

REPORT OF THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
December 3, 1855.

SIR: The number of post offices established in the United States during the year ending 30th June, 1855, was 1,663, and the number discontinued 801, showing a net increase of 862. The sites and names of 373 have been changed. The whole number of offices on the 30th of June was 24,410, and on the 30th of November 24,770, of which 258 are of the class the postmasters of which are appointed by the President. The number of postmasters appointed during the regular fiscal year was 7,103, as follows: To fill vacancies by resignation, 4,056; by removals, 879; by deaths, 299; by change of names and sites, 216; and by establishment of new offices, 1,663.

On the 30th June last there were in operation 7,033 mail routes. The number of contractors was 5,703. The length of these routes is estimated at 227,908 miles.

The total annual transportation of mails was 67,401,168 miles, costing \$5,345,238, and divided as follows, viz:

24,879,752 miles by modes not specified, at \$1,430,665—5 $\frac{1}{2}$ cents a mile.

18,859,118 miles by coach, at \$1,215,979—about 6 $\frac{1}{2}$ cents a mile.

19,202,469 miles by railroad, at \$2,073,089—about 10 $\frac{1}{2}$ cents a mile.

4,459,827 miles by steamboat, at \$625,505—about 14 cents a mile.

Compared with the service of June 30, 1854, as actually in operation, there is an increase of 3,397,025 miles of transportation, or about 5 $\frac{1}{3}$ per cent., and of \$675,221 50 cost, or about 14 $\frac{2}{3}$ per cent.

The increase of railroad service is 3,483,132 miles, at a cost of \$286,636, being 22 $\frac{1}{10}$ per cent. in transportation, and 15 $\frac{1}{8}$ in cost.

The increased transportation, by modes not specified, is 3,575,177 miles, or about 16 $\frac{7}{10}$ per cent., costing \$336,475 50, or 30 $\frac{1}{2}$ per cent. 12 $\frac{1}{3}$ per cent., at a diminished cost of \$84,257, or 6 $\frac{9}{10}$ per cent.

The transportation by coaches is less by 2,325,628 miles, or about Steamboat service during the past year was reduced 1,335,656 miles, or nearly 30 per cent., and the cost increased \$136,367, or 27 $\frac{1}{2}$ per cent.

This great change resulted mainly from the reletting of contracts last year in the States of Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, Texas, California, and the several Territories.

A comparison of the steamboat service under the contracts which expired June 30, 1854, with that on the 30th June, 1855, under the new contracts, commencing July 1, 1854, shows a reduction of 1,547,560 miles, or about 56 per cent., in the annual transportation, and an addition of \$90,120, or about 23 per cent., to the cost. In the other sections of the Union, the steamboat transportation has been increased 211,904 miles, at an increased cost of \$46,247.

The amount of service, in the foregoing general statements, chargeable to California, are 692,016 miles, costing \$127,515, apportioned as follows:

Steamboat transportation, 175,656 miles, at \$52,000, or 29 cents 6 mills per mile.

Coach transportation, 376,376 miles, at \$49,915, or 13½ cents per mile.

Modes not specified, 139,984 miles, at \$25,600, or 18½ cents per mile.

On two steamboat routes, which cost \$21,000 prior to July 1, 1854, the pay for the same amount of service is now \$50,000, being an increase of \$29,000, as anticipated in my last year's report.

There has been a remarkable addition to the coach transportation, viz: 116 per cent., and yet the whole cost is only 4½ per cent. more than last year. There was 84 per cent. more service of the inferior grades, at 119 per cent. higher cost, on the 30th of June, 1854, than 30th June, 1855. The apparent difference is much greater, but this arises from transferring the Salt Lake and San Diego route to the account of service in Utah for the past year, it having been charged the previous year to California.

The total increase of all grades of service in California during the year ending 30th June last is 100,386 miles, or about 17 per cent. of transportation. The total saving is \$15,418, or 12 per cent.

In Oregon the service is as follows, viz:

Steamboat, 29,952 miles, at \$8,100.

Modes not specified, 75,512 miles, at \$16,767.

Coach, 12,480 miles, at \$3,650.

The steamboat service has been decreased about 26 per cent. during the year. The cost for the year ending June 30, 1854, was 109 per cent. higher than for the past year, ending June 30, 1855.

In Nebraska and Kansas 22 routes have been put in operation, on which the annual transportation is estimated at 75,364 miles, at a cost of \$4,312, or five cents seven mills per mile.

In new Mexico the transportation is unchanged, but the cost increased \$6,050 by special act of Congress.

In Utah there is an increase of 25,960 miles of transportation, costing \$12,203 additional, as compared with the service on 30th June, 1854. This, however, does not result from any actual addition to the service, but simply from charging to Utah the route from Salt Lake to San Diego, which, prior to July 1, 1854, was charged to California.

The following table shows the extension of railroad service:

States.	Length of route.	Miles of annual transportation.	Additional cost.
	<i>Miles.</i>		
New England	197	200, 903	\$15, 014 00
New York	88	81, 500	4, 862 00
New Jersey, Pennsylvania, Delaware, Maryland, and Ohio.....	1, 018	854, 379	59, 517 00
Virginia, North Carolina, South Carolina, Georgia, and Florida.....	347	465, 780	35, 999 00
Michigan, Indiana, Illinois, and Wisconsin.....	1, 875	1, 747, 729	145, 746 00
Kentucky, Tennessee, Alabama, Mississippi, and Louisiana	149	132, 842	25, 498 00
Total increase	3, 674	3, 483, 132	286, 636 00

The lettings of new contracts for the year, commencing 1st July 1878, embraced the States of Virginia, North Carolina, South Carolina, Georgia, and Florida.

A comparison of the new service, as in operation 30th September, 1878, with that under the expired contracts, 30th June last, shows that the annual transportation of mails has been increased 423,673 miles, at an increased cost of \$117,077, divided among the several States as follows, viz :

States.	Increased miles of annual transportation.	Increased annual cost.
Virginia	128, 009	\$58, 431 00
North Carolina	119, 180	27, 771 00
South Carolina .....	.....	10, 400 00
Georgia	295, 236	18, 417 00
Florida	9, 212	2, 055 00

This comparison shows a decrease in the annual transportation in South Carolina, which results from the fact that new contracts are not yet concluded for the steamboat routes between Charleston and Savannah and Charleston and New York, and they are therefore not embraced in the statement of service as in operation 30th September 1878, although they are now, and will probably continue, in operation. Of the 423,673 miles of additional service under the new contracts, 143,636 are performed by railroad. Of the additional cost of \$117,077, \$51,957 is for railroad service.

The total annual transportation under the new contracts, as adjusted for the quarter ending September 30, is 10,847,379 miles, and the total annual cost \$996,843, divided as follows, viz :

3,390,303 miles by railroad, at \$485,188, or 14 cents 3 mills per mile.

799,746 miles by steamboat, at \$106,874, or 13½ cents per mile.
2,171,125 miles by coach, at \$151,781, or 7 cents per mile.

4,486,205 miles inferior modes, at \$253,000, or 5 cents 6 mills per mile.

There should also be added \$6,164 for the cost of additional route agents, mail messengers, and local agents appointed since the 1st of July last; and \$1,540 for the Charleston and New York and Charleston and Savannah routes, which are expected to continue at the same rate as under the former contract.

On the 30th June last, there were in service 319 route agents, at a compensation of \$235,170 65; 29 local agents, at \$19,328; and 981 mail messengers, at \$100,471 65; making a total of \$354,970 30 to be added to the other cost of transportation. This makes the total amount for the current year \$5,824,989 30, which will probably be increased to \$6,000,000 by new service on the Mississippi river, and routes established by the last Congress.

The cost of foreign mail service paid for by this department is not included in the foregoing statements, and amounts to \$611,467.

In my last annual report I gave reasons which, it appeared to me, clearly justified some delay in making a contract for conveying the mails by steamboat between Cairo and New Orleans under the act of Congress of 5th August, 1854. My expectation was that more advantageous terms would be secured after the final completion of the Illinois Central railroad, and the opening of the Ohio and Mississippi road from the east to its point of intersection with the Illinois Central. Accordingly, negotiations were had with several parties, though without any favorable issue until the 3d of April last, when I concluded a contract with Mr. James F. Joy, to convey mails on the route from Cairo to New Orleans and back daily, in suitable steamboats, agreeably to the advertisement of the 31st of August, 1854, for the compensation of \$150,000 per annum, he having visited Washington with full powers to negotiate and conclude such a contract on behalf of the Illinois Central Railroad Company, as stated to me in a letter from Z. N. A. Griswold, president thereof, dated the 23d of March last. On the 24th of April Mr. Joy informed the department that arrangements had been made for a number of boats, probably to go into the line immediately. The contract was so ordered, and, considering the wealth and influence of that corporation, and its direct interest in connecting the railroad with a regular line of boats to New Orleans, there was every reason to expect a prompt and faithful performance of the stipulated service.

Some delay was to be expected, owing to the magnitude of the enterprise, but I did not permit myself to doubt that the service would commence as soon as practicable. To my surprise, however, after waiting some time for a report on the subject, I received a letter, dated 16th July last, from the vice-president of the Illinois Central Railroad Company, informing me of a failure to organize a line of boats, and submitting new propositions, which I could not consistently entertain. In a letter dated 17th September he wrote again, enclosing a proposal from another party at \$350,000 per annum. I answered,

On the 2d of October, that I must require the railroad company to perform service on the terms agreed upon, and to commence in two weeks from that date, and that, in case of failure to do so, it would be my imperative duty to advertise the route for a reletting, and to hold the company responsible for the difference, if any, between the sum contracted for by it and that which I should have to pay under the advertisement. Under date of 6th October, the company replied to my letter of the 2d, but expressed no intention of commencing service; and, after waiting until the 20th October, I advertised the route inviting proposals until 30th November, to be decided by 3d December, and service to commence 1st January, 1856.

In making this statement it is but proper I should add, that, in my opinion, the directors of the Illinois Central Railroad Company used every exertion in their power to comply with their engagements; but failed to do so, owing to the very high prices demanded of them by the owners of the boats. A comparison of the prices paid for steamboat service by the department, in every part of the Union, shows that the highest price given per mile is \$191 25, and this on an important route, on which the contractors are subject to an extraordinary outlay in the payment of a toll at Grant's Pass; but that the average price is \$60 60 per mile. At the sum of \$180,000, the price agreed to be given to the Illinois Central Railroad Company, the rate per mile would be \$169 96; but if \$350,000, the price demanded from the railroad company, were paid, the cost per mile would reach the very high rate of \$350 50—a price which could not have been contemplated by Congress when the act of 1854 was passed.

The mails across the Isthmus of Panama are conveyed by the Panama Railroad Company, but without any regular contract. The service has been satisfactorily performed. For the year ending 1st December, 1851, at which time this service was transferred from the contractors under the New Grenadian government to the Panama Railroad Company, the entire weight of the mails transported over the isthmus was 298,728 pounds, at a cost, including the isthmus expenses of the route-agents in charge, of about \$51,000, being a fraction over seventeen cents a pound. The weight for the year ended 31st March, 1855, was 607,674 pounds, which was paid for at the rate of 22 cents a pound, making the total cost of the transportation amount to \$133,688 68. By the act of 3d March, 1851, the Postmaster General was authorized "to enter into contracts or make suitable arrangements for transporting the mails between Chagres and Panama with regularity and despatch, provided the rate of compensation shall not exceed twenty-two cents a pound." Under this authority the Panama Railroad Company has been paid the full maximum compensation of twenty-two cents a pound from 1st December, 1851, to 1st April, 1855, since which I have recognised their service, and ordered payment to be made at eighteen cents a pound. The railroad was completed in January, 1855; the locomotive for the first time passed over the entire route on the 28th, and the mail was for the first time carried through by steam on the 29th of that month. The road being completed, and the company having made a considerable deduction in their

freight charges, the reduced price for first class freight in no instance exceeding fifteen cents a pound, I considered that eighteen cents was a liberal compensation for the mail. In fixing this sum, I took into consideration the great cost of the road, the sacrifice both of life and property in its construction, the magnitude of the enterprise, and its importance in a national point of view. The company have declined to acquiesce in this decision, and claim to receive the full maximum price of twenty-two cents until a permanent contract shall be made at a fixed annual sum.

