 $\frac{3}{4}$	12,001 $\frac{1}{2}$	3,269 $\frac{1}{2}$	11,179 $\frac{1}{2}$	971
Canadian line.....	8,467 $\frac{3}{4}$	1,575 $\frac{3}{4}$	658 $\frac{1}{2}$	82 $\frac{1}{2}$	1,034 $\frac{1}{4}$	223	274 $\frac{1}{2}$	65 $\frac{1}{2}$
Havre line.....	17,767 $\frac{3}{4}$	19,564	7	238 $\frac{1}{2}$	1,178	406 $\frac{1}{2}$	289	37
German Lloyd line.....	11,548 $\frac{3}{4}$	7,287 $\frac{1}{2}$	5 $\frac{3}{4}$	949 $\frac{3}{4}$	1,151 $\frac{1}{2}$	251	26 $\frac{1}{2}$	26 $\frac{1}{2}$
Vanderbilt line.....	13,400 $\frac{1}{2}$	24,573	8 $\frac{3}{4}$	25	758	812 $\frac{1}{2}$	399	33 $\frac{1}{2}$
Miscellaneous line.....	11,765	17,482	4 $\frac{1}{2}$	118 $\frac{1}{2}$	655 $\frac{1}{2}$	416 $\frac{1}{2}$	285 $\frac{1}{4}$	44 $\frac{3}{4}$
North Atlantic Steamship Company.....	2,354 $\frac{1}{2}$	1,817	27 $\frac{1}{2}$	27 $\frac{1}{2}$			55	5
West India mails.....					7,864 $\frac{3}{4}$			
Total.....	136,845 $\frac{1}{2}$	162,646 $\frac{1}{2}$	60,637	39,018 $\frac{1}{2}$	24,442	6,279 $\frac{1}{4}$	12,733	1,183
Newspapers.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.
Cunard line.....	15,440	36,162	377,837	131,951	26,556	914	8,462	1,020
Canadian line.....	1,804	829	1,032		2,585	42	332	94
Havre line.....	5,893	12,008		547	3,754	120	235	34
German Lloyd line.....	4,235	4,966	1		3,160	341	195	29
Vanderbilt line.....	4,708	13,182			2,972	177	485	31
Miscellaneous line.....	3,655	9,842		16	2,470	157	345	24
North Atlantic Steamship Company.....	798	978		1			134	8
West India mails.....					2,809			
Total.....	36,533	77,967	378,870	132,515	44,306	1,751	10,188	1,240

Receipts and disbursements in closed mails between the United States and Prussia, during the fiscal year ended June 30, 1860.

RECEIPTS.		
Amount of postage on paid and unpaid sent.....	\$156,785 09	
Deduct Prussian inland, $\frac{7}{8}$	36,583 18	\$120,201 91
Amount of postage on paid and unpaid received.....	128,684 11	
Deduct Prussian inland, $\frac{3}{8}$	21,447 35	107,236 76
Add newspaper postage on 77,467 newspapers sent, at 4 cents each.....		3,098 68
Total to the United States.....		230,537 35
DISBURSEMENTS.		
Amount paid Great Britain for carrying 71,541 $\frac{1}{2}$ ounces, at 61 $\frac{1}{2}$ cents.....	43,998 02	
Amount paid Great Britain for carrying 90,346 $\frac{1}{2}$ ounces, at 57 $\frac{1}{2}$ cents.....	51,949 23	
Amount paid Canadian line for carrying 10,043 $\frac{1}{2}$ ounces, at 40 cents.....	4,017 40	
Amount paid Canadian line for carrying 2,633 newspapers, at 2 cents.....	52 66	
Amount paid Havre line for carrying 37,332 ounces, at 40 cents.....	14,932 80	
Amount paid Havre line for carrying 17,901 newspapers, at 2 cents.....	358 02	
Amount paid German Lloyd line for carrying 18,836 ounces, at 40 cents.....	7,534 40	
Amount paid German Lloyd line for carrying 9,201 newspapers, at 2 cents.....	184 02	
Amount paid Vanderbilt line for carrying 37,973 $\frac{1}{2}$ ounces, at 40 cents.....	15,189 40	
Amount paid Vanderbilt line for carrying 17,890 newspapers, at 2 cents.....	357 80	
Amount paid miscellaneous for carrying 29,247 ounces, at 40 cents.....	11,698 80	
Amount paid miscellaneous for carrying 13,497 newspapers, at 2 cents.....	269 94	
Amount paid North Atlantic Steamship Company for carrying 4,171 $\frac{1}{2}$ ounces, at 40 cents.....	1,668 60	
Amount paid North Atlantic Steamship Company for carrying 1,776 newspapers, at 2 cents.....	35 52	
Commissions to United States postmasters.....	75,171 61	227,418 22
Revenue to United States Post Office Department.....		3,119 13