The new distribution schemes referred to in my last annual report have been completed and sent to the several distributing post offices. This work involved a minute examination of all the mail arrangements of the country, with a view to a definite allotment for each distributing office, so as to insure the transmission of mails in all cases by the most direct and expeditious route, and at the same time to guard against the too frequent distributions which have heretofore prevailed. Each distributing officer has now alphabetical lists of all the counties in all the States (except California) with the proper distribution point annexed to each county. Thus, the postmasters have the plainest instruction as to the proper distribution of mail matter for every portion of each State. There are in all 1,645 counties, formed into 757 different groups, to suit the several distributing offices, and show the course of the mail from each office to every county in the Union, and the whole number of points thus indicated for the fifty distributing offices is 82,250.

In my last annual report I recommended the adoption of a system of registration for giving greater security to valuable letters intrusted to the mails. By the third section of an act approved March 3, 1855, Congress authorized the Postmaster General to provide means by which any person desiring to post a valuable letter to be sent by mail, might, at his option, have it registered upon payment of a fee of five cents, in addition to the rate of postage chargeable thereon, it having been estimated that this additional payment would cover the expenses incident to such registration. To carry into effect the authority thus granted by Congress, it became necessary to prepare and distribute among the several post offices blanks for a new system of accounts, to show, in respect to registered letters, not only the receiving and sending of each mail, as formerly, but the receiving, sending, and delivery of each particular letter. These blanks, with accompanying instructions, were prepared and distributed as early as possible after the passage of the act referred to, and were in the possession of each postmaster before the commencement of the fiscal year, (1st July, 1855,) when it went into operation. To guard as much as possible against the mistakes and errors likely to arise from innovation upon the long-established forms in which postmasters' accounts had been kept, I preserved and adapted these forms to the new requirements of the law, and have thus endeavored, by the simplest means possible, to secure uniformity and accuracy in the keeping and rendering of the accounts. A just estimate of the value and ultimate success of the plan of registration adopted cannot be formed from the short experience had of it. Its operation brings to

the immediate knowledge of the department not only every failure, but every delay in the transportation and delivery of registered letters; and in carefully observing its operation, with a view to such modifications as may be required, I have, in each day's report, found abundant proofs of its usefulness, and also of the necessity of perfecting it by such means as experience may suggest.

By arrangements with Prussia and Bremen, the registry system has been extended to letters conveyed between the United States and Germany. (See articles of agreement annexed.)

The expenditures of the department for the last fiscal year are reported by the Auditor to have amounted to \$9,968,342 29, under the following heads, to wit:

Compensation to postmasters.....	\$2,135,335	22
Ship, steámbot, and way letters.....	18,766	28
Transportation of the mails.....	6,076,334	60
Wrapping paper.....	45,467	50
Office furniture for post offices.....	5,250	10
Advertising.....	75,457	32
Mail-bags.....	52,079	26
Blanks.....	91,138	40
Mail-locks, keys, and stamps.....	16,172	87
Mail depredations and special agents.....	64,453	52
Clerks for offices.....	702,617	40
Official letters.....	55	69
Postage stamps.....	11,903	94
Stamped envelopes.....	40,635	34
Payment to letter-carriers.....	143,312	93
Repayment for dead letters.....	6	82
Postage stamps of old issue redeemed.....	18	70
Purchase of patent padlock.....	5,000	00
Miscellaneous payments.....	168,011	29
Payment of balances due Great Britain.....	302,859	71
Payment of balances due Bremen.....	13,465	40
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	9,968,342	29
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The gross revenue of the department derived from postages, (inland and foreign) from stamps and stamped envelopes sold, and from miscellaneous sources, amounted in the last fiscal year to \$6,642,136 13, to wit:

From Letter postage.....	\$3,234,549	67
Stamps and stamped envelopes sold.....	2,511,318	03
Newspapers and pamphlets.....	638,927	51
Fines.....	35	00
Emoluments returned.....	77,902	82
Letter-carriers.....	143,312	93
Dead letters.....	4,976	01

Extra compensation overcharged.....	\$23,330 92
Miscellaneous receipts.....	7,783 34
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	6,642,136 13
Add the annual appropriations made in compensation of mail service to the government, by the acts of the 3d March, 1847, and 3d March, 1851.....	700,000 00
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	<u>7,342,136 13</u>

To state precisely the amount of gross revenue which accrued within the last fiscal year, the balance against the United States, resulting from our postal accounts with Great Britain, Prussia, and Bremen, must be deducted.

The amount of balances due to England on the fiscal year 1855 was about.....	\$70,522 86
The balances due to Bremen for the year.....	6,130 37
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	76,653 23
From the foregoing deduct the balances due the United States by Prussia for the year.....	69,694 11
	<hr/>
	<u>6,959 12</u>

If, then, the above balance of \$6,959 12 be deducted from the aggregate of \$7,342,136 13, the actual gross revenue of the department for the fiscal year ending 30th June, 1855, will be.....	\$7,335,177 01
The gross revenue of 1854, after deducting foreign balances, amounted to.....	6,816,657 91
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Difference in favor of 1855.....	518,519 10
being an increase of $7\frac{3}{8}$ per cent.	
The expenditures of the department for the year 1855, as before stated, were.....	\$9,968,342 29
The gross revenue, as reported by the Auditor, inclu- ding foreign postages and the annual appropria- tion of \$700,000 for mail service rendered to gov- ernment, was.....	7,342,136 13
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Excess of expenditure in 1855.....	<u>2,626,206 16</u>
If to the foregoing excess of expenditure be added the balance of accounts closed by "bad debts," "com- promised debts," and "suspense account," amount- ing, by the Auditor's statement, to \$649 99, then the entire excess for the year will be.....	<u>\$2,626,856 15</u>

In my last annual report I stated that the expenditures of 1855 would, owing to causes not within the control of the department, greatly exceed those of the previous year, and I then briefly adverted to some of those causes. Subsequently other items of increase, to which I shall presently allude, were added by acts of Congress. The commissions allowed to postmasters under the act of 3d March, 1853, had proved insufficient at a few offices to defray the expenses of their administration, and an authority was asked to make additional allowances in such special cases, which could not in all, according to the estimate of the Auditor, have involved an increase of expense exceeding \$45,000 a year; but, with the authority to grant special relief, the act of Congress approved June 22, 1854, gave a general increase of commissions, the effect of which upon the expenditures for "compensation to postmasters" and "clerks for the post offices" in the past year, as compared with 1854, is shown by the following statement:

	Year ending June 30, 1854.	Year ending June 30, 1855.
Revenue from letters, stamps sold, foreign postages, newspapers and pamphlets, and from emoluments paid over.	\$6, 111, 687 16	\$6, 472, 698 03
Expenditures for compensation to postmasters and clerks for offices.	2, 338, 846 55, or 38 $\frac{26}{100}$ per cent.	2, 837, 952 62, or 43 $\frac{84}{100}$ per cent.

The proportion of the revenue from postages expended for "compensation to postmasters" and "clerks for offices" in 1854, was 38 $\frac{26}{100}$ per cent. Allowing the same rate upon the revenue of 1855, the expenditure for those objects would be \$2,476,454 26, instead of \$2,837,952 62; and, after deducting the sum of \$45,000, estimated for the relief of special cases, there is still an increase of expenditure over 1854 of \$316,498 31, resulting from the operation of the act of June 22, 1854.

The expenditures for transportation have very much increased during the last year, and a principal cause of this increase is owing to the very great extension of railroad service. In the past year there has been 3,674 miles of new railroad added to the mail service in various parts of the country, at a rate of annual cost, as it stood on the 30th June last, of \$286,636. Some of these routes are very important, and traverse sections of country in which the cost of old service taken up was very inconsiderable.

In connexion with this branch of the subject it may be well to state, that while the increase of revenue in 1854 over that of the year preceding was 18 $\frac{85}{100}$ per cent., the increase of the year ending June 30, 1855, over that of the year ending June 30, 1854, was but 7 $\frac{3}{8}$ per cent., caused, no doubt, in some degree, by the commercial inactivity of the last year. These three causes have contributed very much to increase the deficiency of the past year.

Every annual statement of the expenditures of a department having such a vast number of accounts as the General Post Office must necessarily embrace many which should have been settled and paid in previous years; but, taking one year with another, the amount of such items has been so nearly equal that particular reference has rarely been made to them. In the past year, however, so many payments have been made by authority of special acts of Congress that a statement of them is deemed proper.

The account of transportation is charged with the following sums, to wit:

For additional mail pay granted by the act of March 3, 1855, to W. M. F. Magraw, Jacob Hall, and George H. Giddings, contractors on routes No. 8,911, No. 8,912, and No. 12,900, respectively, for one year from the 18th August, 1854—in all.....	\$49,320 00
Less the portion from 1st July to 18th August, 1855, which is chargeable on the year 1856.....	6,433 04
	<hr/> 42,886 96
Paid U. P. Monroe for mail service between Sacramento and Shasta, California, in 1851 and 1852, per act 3d March, 1855, 8th section.....	5,541 66
Paid the Michigan Central railroad, per act 3d March, 1855, for services performed in 1849.....	5,177 60
Paid Graham & Finnal, per act 21st December, 1854, for compensation for service in 1847.....	3,000 00
	<hr/> 56,606 22

Pursuant to the act for the relief of Daniel Searle & Co., approved March 2, 1855, there was drawn from the treasury and paid to them, for services rendered under a contract made in 1835, the sum of \$4,695 66, which is also charged to transportation in 1855.

The expenditures for mail depredations and special agents were increased in 1855 by the sum of \$3,175, paid under the act of July 7, 1854, to J. M. Goggin, late special agent in California, for services and expenses prior to April 7, 1853; and by the further sum of \$6,800, being the difference between \$1,600 and \$5,000 per annum allowed the present agent in California by the act of 31st May, 1854, from 1st July, 1853, to June 30, 1855—in all, \$9,975.

It will be seen that the payments for balances due on our postal accounts with foreign countries were greater in 1855 than in the previous year. The following statement will explain:

The whole amount of balances paid to Great Britain and Bremen in 1855 was	\$316,325 11
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In this sum is included the following amount of balances which had accrued to Great Britain and Bremen respectively prior to 1st July, 1854, to wit:

Balances in favor of Great Britain for the 2d, 3d, and 4th quarters of 1853, and the 1st and 2d quarters of 1854, paid in 1855	\$230,259 07
Balances in favor of Bremen to June 30, 1854, paid in 1855.....	13,465 40
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	243,724 47
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Such is the condition of the revenue of the department for the year 1855, which goes further to show that the rates fixed by the act of 3d March, 1851, will not enable the department to sustain itself from its own revenues. This must be the case for some years, and large annual appropriations must continue to be drawn from the treasury.

Although this, in my opinion, is deeply to be regretted, it has been, and shall continue to be, my effort to confine its expenditures, as nearly as practicable, within its income. In no department of the government is greater care required in the expenditure of money; and if once the doctrine be established that it is a charge upon the treasury, less care and vigilance will be exercised, moneys will be uselessly expended in supplying imaginary wants, and abuses of every description will be generated.

When regarding the deficiency in the Post Office revenue, there are two matters which stand prominently out and demand our consideration; and the first is the franking privilege. When the subject of the reduction of postage was before the British Parliament, it was discovered that out of the number of sixty-two or sixty-four millions of letters which passed annually through the General Post Office of that country, seven millions, or about a ninth part of the whole, were franked—and this under a franking privilege which limited members of Parliament to ten letters or packets to be sent, and fifteen to be received, each day. When the act of Parliament of 1840 was passed, reducing the rates of postage to the uniform rate of one penny, one of its provisions abolished the franking privilege—petitions to Parliament and parliamentary documents only being allowed to go free. The high rates of postage in that country previous to the passage of the act of 1840 caused the franking privilege to be very much abused, and no vigilance could guard against its being most extensively used as a vehicle for private correspondence. It is, I think, to be deeply regretted that, on the passage of the act of 1851, similar provisions were not incorporated into that act. In a country so wide and extended as ours, it would be almost impossible to ascertain with any degree of certainty how many millions of letters passed through our mails, or what number were franked. In an account kept at the Washington city post office during the month of January, 1854, it was found there were franked by members of Congress, during that month, 77,727 letters and public documents, which weighed 693,508 pounds. The weight of letters and documents franked at the departments amounted to 7,065 pounds. During the same month the weight of newspapers sent free from this office amounted to 111,002 pounds. The amount for this month can be safely taken as showing less than a fair average estimate for the

whole year; but the postage, if collected at the prepaid rates on that amount of mail matter, would be \$1,468,886. The letters and documents franked by members of Congress when absent from the seat of government have not been estimated, but the number must be very considerable. Two hundred and ninety-six senators and members and seven delegates enjoy this privilege, and, by the construction given to the various acts on this subject, the franking privilege of a member and senator elect commences from the 4th of March previous to the first Monday of December when the Congress to which he has been elected shall assemble. The senators and members whose terms have expired continue to exercise this privilege until the next Congress assembles; so that, between March and December of the present year, four hundred and nine senators and members and delegates were using the franking privilege in every part of the country. If the letters and documents thus franked were limited to the public service, the evil would not be as great as it now is; but, low as are the present rates of postage, the frank covers private correspondence of every description, and abstracts largely from the treasury. The department not only carries all this matter free of charge, but likewise pays to every postmaster whose yearly commissions do not amount to the sum of \$2,000 one cent for the delivery of each letter. Though the free matter passing through the mails is very large at the present time, the amount of it is yearly increasing. The weight and number of public documents add very much to the cost of transportation, and, when not conveyed by railroad, retard the mail. The directors of the various railroad companies, when required to reduce their charges, point to the mail matter conveyed by them, amounting in some instances to tons, and insist that they do not receive as much for it as for ordinary freight. Although this assumption is, in my opinion, most unfounded, it affords a pretext to some of them for demanding the present enormous rates. In addition to this, the quantity of free, joined to the printed matter, to which I shall presently allude, obliges the department to contract for a higher grade of service than the ordinary mails would require, and two and four-horse coach service have to be substituted for horseback, at greatly increased rates, and has, in effect, rendered inoperative the eighteenth section of the act of 3d of March, 1845, which was intended to reduce the cost of transportation by requiring the Postmaster General to select such modes as might be necessary to provide for the due celerity, certainty, and security of such transportation, without reference to any other consideration.

The second subject to which I shall ask your attention when considering the deficiency in the Post Office relates to the rates on printed matter. In my last annual report, I deemed it my duty to recommend that the act of 30th August, 1852, be modified by repealing the clause therein which provides that "when the postage on any newspaper or periodical is paid quarterly or yearly in advance, one-half only of the regular rates shall be charged." The effect of this will be to secure from this class of printed matter the full, regular rates established by that law. For instance: on a single newspaper or periodical not weighing over one ounce and a half, when circulated in the State where pub-

shed, the postage will be half a cent; and when not over three ounces in weight, sent to any part of the United States, one cent each; whereas, under the operation of the present law, on all publications for which postage is paid quarterly or yearly in advance, one-half these rates only is realized—namely, one-quarter cent each in the one case, and one-half cent in the other. It will not affect any other class of matter, nor the provision by which newspapers to subscribers residing in the county where published are allowed to pass free. Acknowledging fully the importance attached to the general diffusion of intelligence through the medium of the periodical press, I cannot avoid the conviction, in view of the great and increasing bulk, and of the expense attending the transmission and distribution of the periodical and newspaper mails, that the present deduction of fifty per cent. for advance payment is wholly without justification. However enterprising and worthy, no particular class in the various departments of industry can reasonably claim the enactment or continuance of laws giving them special privileges over others. All are desirous, if possible, of retaining our three-cent postage rate for letters, or at least that it should not be increased; and the burden and expense of the postal service should not be borne or mainly sustained from the postage on letters.

With a view to favor the working of the law requiring prepayment on letters, and to guard against loss of postage, I also recommend that the act of 30th August, 1852, be further amended by making prepayment, by postage stamps, compulsory on books, pamphlets, circulars, and all other kinds of transient matter, at the prepaid rates for such matter established by the last-mentioned law. On much of this kind of matter sent in the mails no postage at all is collected. The greatest abuse in this respect pertains to lottery and patent-medicine circulars and pamphlets, with which the mails in every part of the country are burdened. In some instances from thirty to forty bags of this matter have been received in one day for distribution at a single office. I have endeavored, as far as in my power, to correct this evil by requiring of postmasters the rigid enforcement of the law, both in respect to the prohibition against their receiving such matter free, and to the fact that each distinct circular, when there was more than one upon a sheet, should be charged with postage accordingly.

The expenditures of the department for the year 1856, including payments for foreign postages, will probably amount to \$10,199,024, to wit:

For transportation, including foreign mails, route and local agents, and mail messengers.....	\$6,601,688 00
For compensation to postmasters, ship, steamboat, and way-letters, wrapping-paper, office furniture, advertising, mail-bags, blanks, mail-locks, keys, and stamps, mail depredations and special agents, postage stamps and stamped envelopes, letter-carriers, and miscellaneous payments.....	3,581,500 00
For payment of balances to the London and Bremen offices to 30th June, 1855.....	15,836 00
	10,199,024 00

The means available for the service of the year 1856 are estimated at.....	\$9,010,873 00
To wit: Balance to the credit of the revenue account on the 30th June last, as stated by the Auditor....	\$527,764 00
From this balance should be deducted, for bad and doubtful debts, the accumulation of a long series of years, and for suspended credits, not less than....	200,000 00
Probably available.....	327,764 00
Estimated revenue from postages and miscellaneous receipts.....	7,076,922 00
The annual appropriation made by the eighth section of the act of March 3, 1851, in further payment of mail services to the government.....	500,000 00
The appropriation made by the act of March 3, 1855, to supply deficiencies in 1856.....	1,106,187 00
Total of means for 1856.....	9,010,873 00
Leaving a deficiency to be provided by act of Con- gress, of.....	1,188,151 00
	<u>10,199,024 00</u>

The service on the several United States mail steamship lines during the past year has generally been performed with regularity and in an acceptable manner. The steamers of the Collins line have made their trips with great regularity, excepting the half trip lost by the wreck of the Arctic, in September, 1854. A new steamer, to take the place of the Arctic, is now in course of construction, and it is understood will soon be placed upon the line. On the Bremen and Havre lines the full number of trips has been performed. On the line from New York to Aspinwall there has been no irregularity; but between New Orleans and Aspinwall there have been several failures, principally owing, as the contractors allege, to the prevalence of the yellow fever at Havana and New Orleans. Between San Francisco and Panama, the mails have been conveyed with great regularity and despatch, and, with one or two exceptions, the connexions have been duly maintained at San Francisco with the route to Astoria. The trips on the Charleston and Havana line have been performed according to contract; but, as yet, on the New Orleans and Vera Cruz route semi-monthly service only has been rendered.

I have adopted the plan pursued in my last annual report of presenting, in the form of an appendix, the principal operations and results of the foreign mail service during the year, as shown in the tabular statements prepared by the Auditor, which accompany this report. These results are stated in the Appendix marked A, and compare, as a whole, very favorably with the operations of the preceding year, to some of the more prominent of which I invite your attention.

The aggregate amount of postages—sea, inland, and foreign—on the

mails conveyed during the year by the United States lines of ocean steamers, exceeds the previous year in the sum of \$181,060 17. This increase is chiefly confined to the mails conveyed by the Collins steamers, and was caused by the temporary withdrawal, in November, 1854, of the British mail packets of the Cunard line, running between New York and Liverpool, in consequence of which, the amount of mails conveyed between those ports by the steamers of the Collins line was largely increased. As it is understood to be the purpose of the British government to place their steamers again upon the line in the month of January next, when they will resume their regular trips from New York on every alternate Wednesday, the temporary increase of revenue from the Collins line, caused by their withdrawal, will, of course, cease. The increase of postages, as compared with the previous year, on mails conveyed by the Collins line, was \$196,776 67; by the New York and Havre line, \$1,550 46; and by the New Orleans and Vera Cruz line, \$971 84: while the decrease by the New York and Bremen line was \$7,383 94; by the New York and California lines, \$7,529 05; and by the Charleston and Havana line, \$3,325 81.

It is a fact worthy of notice that the correspondence exchanged with Great Britain during the year, under our postal arrangement with that country, was considerably less in amount than in the year preceding; the decrease of the amount of postages being \$50,050 86.

The gross amount of postages on letters conveyed between the United States and Prussia, in closed mails, under our postal treaty with that country, was \$299,578 46, being an increase of \$81,915 28 over the sum realized during the previous year on that class of correspondence.

During the last fiscal year a net revenue of \$5,851 48 has been derived by this department on the correspondence exchanged with Bremen, after deducting commissions paid to postmasters, and also the United States inland postages on those mails, which shows an improvement in that branch of the foreign mail service over the operations of the previous year, when the accounts exhibited a net deficit to the United States post office of \$1,501 84. It should be observed, however, that the sums paid by the government for ocean transportation under the existing contracts with the different steamship lines are not embraced in the revenue calculations prepared by the Auditor for this department, the results of which are stated in the appendix. If the actual cost of transportation was also included in these calculations, the result would show a heavy loss to the postal revenues of the United States from the foreign mail service. The extent of the loss is readily ascertained by comparing the receipts from postages with the contract pay of the different steamship lines.

The annual compensation of the Collins line is \$858,000. The amount paid to that line for mail transportation during the year, the omission of a half trip having been caused by the loss of the Arctic, was \$841,500; while the total United States postages, both sea and inland, on the letter and newspaper mails transported by the line during the year, was \$454,681 11. Deducting the inland postage on letter mails, which cannot be claimed as belonging to the sea service,

and the revenue from ocean postages only was \$371,326 62, showing an excess of expense by this line of \$470,173 38.

The contract pay of the Bremen line is \$200,000 per annum, while the total United States postages on mails conveyed during the year was \$117,321 70. Deduct the inland postage on mails conveyed by this line, and the revenue derived from sea postages only was \$76,037 92.

The contract pay of the Havre line is \$150,000 per annum. The total postages on mails conveyed during the year was \$89,011 12, and the sea postages, after deducting the United States inland, was \$72,789 91.

The total postages, inland included, on mails conveyed during the year by the New York and California steamship lines, was \$316,477 14; and the cost of transportation, including the isthmus service, was \$771,635 56.

The total postages on mails conveyed by the Charleston and Havana line, during the year, was \$6,830 72, and the cost of transportation \$58,332.

The total postage on mails conveyed by the New Orleans and Vera Cruz line was \$5,647 83, and the amount paid for transportation \$34,003 12.

Other valuable statistical information, showing the practical operation of the foreign mail service, is contained in the appendix, a careful examination of which is recommended.