Statement of letters and newspapers, with the several postages, conveyed by various lines of ocean steamers, during the fiscal year ended June 30, 1860.

Names of lines.	Offices.	Letters.	Newspapers.	Postage on letters received.	Postage on letters sent.	Total postages.
New York and California via Aspinwall.....	New York.....	879,901	2,795,845	\$59,347 78	\$63,895 91	\$123,243 69
	Boston.....	277,071	694,772	17,089 00	15,048 34	32,137 34
	Philadelphia.....	76,550	311,777	3,360 34	4,297 87	7,658 21
	Baltimore.....	5,290	9,917	237 08	402 98	640 06
	Saint Louis.....	13,294	65,054	1,354 01	294 49	1,648 50
	Chicago.....					
	Cincinnati.....	18,555	64,500	710 79	1,362 38	2,073 17
	New Orleans.....	26,441		757 55	2,427 75	3,185 30
New York and California via Tehuantepec.....	New Orleans.....	13,486		1,403 11	181 70	1,584 81
Total.....		1,310,588	3,940,865	84,259 66	87,911 42	172,171 08
Add newspaper postage, at one cent.....						39,408 65
Total postages.....						211,579 73
Charleston and Havana.....	Charleston.....					
	Savannah.....	884	1,058	116 95	11 31	128 26
Total.....		884	1,058	116 95	11 31	128 26
Add newspaper postage, at two cents.....						21 16
Total postages.....						149 42
New Orleans and Vera Cruz.....	New Orleans.....	10,513		960 27	1,059 48	2,019 75
Add newspaper postage, at two cents.....						
Total postages.....						2,019 75

West India Islands.....	Various offices.....	518,443	198,066	33,239 00	29,365 93	62,604 93
Add newspaper postages, at two cents.....						3,961 32
Total postages.....						66,566 25
Panama and Mexico.....	Various offices.....	41,145	31,271	3,140 97	6,476 02	9,616 99
Add newspaper postages, at four cents.....						1,240 84
Total postages.....						10,867 83
Aggregate total postages.....						291,182 98

Amount of postages on mails exchanged between the United States and the British Provinces during the fiscal year ended June 30, 1860.

Amount on unpaid received.....	\$35,469 42	
Amount on paid received.....	42,365 47	
	<hr/>	\$77,834 89
Amount on unpaid sent.....	30,707 60	
Amount on paid sent.....	56,229 38	
	<hr/>	86,936 98
Total amount		<hr/> <hr/> 164,771 87
Amount collected in the United States.....	\$91,698 80	
Amount collected in the British Provinces.....	73,073 07	
	<hr/>	
Balance in favor of the United States		<hr/> <hr/> 18,625 73

The United Kingdom of Great Britain and Ireland in account with the United States of America, for the fiscal year ended June 30, 1860, (service of the Post Office Department.)

DR.

CR.