In my last annual report I referred to the large amounts annually drawn from the treasury by the Collins line of steamers, and recommended that the six months' notice required by the act of July 21, 1852, should be given. It is not necessary that I should again refer to the important fact that the Collins line of steamers is receiving from the government eight hundred and fifty-eight thousand dollars for twenty-six trips, while the British government paid the Cunard line eight hundred and sixty-six thousand seven hundred dollars for fifty-two trips; nor to the injurious effects which the establishment of this monopoly must have upon the commercial interests of the country. Their original contract, entered into by them after full consideration, bound them to build five steamships, to maintain and subsist four passed midshipmen and a mail-agent, and for the mail service they were to receive the sum of nineteen thousand two hundred and fifty dollars a trip. Congress has relieved them from that part of their agreement which obliged them to maintain and subsist the four midshipmen; the Post Office Department has not taken advantage of that part of the contract which empowers it to send out a mail-agent, and which obliges the company to accommodate and subsist him; and the company, instead of building five steamships, as stipulated in their contract, have built but four. With the knowledge that the company had built but four steamships, that they had been relieved from two onerous conditions of their contract—one by Congress, and the other by the action of the Post Office Department—in a spirit of munificence and liberality, on the 21st of July, 1852, the amount of compensation was increased to thirty-three thousand dollars a trip. Temporary embarrassment, caused by the

company's entering into a new enterprise, may have been the cause of his action on the part of Congress; but these reasons can no longer exist. Apart from the prices fixed in their own contract, the sum paid by the British government is, in my opinion, a full equivalent for this service, and it is for this reason that I again refer to it; but, whatever unexpected outlays there were on the part of the company, Congress has certainly dealt with them in a truly liberal and generous spirit. Since the passage of the act of July 21, 1852, computing from the 1st of January, 1852, the time when the additional allowance commenced, to the 1st of December, 1855, the company will have received one million four hundred and two thousand five hundred dollars more than they would have been entitled to for the same amount of service under the original contract; and if this period be lengthened, and the notice not given until March, it will make the sum which they will receive amount to one million six hundred and fifty thousand dollars. Whatever, therefore, were the views of Congress in granting this increased compensation, I cannot but regard the continuance of it as a mere gratuity, destroying all competition on a most important route, and, like all such appropriations, attended by the most pernicious influences.

Some further correspondence has taken place on the subject of the pending postal conventions with France and Belgium, but without any satisfactory result.

One of the obstacles to an arrangement with France consisting in the unwillingness of the French government to adopt the half instead of the quarter-ounce scale for letters passing between the two countries, in the month of May last I embraced a favorable opportunity to propose that, rather than the negotiation should fail, I would yield my objections to the quarter-ounce scale. To this proposition, made through the French minister, then about to visit France, I have received no reply. It is earnestly hoped some arrangement mutually satisfactory may soon be concluded, as there is great complaint in both countries of irregular and exorbitant postage charges, arising in most instances, no doubt, from the inability of the writer, under existing arrangements, either to pay the entire postage through or leave it all unpaid, as might be done were the proposed treaty executed. At present, it matters not whether the letter is to go via England or direct between New York and Havre; a part of the postage has to be collected in this country and a part in France.

In view of the establishment of a Belgian line of steamships between New York and Antwerp, I have intimated my readiness to conclude the pending convention with Belgium by fixing the rate of postage for letters between any part of the United States and any part of Belgium at fifteen cents, which rate shall combine five cents United States to two cents Belgium inland, and eight cents sea postage.

Not having received from the Mexican government the expected project of a postal convention, I have recently taken measures to lay before that government such proposals on this subject, in the form of a treaty, as I trust may prove acceptable. As in all international, as well as in domestic postal arrangements, simplicity of detail is of the

highest importance, I have proposed as the basis of the convention that there be but one rate of postage for letters between the two countries, and that this rate be fixed at fifteen cents, combining five cents United States to three cents Mexican inland and seven cents sea postage; the latter to inure to the country performing the sea or gulf service.

In the annual report of the Postmaster General of Great Britain, referring to the remarks in my last annual report on the subject, he takes occasion to present the views and arguments of his government on the principal points of difference between the two countries in regard to postal arrangements. Except in one or two particulars, it is not perceived that any reply from this department is demanded, either to his observations in his report or in his letter of the 5th of April last on the same subject to our minister, a large part of which consists of an extract from the report. With reference to the action of the British government in withholding its assent to the admission of the American-French correspondence, under the treaty, upon what the United States has from the first regarded as fair and reasonable terms, my views have already been fully stated in my letter of 19th July, 1853, to the Secretary of State, and printed in Executive Document No. 73 of the Senate, last session, which letter has also been communicated to the British government. I refer to this part of the subject now only for the purpose of correcting a very erroneous impression which could not fail to be conveyed by the manner in which the Postmaster General of Great Britain has stated the case in his report. He admits that the United States receive but twelve and a half cents an ounce transit postage on the British and Canada closed mails, and that Great Britain receives twenty-four cents an ounce, nearly double that sum, for the transit conveyance of the United States and French correspondence passing through England. But by a partial arrangement entered into between the governments of England and France, this correspondence, when transmitted on the Cunard steamers, goes in closed mails at a reduced sea (not transit) postage of ten cents the single quarter-ounce letter; hence he alleges that it is inconsistent on our part to complain that his government thus enables French subjects to receive their American letters by British packets at a sea rate of ten cents, while we demand sixteen cents from our own citizens for the like service by United States packets; and at the same time to complain that the British charges are too high. He adds, that the United States has the matter in its own hands, and may make the rates on both United States and British lines uniform by reducing the sea rate on its own lines; and that a uniform rate would not be secured by a reduction of the British transit charge to 6d., (or twelve and a half cents,) as demanded by the United States, without such reduction of sea postage. The ingenuity of this mode of stating the case is frankly admitted, but not its fairness. It is a sufficient answer to say that the only controversy has been with reference to a reduction of the British transit postage, that the sea postage has not been a point in dispute, and that were our reasonable demands for a reduction of the transit postage acceded to, the reduction of the sea postage by the United States lines would follow of course, since the United States and

rench mails would then be treated as closed mails, and all letters between the two countries passing through England would be transmitted at a uniform rate of postage. True, the United States has it in its power, in two ways, to make the rate uniform by both United States and British lines: First, by reducing the sea postage on quarter-ounce letters by its own lines; and, secondly, by raising the inland rate from five to eleven cents on all Americo-French letters conveyed by British packets. The former I have not deemed it advisable to do until the British transit charge is reduced. The British government has done it in their own case, no doubt, for an equivalent, and in order that their present high transit rate may not be reduced. The other alternative, if the present state of things is to continue, it will, in my judgment, be very proper to adopt, especially as the United States inland rate would still be less than that of France on these letters; and it is important that an end be put to these unjust attempts to favor the Cunard to the prejudice of the American steamship lines.

In regard to the question of postage on pamphlets and magazines between the two countries, the case stands thus: Under the treaty, the rate on either side for works of this kind, not weighing over two ounces, is two cents. When above two, and not over sixteen ounces, the charge on either side is increased to four cents an ounce, each country collecting and retaining its own postage; but no pamphlet weighing over eight, nor periodical over sixteen ounces, can be sent except at letter rate. Books are likewise subject to letter postage. In respect to newspapers, pamphlets, and magazines, the postage in each country is the same, regardless of the packet, whether American or British, performing the sea service. For pamphlets and periodicals above the weight of two ounces, I proposed that the rate on either side be reduced to one cent an ounce; and suggested that there need be no limit in respect to weight. This proposition the British office declined, and in lieu thereof proposed the plan of a book post, to embrace books as well as pamphlets and magazines at the following combined rates:

For every packet containing a printed book, magazine, review, or pamphlet, when not exceeding half a pound in weight.....	12 cents
When exceeding half a pound, and not exceeding one pound	24 "
When exceeding one pound, and not exceeding two pounds.	48 "

And so on, increasing twenty-four cents for every additional pound or fraction of a pound. They further proposed compulsory prepayment in full, and that, of the total amount of postage paid upon each packet, one-third should be considered to represent the inland British rate, one-third the sea rate, and the remaining third the United States inland rate; the sea rate to belong to the country effecting the marine conveyance. For various reasons I could not assent to this plan. First, I do not consider the proposed an equitable division of the inland postage; second, far the greater part of the books likely to be transmitted in the mail, it is fair to presume, would be sent from Great Britain to this country in British packets, and the rates proposed for them are in some instances much lower than the custom duties thereon; third, the

combined rates for pamphlets and periodicals of the weight of two ounces and under would be raised from the present rate of four cents to twelve cents. Other less important objections might be mentioned, but the correspondence on this subject having, on a call from the Senate at the last session, been furnished and printed, (Executive Document No. 67,) further remarks here in regard to it are deemed unnecessary.

In the report to be duly presented to Congress will appear a detailed statement of failures and other irregularities which have occurred in the transportation of the mails during the year, and the fines and deductions which have been imposed upon contractors. These fines and deductions will be found to amount to \$124,530 68. During the preceding year they amounted to \$110,486 59. These fines show that contractors have been held to a rigorous performance of their contracts; but there are many irregularities in the mails for which neither the contractors nor any other agents of the department are blameable. For irregularities of this nature, as well as for real delinquencies, the department is constantly made the subject of reproach. Where there is good ground of complaint this is expected; but it is apparent that there is a too ready disposition, on every occasion of actual or presumed slight derangement in the machinery of the mails, to reflect upon the department, thereby, to a greater or less extent, impairing its efficiency. The postal establishment is one in which every citizen is most deeply interested, and all should aid in rendering it as perfect as possible. Instead of denunciation, in event of mistake, carelessness, or neglect, as a general rule, certainly the wiser course would be to advise the department of the wrong committed, and leave it to apply the remedy.

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

To the PRESIDENT.

APPENDIX.

A.

The aggregate amount of postages, inland, sea, and foreign, on letters and other mailable matter received and sent by the following United States steamship lines, during the last fiscal year, was:

By Collins line—New York and Liverpool.

On letters.....	\$481,943 04	
On newspapers.....	22,750 76	
	\$504,693 80	

By New York and Bremen line.

On letters.....	\$126,612 09	
On newspapers.....	4,040 66	
	130,652 75	

By New York and Havre line.

On letters.....	92,254 88	
On newspapers.....	4,073 66	
	96,328 54	

By Charleston and Havana line.

On letters and newspapers.....	6,830 72
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By New York and California lines.

On letters and newspapers, including receipts from British and California closed mails pertaining to the lines.....	316,477 14
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By New Orleans and Vera Cruz line.

On letters and newspapers.....	5,647 83
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Total.....	1,060,630 78
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The total amount of letter postage on British mails,
collected in the United States and Great Britain, was \$929,697 44

Collected in the United States.

By Collins line.....	\$268,202 91	
By Cunard line.....	255,138 40	
By Havre line.....	39,105 24	
By Bremen line.....	41,660 64	
	<u> </u>	\$604,107 19

Collected in the United Kingdom.

By Collins line.....	\$131,898 67	
By Cunard line.....	156,149 67	
By Havre line.....	19,434 12	
By Bremen line.....	18,107 79	
	<u> </u>	325,590 25

Excess collected in the United States..... 278,516 94

Of the amount collected in the United States, there was—

Of unpaid received.....	\$328,046 41
Of paid sent.....	276,060 78

Of the amount collected in the United Kingdom, there was—

Of unpaid received.....	143,703 98
Of paid sent.....	181,886 27

The unpaid received in the United States exceeds the unpaid received in the United Kingdom..... 146,160 14

And the paid sent from the United States also exceeds the paid sent from the United Kingdom..... 132,356 80

The amount of unpaid received by Cunard line, was	\$156,947 64
Deduct paid received, same line.....	74,058 69

Excess of unpaid received..... 82,888 95

The amount of unpaid received by Collins line, was.	\$132,503 11
Deduct paid received by same line.....	54,744 77

Excess of unpaid received..... 77,758 34

The amount of unpaid received by Havre line, was.	\$18,159 43
Deduct paid received by same line.....	7,254 40
Excess of unpaid received.....	<u>10,905 03</u>

The amount of unpaid received by Bremen line, was	\$20,436 23
Deduct paid received by same line.....	7,646 12
Excess of unpaid received.....	<u>12,790 11</u>

Total excess of unpaid over paid received by all the lines.....	<u>\$184,342 43</u>
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The amount of paid sent by Cunard line, was.....	\$98,190 76
Deduct unpaid sent by same line.....	82,090 98
Excess of paid sent.....	<u>16,099 78</u>

The amount of paid sent by Collins line, was.....	\$135,699 80
Deduct unpaid sent by same line.....	77,153 90
Excess of paid sent.....	<u>58,545 90</u>

The amount of paid sent by Havre line, was.....	\$20,945 81
Deduct unpaid sent by same line.....	12,179 72
Excess of paid sent.....	<u>8,766 09</u>

The amount of paid sent by Bremen line, was.....	\$21,224 41
Deduct unpaid sent by same line.....	10,461 67
Excess of paid sent.....	<u>10,762 74</u>

Total excess of paid over unpaid sent by all the lines	<u>\$94,174 51</u>
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The total amount of letter postages on Prussian mails, during the year, was.....	<u>\$299,578 46</u>
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Amount collected in the United States.....	\$164,650 62
Amount collected in Prussia.....	134,927 84
Excess collected in United States.....	<u>29,722 78</u>

Of the amount collected in the United States, there was—

Of unpaid received.....	\$90,293 25
Of paid sent.....	74,357 37

Of the amount collected in Prussia, there was—

Of unpaid received.....	112,518 07
Of paid sent.....	22,409 77

The total amount of paid and unpaid sent from Prussia, was..... 112,703 02

Conveyed as follows:

By the Cunard line.....	35,725 47
By the Collins line.....	46,790 12
By the Havre line.....	16,071 34
By the Bremen line.....	14,116 09

The total amount of paid and unpaid sent from the United States, was..... 186,875 44

Conveyed as follows:

By the Cunard line.....	69,814 17
By the Collins line.....	89,033 56
By the Havre line.....	21,606 28
By the Bremen line.....	6,421 43

The total amount of letter postages on Havre mails, during the year, was..... 16,915 92

All of which was collected in the United States.

Amount received by Havre line.....	9,164 00
Amount sent by Havre line.....	7,751 92

The total amount of letter postages on Bremen mails, during the year, was..... 57,664 06

Amount collected in the United States.....	\$45,539 56
Amount collected in Bremen.....	12,124 50

Excess collected in United States..... 33,415 06

Of the amount collected in the United States, there was—

Of unpaid received.....	\$31,335 92
Of paid sent.....	14,203 64

Of the amount collected in Bremen, there was—

Of unpaid received.....	8,440 90
Of paid sent.....	3,683 60

The total amount sent from Bremen was.....	\$35,019 52
The total amount sent from United States was.....	22,644 54

The entire conveyance having been performed by the United States steamers of the Bremen line.

British postages collected in the United States.

Amount by Cunard line.....	\$255,148 40	
Deduct United States inland postage, $\frac{5}{24}$	53,155 92	
Balance		\$201,992 48
Amount by United States steamers....	348,958 79	
Deduct United States inland and sea postage, $\frac{2}{4}$	305,338 94	
Balance		43,619 85
Total		245,612 33

United States postages collected by Great Britain.

Amount by Cunard line.....	\$156,149 67	
Deduct British inland and sea, $\frac{1}{4}$	123,618 49	
Balance	32,531 18	
Amount by United States steamers.....	\$169,440 58	
Deduct British inland, $\frac{3}{4}$	21,180 07	
Balance	148,260 51	
Total		180,791 69
Excess of British postage collected by United States.....		64,820 64

The revenues derived by the United States, and also by the United States post office, during the year, from each of the trans-Atlantic mail steamship lines, were as follows:

The gross amount of United States postages on mails transported—

By the Cunard (English) line, was.....	\$100,768 41
By the Collins line.....	454,681 11
By the Bremen line.....	117,321 70
By the Havre line.....	89,011 12
Total gross revenue.....	761,762 34

The revenue to the United States post office, deducting disbursements, in commissions paid postmasters, &c., but including the United States inland postages—

From the Collins line.....	\$345,327 74
From the Bremen line.....	80,428 44
From the Havre line.....	65,376 44
Total	491,132 62
Deduct deficit from the Cunard line.....	3,866 97
Balance of revenue	487,265 65

The net revenue to the United States post office, deducting commissions, &c., and also the United States inland postages—

From the Collins line, was.....	\$261,973 25
From the Bremen line.....	39,144 66
From the Havre line.....	49,155 23
Total net revenue by the three United States lines	350,273 14

Statements are annexed, showing the revenue derived during the last fiscal year, by the United States, and by the United States post office, on the correspondence exchanged with Great Britain, Bremen, and Prussia, respectively, under the existing postal arrangements with each of those countries, as follows :

The amount of postages collected by the United States on <i>British mails</i> , was.....	\$643,612 95
Deducting the amount paid Great Britain, <i>difference on British mails</i> and commissions to United States postmasters, leaves a revenue to the United States post office of	321,849 63
Deducting, also, the United States inland, the <i>net</i> revenue to the United States post office from ocean postage, was	108,411 89
The amount of postages accruing to the United States on <i>Bremen mails</i>, was	\$52,354 16
Disbursements in commissions paid postmasters, &c..	17,670 65
Revenue, including United States inland	34,683 51
Deduct United States inland.....	28,832 03
Net revenue to United States post office from ocean postage	5,851 48

The amount of postages accruing to the United States on <i>Prussian closed mails</i> , was.....	\$239,188 36
The disbursements by the United States for the conveyance of those mails, including \$66,367 16 paid to Great Britain, and commissions paid United States postmasters, was.....	223,218 88
Showing a revenue to the Post Office Department of.	<u>15,969 48</u>

The number of letters exchanged between the United States and the United Kingdom in *British mails*, during the year—

By the Cunard line, was.....	1,815,501
By the Collins line.....	1,544,315
By the Bremen line.....	245,850
By the Havre line.....	236,562
Total.....	<u>3,842,228</u>

The number of newspapers—

By the Cunard line, was.....	1,377,470
By the Collins line.....	1,276,540
By the Bremen line.....	242,227
By the Havre line.....	258,363
Total.....	<u>3,154,600</u>

The number of letters received—

By the Cunard line, was.....	972,070
By the three United States lines.....	932,586
Total received.....	<u>1,904,656</u>

The number of letters sent—

By the Cunard line, was.....	843,431
By the three United States lines.....	1,094,141
Total sent.....	<u>1,937,572</u>

The number of newspapers received—

By the Cunard line, was.....	623,300
By the three United States lines.....	556,012
Total received.....	<u>1,179,312</u>

The number of newspapers sent—

By the Cunard line, was.....	754,170
By the three United States lines.....	1,221,118
	<hr/>
Total sent.....	1,975,228
	<hr/> <hr/>

The number of letters exchanged between the United States and Bremen, in <i>Bremen mails</i> , during the year, was.....	361,657
And the number of newspapers, was.....	16,396
The number of letters received, was.....	207,596
The number sent.....	154,061
The number of newspapers received, was.....	8,678
The number sent.....	7,718

All conveyed by the United States steamers of the Bremen line.

The number of letters exchanged between the United States and the kingdom of Prussia, in closed mails, during the year, was—

By the Cunard line.....	345,731
By the Collins, Havre, and Bremen lines.....	632,711
	<hr/>
Total.....	978,442
	<hr/> <hr/>

The number of newspapers—

By the Cunard line.....	17,955
By the three United States lines.....	29,779
	<hr/>
Total.....	47,734
	<hr/> <hr/>

The number of letters received—

By the Cunard line, was.....	116,506
By the three United States lines.....	249,910
	<hr/>
Total received.....	366,416
	<hr/> <hr/>

The number of letters sent—

By the Cunard line, was.....	229,225
By the three United States lines.....	382,801
	<hr/>
Total sent.....	612,026
	<hr/> <hr/>

The number of newspapers received—

By the Cunard line, was	3,274
By the three United States lines.....	9,126
	<hr/>
Total received.....	12,400
	<hr/> <hr/>

The number of newspapers sent—

By the Cunard line.....	14,681
By the three United States lines.....	20,653
	<hr/>
Total sent.....	35,334
	<hr/> <hr/>

The number, *in ounces*, of letters received and sent in closed mails during the year, was as follows:

Prussian closed mails, received—

By the Cunard line.....	35,330	ounces.
By the three United States lines	83,778	
	<hr/>	
Total received.....	119,108	
	<hr/> <hr/>	

Prussian closed mails, sent—

By the Cunard line.....	74,494½	ounces.
By the three United States lines.....	120,858½	
	<hr/>	
Total sent.....	195,353	
	<hr/> <hr/>	

Canada closed mails, received—

By the Cunard line.....	97,973	ounces.
By the three United States lines	20,972	
	<hr/>	
Total received	118,945	
	<hr/> <hr/>	

Canada closed mails, sent—

By the Cunard line.....	93,785	ounces.
By the three United States lines	31,479½	
	<hr/>	
Total sent.....	125,264½	
	<hr/> <hr/>	

California closed mails, received—

By the Cunard line.....	5,683	ounces.
By the three United States lines.....	6,630	
By the West India British packets.....	5,705	
	<hr/>	
Total received	18,018	
	<hr/> <hr/>	

California closed mails, sent—

By the Cunard line.....	2,731½ ounces.
By the three United States lines	3,813
	<hr/>
Total sent.....	6,544½
	<hr/> <hr/>

Havana closed mails, received—

By the Cunard line	2,016½ ounces.
By the three United States lines.....	1,787
	<hr/>
Total received.....	3,803½
	<hr/> <hr/>

The number of letters and newspapers conveyed during the year, was—

	Letters.	Newspapers.
By the New York, New Orleans, Aspinwall, and Pacific mail steamship lines,	2,828,946	3,814,077
By the Charleston and Havana line...	61,852	39,479
By the New Orleans and Vera Cruz line,	26,388	15,757
	<hr/>	<hr/>
	2,917,186	3,869,313
	<hr/> <hr/>	<hr/> <hr/>

The amount received from Great Britain on loose letters collected during the year on board the Atlantic mail steamers, was.....

\$1,236 58

The amount of postages collected by the United States, and accounted for to Great Britain, on letters to and from foreign countries, in transit through the United Kingdom, was—

On unpaid letters received.....	\$14,608 00
On paid letters sent.....	9,692 25
On unpaid newspapers received.....	1,288 94
On paid newspapers sent.....	714 47
	<hr/>
Total.....	26,303 66

The amount collected by Great Britain, and accounted for to the United States, on similar matter in transit through the United States, was—

On unpaid letters received.....	\$2,461 04
On paid letters sent	172 01
	<hr/>
	2,633 05
	<hr/> <hr/>
Excess collected in the United States.....	23,670 61
	<hr/> <hr/>

A mount received from Great Britain on dead letters returned to the London office.....	\$14,550 23
A mount paid Great Britain on dead letters returned to Washington.....	2,307 79
A mount received on dead letters returned to Prussia.	1,172 91
A mount paid on dead letters received from Prussia..	960 11
A mount received on dead letters returned to Bremen.	963 19
B alance due the United States on the adjustment of the accounts with Prussia, at the close of the last fiscal year	69,694 11
B alance due Bremen on the adjustment of the accounts at the close of the fiscal year	6,130 37
B alance due Great Britain on adjustment of the accounts at the close of the fiscal year.....	71,164 65

The amount of postages for the year on mails received and sent between the United States and the British provinces, under the postal arrangements with Canada and New Brunswick, by which each party retains what it collects, was \$145,569 93. Of this amount the United States have collected from letters—

O f unpaid received.....	\$33,265 33
O f paid sent.....	41,696 80
T otal collected in the United States.....	74,962 13

The British provinces have collected from letters—

O f unpaid received.....	\$43,204 96
O f paid sent.....	27,402 84
T otal collected in British provinces.....	70,607 80
B alance in favor of the United States.....	4,354 33

The balance in favor of the provinces during the previous year was \$1,793 99, as per last annual report.