MAILS SENT.			MAILS RECEIVED.		
For postage on (1) unpaid letters from United States for United Kingdom	\$62,781 25		For postage on (1) unpaid letters from United Kingdom for United States	\$120,019 85	
For postage on (2) unpaid letters from foreign countries, &c., in transit through United States for United Kingdom	4,007 20		For postage on (2) unpaid letters from foreign countries, &c., in transit through United Kingdom for United States	12,231 84	
For postage on (3) newspapers in transit through United States for United Kingdom	30 24		For postage on (3) newspapers in transit through United Kingdom for United States	2,538 98	
For postage on (4) missent, redirected, and returned letters..	43 21		For postage on (4) missent, redirected, and returned letters..	82 24	
For postage on (5) closed mails for United Kingdom in transit through United States	10,532 88	\$77,394 78	For postage on (5) closed mails for United States in transit through United Kingdom	59,272 82½	\$194,145 73½
MAILS RECEIVED.			MAILS SENT.		
For postage on (6) paid letters from United Kingdom for United States	69,253 41		For postage on (6) paid letters from United States for United Kingdom	101,447 19	
For postage on (7) paid registered letters from United Kingdom for United States, &c.	2,445 52		For postage on (7) paid registered letters from United States for United Kingdom	1,681 59½	
For postage on (8) paid letters from foreign countries for United States upon which sea rate has been paid	7,410 16		For postage on (8) paid letters for foreign countries, &c., in transit through United Kingdom	11,869 81	
For postage on (9) paid letters for foreign countries, United States possessions, &c., in transit, &c.	14 23		For postage on (9) paid newspapers for foreign countries, &c., in transit through United Kingdom	2,358 86	
For postage on (10) paid newspapers for foreign countries, United States possessions, &c., in transit, &c.	1 98		For postage on (10) closed mails from United States in transit through United Kingdom	66,777 14½	184,134 60½
For postage on (11) closed mails from the British office in transit through United States	30,927 77	110,053 07	For postage on foreign ports' packet account		6,960 62
For postage on loose letters (collected on the ships)		20 74	For postage on loose letters (collected on the ships)		21 90
For postage on dead letters returned		6,071 17	For postage on dead letters returned		1,287 01
For overcharges		130 27	For overcharges		156 95
Balance		193,191 96	For discrepancies in settlement of accounts, being the result of differences between vouchers		155 17
		386,861 99	By balance		386,861 99
					193,191 96

The Kingdom of Prussia in account with the United States of America from July 1, 1859, to June 30, 1860, (service of the Post Office Department.)

Dr.

Cr.

MAILS SENT.			MAILS SENT.		
For postage on (1) unpaid letters.....	\$54,605 73		For postage on (4) paid letters for Prussia	\$16,708 02	
For postage on (2) unpaid letters in transit through the United States	2,910 73		For postage on (5) paid letters for States beyond the German-Austrian postal union	5,125 40	
For postage on (3) missent, returned, and redirected letters..	14 35	\$57,530 81	For postage on (6) paid newspapers for Prussia	1,580 22	\$23,413 70
MAILS RECEIVED.			MAILS RECEIVED.		
For postage on (4) paid letters	24,808 04		For postage on (1) unpaid letters from Prussia.....	14,551 70	
For postage on (5) paid newspapers	1,484 29		For postage on (2) unpaid letters from States beyond the German-Austrian postal union	4,157 88	
For postage on (6) paid letters for foreign countries, &c., in transit	928 53	27,220 86	For postage on (3) missent, returned, and redirected letters..	107 33	18,816 91
For postage on dead letters returned to Berlin.....		1,354 12	For postage on dead letters returned to Washington.....		586 75
For overcharges.....		75	For overcharges.....		3 81
			Balance		43,285 37
		86,106 54			86,106 54
To balance.....		43,285 37			

The General Post Office of France in account with the United States of America, quarters ended September 30 and December 31, 1859, (service of the Post Office Department.)

Dr.

Cr.