B.

United States mail service abroad, as in operation on the 1st of October, 1855.

No. of route.	Routes.	Distance.	Number of trips.	Contractors.	Annual pay.	Remarks.
		<i>Miles.</i>				
1	New York, by Southampton, England, to Bremenhaven, Germany.	3,760	Once a month...	Ocean Steam Navigation Company, C. H. Sand, president.	\$200,000 00	Under contract with the Postmaster General, agreeably to act of Congress of March 3, 1845.
2	Charleston, S. C., by Savannah, Ga., and Key West, Fla., to Havana, Cuba.	669	Twice a month..	M. C. Mordecai.....	50,000 00	Under contract with the Postmaster General, agreeably to acts of Congress of March 3, 1847, and July 10, 1848.
3	New York to Aspinwall, New Grenada, direct.	2,000	Twice a month..	M. O. Roberts, B. R. McIlvain, and Moses Taylor.	290,000 00	Under contract with the Secretary of the Navy, agreeably to acts of Congress of March 3, 1847, and March 3, 1851.
	New York, via Havana, to New Orleans.	2,000				
	Havana to Aspinwall.....	1,200				
4	Astoria, Oregon, by Port Orford and San Francisco, to Panama, New Grenada, (supplying Monterey, San Diego, &c., by a separate coastwise steamer from San Francisco, in due connexion with main line.)	4,200	Twice a month..	Pacific Mail Steamship Company, Wm. H. Aspinwall, president.	348,250 00	Under contract with the Secretary of the Navy and Postmaster General, agreeably to acts of Congress of March 3, 1847, and March 3, 1851.
5	New York to Liverpool, England..	3,100	Twenty-six trips a year.	E. K. Collins, Jas. Brown, and Stewart Brown.	858,000 00	Under contract with the Secretary of the Navy, agreeably to acts of Congress of March 3, 1847, and July 21, 1852.
6	New York, by Cowes, England, to Havre, France.	3,270	Once a month...	Ocean Steam Navigation Company, M. Livingston, agent.	150,000 00	Under contract with the Postmaster General, agreeably to act of Congress of March 3, 1847.

8	New Orleans, by Tampico, Mexico, to Vera Cruz.	900	Tri-monthly	E. H. Carmick.....	69,750 00
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thorized by act of Congress of March 3, 1851. Service recognized at the rate of 22 cents a pound up to the 31st of March, 1855, and at 18 cents a pound since that period. Under contract with the Postmaster General, agreeably to act of Congress of August 30, 1852. As yet semi-monthly service only, omitting Tampico, has been performed, and deductions for these omissions have been made in pay.

* For year ended September 30, 1855.

C.

Statement of the sums paid for the year ending June 30, 1855, on the New York and Liverpool, New York and Chagres, and the Astoria and Panama mail lines, exhibiting in separate columns the whole contract pay, the amount of the ten per cent. deductions, &c., the sums deducted as fines on the recommendation of the Postmaster General, and the actual amounts paid over.

	Whole contract pay.	Amount of 10 per cent. deductions and interest.	Amount deducted as fines.	Amount paid over.	Remarks.
New York and Liverpool line....	\$358,000 00	\$53,100 20	.....	\$788,399 80	Twenty-five round trips and one single trip. The omission of one trip was occasioned by the loss of the Arctic.
New York and Chagres line.....	290,000 00	38,747 80	.....	251,252 20	
Astoria and Panama line.....	348,250 00	25,366 21	\$1,870 75	321,013 04	

NOTE.—Since the close of the fiscal year ending June 30 last, the following sums, which were deducted for interest on the balances of the original advances, were returned to the contractors in consideration of the failure of the government to pay them, at the stipulated time, for services rendered during the fourth quarter of 1854, viz:

New York and Liverpool line.....	\$1,928 82
New York and Chagres line.....	706 25
Astoria and Panama line.....	837 43

A. O. DAYTON.

TREASURY DEPARTMENT, Fourth Auditor's Office, November 12, 1855.

The United Kingdom of Great Britain and Ireland, in account with the United States of America, for the fiscal year ended June 30, 1855, (service of the Post Office Department.)

	1854, 3d quarter.	1854, 4th quarter.	1855, 1st quarter.	1855, 2d quarter.	Total.
Dr.					
<i>Mails sent.</i>					
For postage on unpaid letters from the United States for the United Kingdom.	\$23,216 54	\$21,213 81	\$29,980 23	\$25,456 13	\$99,866 71
For postage on unpaid letters for countries in transit.....	610 05	376 01	557 01	915 97	2,459 04
For postage on newspapers in transit, &c.....	10	2 46	1 82	2 28	6 66
For postage on missent, redirected, and returned letters.....	26 25	20 99	26 41	20 49	94 14
<i>Mails received.</i>					
For postage on paid letters from the United Kingdom for the United States.	15,746 38	19,572 31	21,708 08	22,760 32	79,787 09
For postage on paid letters for countries in transit.....	2 78	123 46	9 36	26 61	162 11
For postage on paid newspapers for countries in transit.....	-----	-----	-----	-----	-----
For postage on closed mails in transit through the United States.....	16,777 88	19,114 75	22,402 27	26,176 78	84,471 68
For postage on loose letters, (collected on the ships).....	272 54	255 85	379 19	114 60	1,022 18
For postage on dead letters returned to London.....	4,119 35	3,649 01	3,817 99	2,963 88	14,550 23
For overcharges, &c., on various letters and packages.....	73 78	-----	46	-----	74 24
	60,845 65	64,322 65	78,882 22	78,437 06	282,494 08
Balance due the United States.....	-----	-----	-----	8,851 57	-----

D—Continued.

	1854, 3d quarter.	1854, 4th quarter.	1855, 1st quarter.	1855, 2d quarter.	Total.
CR.					
<i>Mails received.</i>					
For postage on unpaid letters from the United Kingdom for the United States.	\$44,069 84	\$30,561 47	\$30,572 00	\$23,159 06	\$128,362 37
For postage on unpaid letters for countries in transit.....	3,202 60	4,728 65	3,286 92	3,389 83	14,608 00
For postage on unpaid newspapers in transit, &c.....	266 67	398 90	331 53	291 84	1,288 94
For postage on missent, redirected, and returned letters.....	42 31	32 77	37 90	33 44	146 42
<i>Mails sent.</i>					
For postage on paid letters from the United States for the United Kingdom.	24,858 93	23,242 37	18,522 73	15,744 44	82,368 47
For postage on paid letters for countries in transit	2,755 74	2,404 58	2,234 83	2,297 10	9,692 25
For postage on newspapers for countries in transit	188 18	178 92	169 69	177 68	714 47
For postage on closed mails in transit through the United Kingdom.....	26,556 63	29,184 31	30,988 30	22,571 78	109,303 92
For postage on loose letters, (collected on the ships).....					
For postage on dead letters returned to Washington.....	522 51	471 05	536 41	777 82	2,307 79
For postage on letters and papers to West India ports by foreign packets...	1,159 66	1,136 54	1,426 68	1,141 78	4,864 66
For overcharges, &c., on various letters and packages.....			72	72	1 44
	103,623 07	92,339 56	88,107 71	69,585 49	353,658 73
Balances in favor of the United Kingdom.....	42,777 42	28,010 91	9,224 89	71,164 65

of the Post Office Department.)

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	1854, 3d quarter.	1854, 4th quarter.	1855. 1st quarter.	1855, 2d quarter.	Total.
DR.					
<i>Mails sent.</i>					
For postage on unpaid letters.....	\$19,412 92	\$22,463 47	\$26,610 21	\$17,881 35	\$36,402 95
For postage on unpaid letters in transit, &c.....	161 22	135 92	187 59	243 64	728 36
For postage on letters missent and redirected.....	3 62	1 94	3 05	1 87	10 43
<i>Mails received.</i>					
For postage on paid letters.....	3,778 25	4,805 75	5,310 15	4,599 87	18,494 02
For postage on paid newspapers.....	87 28	91 62	179 86	195 14	553 90
For postage on paid letters for foreign countries, &c.....	37 33	89 61	73 97	72 50	273 41
For postage on paid newspapers for foreign countries.....	24				24
For overcharges on various letters, &c.....	28 00		2 60	1 38	31 98
For postage on dead letters returned to Berlin.....	233 02	247 17	331 45	311 27	1,172 91
For difference in general account for 1854.....			30 00		30 00
	23,791 88	27,840 48	32,758 87	23,307 02	107,698 25

POSTMASTER GENERAL.

ACCOUNT—Continued.

	1854, 3d quarter.	1854, 4th quarter.	1855, 1st quarter.	1855, 2d quarter.	Total.
Cr.					
<i>Mails sent.</i>					
For postage on paid letters for Prussia.....	\$3,470 07	\$3,522 75	\$4,227 16	\$4,421 69	\$15,650 67
For postage on paid letters for States beyond, &c.....	629 93	730 28	860 48	827 81	3,048 50
For postage on paid newspapers for Prussia.....	217 59	182 24	149 92	170 73	720 48
<i>Mails received.</i>					
For postage on unpaid letters from Prussia.....	2,494 55	3,324 70	4,066 30	3,617 60	13,503 15
For postage on unpaid letters from States beyond, &c.....	636 73	873 28	1,095 02	1,146 65	3,751 68
For postage on letters missent, returned, and redirected.....	46 14	74 57	104 50	37 03	262 54
For overcharges on various letters, &c.....	3 02	2 03	1 23	73	7 01
For postage on dead letters returned to Washington.....	224 47	246 39	343 09	246 16	1,060 11
	<u>7,731 50</u>	<u>8,956 54</u>	<u>10,847 70</u>	<u>10,468 40</u>	<u>38,004 14</u>
Balances in favor of the United States.....	16,060 38	18,883 94	21,911 17	12,836 62	69,694 11

Number of letters and newspapers exchanged between the United States and the United Kingdom, in British mails.

For fiscal year ended June 30, 1855.	Number of letters.		Total letters.	Number of newspapers.		Total newspapers.
	Received.	Sent.		Received.	Sent.	
by Cunard line.....	972,070	843,431	1,815,501	623,300	754,170	1,377,470
by Collins line.....	718,211	826,104	1,544,315	416,568	859,972	1,276,540
by Havre line.....	100,597	135,965	236,562	68,666	189,697	258,363
by Bremen line.....	113,778	132,072	245,850	70,779	171,449	242,227
Total.....	1,904,656	1,937,572	3,842,228	1,179,312	1,975,288	3,154,600

CLOSED MAIL ACCOUNT.