MAILS SENT.			MAILS RECEIVED.		
For postage on (1) unpaid letters from the United States for France and Algeria.....	\$7,056 84		For postage on (1) unpaid letters from France and Algeria for the United States	\$9,311 91	
For postage on (2) unpaid letters from the United States for countries beyond France	2,886 27		For postage on (2) unpaid letters from France and Algeria for countries beyond the United States	4 14	
For postage on (3) letters not prepaid, &c., for France and Algeria	1,660 57		For postage on (3) letters not prepaid, &c., for the United States	11,736 25	
For postage on (4) letters not prepaid, &c., for countries beyond France	222 39		For postage on (4) letters not prepaid, &c., for countries beyond the United States		
For postage on (5) letters badly directed by French post offices and returned, &c	3 97		For postage on (5) letters badly directed by the United States post offices and returned, &c	2 45	
For postage on (6) letters resent, &c	2 04	\$11,832 08	For postage on (6) letters resent, &c	71 79	\$21,126 54
MAILS RECEIVED.			MAILS SENT.		
For postage on (7) letters for United States, prepaid, &c., from France and Algeria.....	7,220 10		For postage on (7) letters for France and Algeria from the United States	11,567 03	
For postage on (8) letters for United States, prepaid, &c., from countries beyond France	1,635 66		For postage on (8) letters for France and Algeria from countries beyond the United States		
For postage on (9) prepaid letters for countries beyond the United States from France and Algeria.....	1,194 00		For postage on (9) prepaid letters for countries beyond France from the United States.....	4,897 80	
For postage on (10) prepaid letters for countries beyond the United States from countries beyond France.....	40 98	10,090 74	For postage on (10) prepaid letters for countries beyond France from countries beyond the United States.....		16,464 83
For postage on loose letters (collected on the ships).....		460 62	For postage on loose letters (collected on the ships).....		155 75
For postage on dead letters returned to France.....		15,369 62	For postage on dead letters returned to Washington.....		3 94
For overcharges on various letters, &c			For overcharges on various letters, &c		
Balance		37,751 08	By balance		37,751 06
					15,367 62

The post office of Bremen, Germany, in account with the United States of America, from July 1, 1859, to June 30, 1860,
Dr. *(service of the Post Office Department.)* *Cr.*

MAILS SENT.			MAILS RECEIVED.		
For postage on unpaid letters from United States for Bremen...	\$1,289 22	\$1,423 49	For postage on unpaid letters from Bremen for United States.....	\$10,207 79	\$10,224 57
For postage on unpaid letters from United States for states beyond Bremen	114 60		For postage on unpaid letters from states beyond Bremen....	.....
For postage on unpaid letters from foreign countries in transit through United States for Bremen, &c.....	18 98		For postage on unpaid letters for countries beyond United States.....	.....
For postage on missent, redirected, returned, &c., letters.....	1 29		For postage on missent, redirected, returned, &c., letters....	16 78	
MAILS RECEIVED.			MAILS SENT.		
For postage on paid letters from Bremen for United States....	1,405 72	1,673 90	For postage on paid letters from United States for Bremen...	633 92	10,247 19
For postage on paid letters from states beyond Bremen for United States .....	.....		For postage on paid letters from United States for states beyond Bremen	8,926 38
For postage on paid letters for countries beyond United States.....	145 02		For postage on paid letters from countries beyond United States for Bremen.....	.....
For postage on paid newspapers from Bremen for United States.....	101 76		For postage on paid newspapers from United States for Bremen.....	646 73	
For postage on paid pamphlets and magazines from Bremen for United States.....	21 40	17,125 57	For postage on paid pamphlets and magazines from Bremen for United States.....	40 16	20,597 64
For postage of loose letters collected on ships.....	.....		For registered letters from United States for Bremen.....	.....
For postage on dead letters returned.....	.....		For postage on loose letters collected on ships.....	.....
Balance.....	.....		For postage on dead letters returned.....	.....
		20,997 64	For this amount paid Belgium and Prussia for inland transit on mails per "Ariel" to Havre, November, 1858	346 28
			By balance.....	\$17,125 57

The post office of Hamburg, Germany, in account with the United States of America, from July 1, 1859, to June 30, 1860, (service of the Post Office Department.)

Dr.

Cr.