Letters.	Prussian.	Prussian.	Canada.	Canada.	California.	California.	Havana.
	Received.	Sent.	Received.	Sent.	Received.	Sent.	Received.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Cunard line..	35,330	74,494½	97,973	93,785	5,683	2,731½	2,016½
Collins line...	52,643	91,666½	19,080	31,257	5,531	2,958½	1,468
Havre line...	16,999	22,436	1,136	198	614	453	163
Bremen line..	14,136	6,756	756	24½	485	401½	156
India mail.....					5,705		
Total....	119,108	195,353	118,945	125,264½	18,018	6,544½	3,803½

Newspapers.	Number.	Number.	Number.	Number.	Number.	Number.	Number.
Cunard line..	3,159	14,940	495,616	249,479	11,148	2,320	943
Collins line...	6,465	16,501	125,860	112,699	9,412	2,746	884
Havre line...	2,313	3,324	6,682	32	1,181	371	83
Bremen line..	2,005	1,246	3,524	1	556	338	39
India British packets.....					5,075		
Total....	13,942	36,011	634,682	362,210	27,372	5,885	1,949

Revenue to the United States, also to the United States Post Office Department, per Collins line, for the fiscal year ended June 30, 1855.

Total postage by Collins line,.....	\$400,101 58	
Deduct British inland rate, $\frac{3}{4}$	50,012 69	
	<hr/>	350,088 89
Add postage on 859,972 newspapers, at 2 cents.....		17,199 44

Add sea rate on Prussian closed mails, 144,509 ounces, at 40 cents	\$57,723 66
Add newspapers, Prussian closed mails, 22,966 ounces, at 2 cents	459 32
Add sea rate on Canada closed mails, 50,337 ounces, at 40 cents	20,134 80
Add newspapers, Canada closed mails, 241,558 ounces, at 2 cents	4,831 16
Add sea rate on California closed mails, 8,489½ ounces, at 40 cents	3,395 80
Add newspapers, California closed mails, 12,158 ounces, at 2 cents	243 16
Add sea rate on Havana closed mails, 1,468 ounces, at 40 cents	587 20
Add newspapers, Havana closed mails, 884 ounces, at 2 cents	17 68
	<hr/>
	451,681 11

The Post Office Department pays the following commissions to postmasters on above total postages, viz :

For distribution on unpaid distributed received, \$79,500 16, at 12 per cent.....	\$9,937 52
For commission to postmasters at the offices to which directed on above, at 30 per cent.	23,850 04
For distribution on paid distributed received, \$29,987 29, at 12½ per cent.....	3,748 41
For distribution on paid distributed sent, \$93,274 75, at 12½ per cent.....	11,659 34
For commissions to postmasters on same, at 30 per cent.....	27,982 42
For distribution on unpaid distributed sent, \$74,093 83, at 12½ per cent.....	9,261 73
For commissions to postmasters at New York, Boston, and Philadelphia, on—	
Unpaid received for their offices, \$53,002 95, at 15 per cent.....	7,950 44
Paid sent from their offices, \$42,425 05, at 15 per cent.....	6,363 75
For commissions on newspapers sent, \$17,199 44, at 50 per cent.....	8,599 72
	<hr/>
	109,353 37
Net revenue to Post Office Department, with United States inland postage included.....	345,327 74
Deduct United States inland on British mails, ¼ of \$400,101 58	83,354 49
	<hr/>
Total net revenue to Post Office Department without United States inland.....	261,973 25
	<hr/> <hr/>

Amount of letter postage on Havre mails received in and sent from the United States for the fiscal year ended June 30, 1855.

Received by the Havre line—		
Unpaid.....	\$3,719 40	
Unpaid distributed.....	5,444 60	
		\$9,164 00
Sent by the Havre line—		
Paid.....	3,001 80	
Paid distributed.....	4,750 12	
		7,751 92
Total amount, all collected in United States.....		16,915 92

Statement of the number of letters and newspapers, and the amount of postages thereon, conveyed by the various home lines of ocean steamers, for the fiscal year ended June 30, 1855.

Names of lines.	Offices.	Number of letters.	Number of papers.	Postage on letters received.	Postage on letters sent.	Total.
New York, Chagres, and California.....	New York.....	1,552,997	2,754,154	\$84,872 93	\$76,568 79	\$161,441 72
	New Orleans.....	250,573	4,859	13,256 79	11,711 47	24,968 26
	Charleston.....	2,541	527	84 63	44 92	226 56
	Savannah.....	7,471	960	575 47	228 01	803 48
	Philadelphia.....	115,351	162,874	5,988 28	4,676 92	10,665 20
	Baltimore.....	49,823	32,672	2,747 78	1,611 17	4,358 95
	Washington.....	37,051	99,240	730 73	824 65	1,555 38
	Chicago.....	296,362	80,708	14,384 05	12,339 47	26,703 52
	Boston.....	429,558	649,942	20,367 60	18,342 27	38,709 87
	Cincinnati.....	31,531	.....	806 22	2,250 60	3,056 82
	Saint Louis.....	55,688	28,141	2,424 06	3,422 56	5,846 62
Add to letter postage the postage on newspapers, at one cent each.....		2,828,946	3,814,077	146,218 54	132,117 83	278,336 37
Total postages.....						38,140 77
						316,477 14
Charleston and Havana.....	Charleston.....	38,868	15,173	3,483 15	1,183 99	4,667 14
	Savannah.....	22,984	24,306	730 94	643 06	1,374 00
Add postage on newspapers, at two cents each.....		61,852	39,479	4,214 09	1,827 05	6,041 14
Total postages.....						7c9 58
						6,830 72
New Orleans and Vera Cruz.....	New Orleans.....	26,388	16,757	3,213 32	2,119 37	5,332 69
Add postage on newspapers, at two cents each.....						315 14
Total postages.....						5,047 83

New York and Havana.....	New York.....	60,837	31,137	5,025 09	3,403 39	1,009 11
	Mobile.....	8,683	460	698 21	370 90	
		69,520	31,697	5,723 80	3,834 29	9,555 09
Add postage on newspapers, at two cents each.....						631 94
Total postages.....						10,190 03
West India Islands.....	Various offices.....	74,789	42,512	2,962 22	6,444 90	9,407 12
Add postage on newspapers, at two cents each.....						850 24
Total postages.....						10,257 36
Panama.....	Various offices.....	38,502	29,842	6,406 15	8,282 15	14,088 30
Add postage on newspapers, at four cents each.....						1,193 68
Total postages.....						15,881 98

POSTMASTER GENERAL.

Amount of letter postages on British mails received in and sent from the United States for the fiscal year ended June 30, 1855.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By the Cunard line....	\$63,740 73	\$93,206 91	\$35,293 75	\$38,764 94	\$231,006 30
By the Collins line....	53,002 95	79,500 16	24,757 48	29,987 29	187,247 88
By the Havre line.....	4,092 62	14,066 81	2,281 84	4,972 56	25,413 83
By the Bremen line....	5,312 79	15,123 44	2,276 40	5,369 72	28,082 35
Total.....	126,149 09	201,897 32	64,609 47	79,091 51	471,750 37
Amount received..	328,046 41	.....	143,703 98	.....	.....

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By the Cunard line....	\$32,288 86	\$65,901 90	\$2,924 69	\$79,166 29	\$180,281 74
By the Collins line....	42,425 05	93,274 75	3,060 07	74,093 83	212,853 70
By the Havre line.....	3,350 87	17,594 94	2,560 00	9,619 72	33,125 53
By the Bremen line....	4,623 66	16,600 75	2,780 05	7,681 62	31,686 08
Total.....	82,688 44	193,372 34	11,324 81	170,561 46	457,947 05
Amount sent.....	276,060 78	.....	181,886 27	.....	.....

Amount collected in the United States.....	\$604,107 19
Amount collected in the United Kingdom.....	325,590 25
Excess collected in the United States.....	278,516 94

Amount of letter postages on Bremen mails received in and sent from the United States for the fiscal year ended June 30, 1855.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By the Bremen line...	\$5,531 84	\$25,804 08	\$1,076 80	\$2,606 80	\$35,019 52
Amount received....	31,335 92	.....	3,683 60	.....	.....

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By the Bremen line...	\$2,220 46	\$11,983 18	\$1,269 00	\$7,180 90	\$22,644 54
Amount sent.....	14,203 64	.....	8,440 90	.....	.....

Amount collected in the United States	\$45,639 56
Amount collected in Bremen.....	12,183 48
Total	<u>57,723 04</u>
Excess collected in the United States.....	<u>33,356 08</u>

Revenue to the United States, and also to the United States Post Office Department, for the Cunard line for the fiscal year ended June 30, 1855.

Total postages by the Cunard line.....	\$411,288 07
United States portion, $\frac{6}{24}$, being United States inland...	85,685 01
Add postage on 754,170 papers sent, at 2 cents.....	15,083 40
	<u>100,768 41</u>

The Post Office Department pays commissions to postmasters on the above, viz :

For distribution on unpaid distributed received, \$93,206 91, at 12½ per cent.....	\$11,650 86
For commissions to postmasters at offices where delivered, at 30 per cent.....	27,962 07
For distribution on paid distributed received, \$38,764 94, at 12½ per cent.....	4,845 61
For distribution on paid distributed sent, 65,901 90, at 12½ per cent.....	8,237 73
For commissions to postmasters at offices where delivered, at 30 per cent.....	19,770 57
For distribution on unpaid distributed sent, 79,166 29, at 12½ per cent.....	9,895 78
For commissions to postmasters at New York, Boston, and Philadelphia, on—	
Unpaid received, \$63,740 73, at 15 per cent.....	9,561 10
Paid sent, \$32,288 86, at 15 per cent.....	4,843 33
Newspaper postage, \$15,083 40, at 50 per cent.....	7,868 33
	<u>104,635 38</u>
Deficit to the Post Office Department.....	3,866 97
Deduct United States inland British mails.....	85,685 01
Total deficit to the Post Office Department	<u><u>89,551 98</u></u>

Revenue to the United States, and also to the Post Office Department, on the correspondence exchanged between the United States and Bremen, for the fiscal year ended June 30, 1855.

Amount of postage by the Bremen line.....	\$57,664 06
Deduct Bremen portion, inland, $\frac{1}{7}$	5,766 40
	<hr/>
	51,897 66
Add newspaper postage	456 50
	<hr/>
	52,354 16
The Post Office Department pays commissions to post-masters	17,670 65
	<hr/>
Revenue to the Post Office Department, with United States inland included	34,683 51
Deduct the United States inland, $\frac{5}{18}$	23,832 03
	<hr/>
Revenue to the Post Office Department	<u>5,851 48</u>

Postages on the mails received and sent between the United States and the British Provinces for the fiscal year ended June 30, 1855.

Amount of mails received unpaid.....	\$33,265 33
Amount of mails received paid	27,402 84
	<hr/>
	\$60,668 17
Amount of mails sent unpaid	43,204 96
Amount of mails sent paid	41,696 80
	<hr/>
	84,901 76
	<hr/>
Total amount	<u>145,569 93</u>
Collected in the British provinces.....	\$70,607 80
Collected in the United States	74,962 13
	<hr/>
Balance in favor of the United States	<u>4,354 33</u>

Revenue to the United States, and also to the Post Office Department, per the Bremen line, for the fiscal year ended June 30, 1855.