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MAILS SENT.			MAILS RECEIVED.		
For postage on unpaid letters from United States for Hamburg.....	\$2,081 80		For postage on unpaid letters from Hamburg for United States.....	\$4,953 15	
For postage on unpaid letters from United States for states beyond Hamburg.....	260 50		For postage on unpaid letters from States beyond Hamburg..		
For postage on unpaid letters from foreign countries in transit through United States for Hamburg, &c.....	50 20		For postage on unpaid letters for countries beyond United States.....		
For postage on misssent, redirected, returned, &c., letters....	10 35		For postage on misssent, redirected, returned, &c., letters....	1 65	
		\$2,402 85			\$4,954 80
MAILS RECEIVED.			MAILS SENT.		
For postage on paid letters from Hamburg for United States...	1,396 75		For postage on paid letters from United States for Hamburg..	889 20	
For postage on paid letters from states beyond Hamburg for United States.....	24 75		For postage on paid letters from United States for states beyond Hamburg.....	11,320 50	
For postage on paid letters for countries beyond United States.....	331 11		For postage on paid letters from countries beyond United States for Hamburg.....	178 73	
For postage on paid newspapers from Hamburg for United States.....	292 32		For postage on paid newspapers from United States for Hamburg.....	792 81	
For postage on paid registered letters from Hamburg for United States.....	63 74		For postage on paid pamphlets and magazines from Hamburg for United States.....	66 94	
		2,018 67	For registered letters from United States for Hamburg.....	223 62	
For postage of loose letters collected on ships.....			For postage on loose letters collected on ships.....		13,471 80
For postage on dead letters returned.....		153 85	For postage on dead letters returned.....		28 40
Balance.....		13,879 63			
		18,455 00			18,455 00
			By balance.....		\$13,879 63

Balances due the United Kingdom on the adjustment of accounts between the United States and United Kingdom, for the fiscal year ended June 30, 1860.

Third quarter, 1859.....	\$47,417 68
Fourth quarter, 1859	51,480 93
First quarter, 1860.....	47,832 78
Second quarter, 1860.....	46,460 57
Total	<u>193,191 96</u>

Balances due the United States on the adjustment of accounts between the United States and Prussia, for the fiscal year ended June 30, 1860.

Third quarter, 1859.....	\$9,535 08
Fourth quarter, 1859	10,532 62
First quarter, 1860.....	12,268 61
Second quarter, 1860.....	10,949 06
Total	<u>43,285 37</u>

Balances due France on the adjustment of accounts between the United States and France, for the fiscal year ended June 30, 1860.

Third quarter, 1859.....	\$6,776 33
Fourth quarter, 1859	8,591 29
First quarter, 1860.....	.....
Second quarter, 1860.....	.....
Total	<u>15,367 62</u>

Balances due Bremen on the adjustment of accounts between the United States and Bremen, for the fiscal year ended June 30, 1860.

Third quarter, 1859	\$3,939 38
Fourth quarter, 1859	5,179 50
First quarter, 1860	5,473 24
Second quarter, 1860.....	2,533 45
Total	<u>17,125 57</u>

Balances due Hamburg on the adjustment of accounts between the United States and Hamburg, for the fiscal year ended June 30, 1860.

Third quarter, 1859.....	\$3,665 80
Fourth quarter, 1859	2,694 04
First quarter, 1860.....	2,941 14
Second quarter, 1860.....	4,578 65
Total	<u>13,879 63</u>

Amount of postages accounted for on foreign dead letters sent from and returned to the United States, for the fiscal year ended June 30, 1860.

United Kingdom to United States.....	\$1,287 01
Prussia to United States.....	586 01
Bremen to United States .....	.....
Hamburg to United States.....	28 40
France to United States.....	155 75
United States to United Kingdom.....	6,071 17
United States to Prussia.....	1,354 12
United States to Bremen	774 68
United States to Hamburg.....	153 85
United States to France	460 62

Amount reported as due the following lines, (being the sea and inland postages,) for the fiscal year ended June 30, 1860.

Vanderbilt line	\$119,365 20
Havre line	94,489 77
North Atlantic Steamship Company	14,294 73
Total	<u>228,149 70</u>

Amount reported as due the following lines, (being the sea postages,) for the fiscal year ended June 30, 1860.

Canadian line	\$59,930 27
Miscellaneous line	50,093 62
German Lloyd line	37,061 45
Total	<u>147,085 34</u>

West India lines of steamers.

Amount reported as due the various West India lines of steamers for the fiscal year ended June 30, 1860.....	\$50,651 68
Amount to the New Orleans and Vera Cruz line	1,911 15
Total	<u>52,562 83</u>