For amount of postage, British mails	\$59,763 43
Deduct British inland, $\frac{3}{4}$	7,471 05
	<hr/>
	\$52,292 38
Add postage on 171,449 newspapers sent, at 2 cents...	3,423 95

Add postage on Bremen mails	\$57,664 06	
Deduct Bremen inland, $\frac{1}{8}$	5,766 40	
		<hr/>
		\$51,897 66
Add postage on newspapers, Bremen mails		456 50
Add sea rate on Prussian closed mails, 20,892 ounces, at 40 cents.....		9,356 80
Add newspapers, Prussian closed mails, 3,251 ounces, at 2 cents		65 02
Add sea rate on Canada closed mails, 780 $\frac{1}{2}$ ounces, at 40 cents.....		312 20
Add newspapers, Canada closed mails, 3,525 ounces, at 2 cents.....		70 50
Add sea rate on California closed mails, 886 $\frac{1}{2}$ ounces, at 40 cents		354 60
Add newspapers, California closed mails, 944 ounces, at 2 cents.....		18 88
Add sea rate on Havana closed mails, 156 ounces, at 40 cents		62 40
Add newspapers, Havana closed mails, 39 ounces, at 2 cents		78
		<hr/>
Total to the United States.....		117,321 70
The Post Office Department pays commissions to postmasters amounting to.....		36,893 26
		<hr/>
Net revenue, with the United States inland included...		80,428 44
Deduct United States inland on British mails, $\frac{1}{8}$ of \$59,768 43, amounting to..	\$12,451 75	
Deduct U. States inland, $\frac{1}{8}$ of \$57,664 06, amounting to	28,832 03	
		<hr/>
		41,283 78
		<hr/>
Total net revenue to the Post Office Department, without United States inland		<u>39,144 66</u>

Amount of letter postages on Prussian mails received in and sent from the United States for the fiscal year ended June 30, 1855.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By the Cunard line....	\$2,456 92	\$26,026 23	\$1,225 50	\$6,016 82	\$35,725 47
By the Collins line.....	8,179 26	29,449 80	3,971 40	5,189 66	46,790 12
By the Havre line.....	2,619 86	10,313 46	1,303 20	1,804 82	16,071 34
By the Bremen line....	2,454 63	8,763 09	1,175 10	1,723 27	14,116 09
Total.....	15,710 67	74,582 58	7,675 20	14,734 57	112,703 02
Amount received...	90,293 25	.....	22,409 77	.....	.....

Letter postages on Prussian mails, &c.—Continued.

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total
By the Cunard line....	\$6,851 94	\$19,446 06	\$12,178 00	\$31,338 17	\$59,814 17
By the Collins line....	7,599 80	27,722 02	14,420 00	39,291 74	59,033 56
By the Havre line....	1,414 85	7,342 75	3,111 00	9,737 63	21,606 23
By the Bremen line....	237 22	3,742 73	380 00	2,061 48	6,421 43
Total.....	16,103 81	58,253 56	30,089 00	82,429 07	156,875 44
Amount sent.	74,357 37	.....	112,518 07	.....	.....
Amount collected in the United States.....					\$164,650 62
Amount collected in Prussia.....					134,927 84
Total amount.....					299,578 46
Excess collected in the United States.....					29,722 78

Receipts and disbursements in closed mails between the United States and the Kingdom of Prussia for the fiscal year ended June 30, 1855.

RECEIPTS.

Amount of postage on paid and unpaid sent	\$186,875 44	
Deduct Prussian inland postage, $\frac{7}{8}$	43,604 42	
		\$143,271 02
Amount of postage on paid and unpaid received	112,703 02	
Deduct Prussian inland postage, $\frac{5}{8}$	18,783 80	
		93,919 22
Add newspaper postage on 49,953, at 4 cents		1,995 12
Total to the United States.....		239,188 36

DISBURSEMENTS.

Amount paid Great Britain for carrying mails	66,367 16
Collins line for 144,309½ ounces of mails, at 40 cents	57,723 80
Collins line for 22,966 newspapers, at 2 cents	459 32
Havre line for 39,405 ounces of mails, at 40 cents.....	15,762 00
Havre line for 5,637 newspaper, at 2 cents	112 74

Bremen line for 20,892 ounces of mails, at 40 cents	\$8,356 80	
Bremen line for 3,251 newspapers, at 2 cents	65 02	
Commissions paid United States post- masters	74,372 04	
	<hr/>	\$223,218 88
Revenue to the Post Office Department		<hr/> <hr/> 15,969 48

Number of letters and newspapers exchanged between the United States and Bremen, in Bremen mails.

For the fiscal year ended June 30, 1855.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
By the Bremen line.....	207,596	154,061	8,693	7,718

Number of letters and newspapers exchanged between the United States and the Kingdom of Prussia, in closed mails.

For the fiscal year ended June 30, 1855.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
By the Cunard line.....	116,506	229,225	3,274	14,681
By the Collins line.....	151,700	291,218	6,019	16,468
By the Havre line.....	52,581	70,816	1,187	3,009
By the Bremen line.....	45,629	20,767	1,890	1,176
Total.....	366,416	612,026	12,400	35,334

Revenue to the United States, also to the Post Office Department, per Havre line, for the fiscal year ended June 30, 1855.

Amount of postages on British mails.....	\$58,539 36	
Deduct British inland, $\frac{1}{4}$	7,317 42	
	<hr/>	\$51,221 94
Add postage on 189,697 newspapers sent, at 2 cents..		3,793 94
Add postage on Havre mails		16,915 92
Add sea rate on Prussian closed mails, 39,435 ounces, at 40 cents		15,774 00

Add newspapers, Prussian closed mails, 5,637 ounces, at 2 cents	\$112 74
Add sea rate on Canada closed mails, 1,334 ounces, at 40 cents	533 60
Add newspapers, Canada closed mails, 6,714 ounces, at 2 cents	134 25
Add sea rate on California closed mails, 1,067 ounces, at 40 cents	426 80
Add newspapers, California closed mails, 1,552 ounces, at 2 cents	31 04
Add sea rate on Havana closed mails, 163 ounces, at 40 cents	65 20
Add newspapers, Havana closed mails, 83 ounces, at 2 cents	1 66
Total to the United States	89,011 12
The Post Office Department pays commissions to postmasters amounting to	23,634 66
Net revenue, with United States inland included	65,376 44
Deduct United States inland on British mails, ⁵ of \$58,539 36, amounting to... \$12,193 61	
Deduct United States inland on Havre mails, ₂₁ of \$16,915 92, amounting to..... 4,027 60	
	16,221 21
Total net revenue to Post Office Department, without United States inland.....	49,155 23

Number of letters and newspapers exchanged between the United States and Bremen, in Bremen mails.

For the fiscal year ended June 30, 1855.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received	Sent.
By the Bremen line	207,596	154,061	8,678	7,716

Number of letters and newspapers exchanged between the United States and the Kingdom of Prussia, in closed mails.

For the fiscal year ended June 30, 1855.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
by the Cunard line.....	616,506	229,225	3,274	14,681
by the Collins line.....	151,700	291,218	6,049	16,468
by the Havre line.....	52,581	70,816	1,187	3,009
by the Bremen line.....	45,629	20,767	1,890	1,176
Total.....	866,416	612,026	12,400	35,334

Amount of postages accounted for on foreign dead letters returned to and sent from the United States, with the various offices of exchange, for the fiscal year ended June 30, 1855.

Great Britain to United States..	\$2,307 79	United States to Great Britain.	\$14,550 23
Kingdom of Prussia to United States	1,060 11	United States to Kingdom of Prussia.....	1,172 91
Bremen to United States.....	.....	United States to Bremen.....	963 19

Revenue derived by the United States from the postages on British mails, under the postal convention with Great Britain, for the fiscal year ended June 30, 1855.

RECEIPTS.		
Amount of letter postage collected by the United States....	\$604,107 19	
Amount of newspapers collected by the United States.....	39,505 76	\$643,612 95
DISBURSEMENTS.		
Amount paid Great Britain, difference on British mails, as per account current	71,161 65	
Amount paid in commissions to United States postmasters—		
On mails per Cunard line.....	104,635 33	
On mails per Collins line.....	109,353 37	
On mails per Havre line	18,293 76	
On mails per Bremen line.....	18,319 16	
		321,763 32
Total revenue from British mails, with the United States inland included		321,849 63
Deduct also United States inland on letter mails—		
Per Cunard line.....	85,685 01	
Per Collins line.....	83,354 49	
Per Havre line.....	12,193 61	
Per Bremen line.....	12,451 75	
Newspapers per Cunard, Collins, Havre, and Bremen lines..	19,752 88	
		213,437 74
Total net revenue on British mails for ocean postage.....		108,411 89

Balances due the United States on the adjustment of the accounts between the United States and the Kingdom of Prussia for the fiscal year ended June 30, 1855.

3d quarter, 1854	\$16,060 38
4th quarter, 1854	18,853 94
1st quarter, 1855	21,911 17
2d quarter, 1855	12,838 62
	69,694 11

Balance due Bremen on the adjustment of the accounts between that office and the United States for the fiscal year ended June 30, 1855.

3d quarter, 1854	\$2,789 43
4th quarter, 1854	1,142 00
1st quarter, 1855	1,000 56
2d quarter, 1855	1,198 38
	6,130 37

E.

POSTAL CONVENTION BETWEEN THE UNITED STATES AND BREMEN.

Additional articles agreed upon between the Post Office Department of the United States and the Post Office Department of the Hanseatic Republic of Bremen, providing for the registration of valuable letters, to be conveyed by the United States and Bremen lines of steamers, direct, between New York and Bremenhaven.

ARTICLE I.

Letters alleged to be valuable, posted at any post office in the United States, and addressed to any part of the German Austrian Postal Union, or posted in the German Austrian Postal Union, and addressed to the United States, and deliverable at the respective exchange offices of New York or Bremen, to be thence conveyed by the United States and Bremen lines of steamers, shall, from and after the first day of August, 1855, be registered at the office of mailing, on the application of the person posting the same: *Provided*, That the full postage chargeable thereon to destination, together with a registration fee of five cents on each letter, be prepaid at such mailing office: *And provided, also*, That such registration shall not be compulsory, and shall not render the respective Post Office Departments of the United States or Bremen, or their revenues, liable for the loss of such letters or packets, or the contents thereof.

ARTICLE II.

All such letters or packets mailed in the interior of the United States or of the German Austrian Postal Union, respectively, shall be received, registered, and receipted for, as directed in the general regulations issued in each country in regard to the registration of valuable letters, and shall be sent to the exchange offices of New York or Bremen, respectively, for the purpose of being forwarded thence by the next direct steamer.

ARTICLE III.

The respective exchange offices of New York and Bremen shall make a separate letter bill for each registered letter, or parcel of registered letters, originally mailed at said exchange offices, or sent to them to be forwarded, as prescribed by the regulations referred to in article II, and shall enter therein the name of the person addressed, the post office to which it is to be mailed for delivery, and the rate of postage for each letter. The postmaster of said exchange office will then mail each such letter, or parcel of letters, in a separate package from the unregistered letters, and seal each package, after tying it in the usual manner. The letter bills of such registered letters shall not be en-

closed in the packages containing them, but shall be enclosed in a separate wrapper or envelope, sealed, and addressed to the postmaster of the corresponding exchange office of Bremen or New York.

ARTICLE IV.

On the receipt of registered letters for delivery or distribution at either of the respective exchange offices of Bremen or New York, the postmaster of such receiving office will compare the letters with the bill, and endorse it "correct" if it is found so, or will note the error, if there be one, in the manner prescribed with regard to registered letters received from an inland post office. He will then fill up the corresponding return bill, noting upon it whether correct or otherwise, and will see that it is returned by the first mail thereafter to the office of mailing, (New York or Bremen, as the case may be.)

ARTICLE V.

Registered letters received at New York from Bremen, or received at Bremen from New York, and destined for an inland post office, shall be forwarded in the same manner as other registered letters originally mailed at either office.

ARTICLE VI.

The United States and Bremen post offices shall reciprocally account to each other upon such registered letters as shall be exchanged between them in the same manner as prescribed in the postal convention concluded on the 4th of August, 1853; but the registration fee of five cents shall accrue to the United States Post Office Department upon all registered letters sent from the United States to Bremen, and to the Bremen Post Office Department upon all registered letters sent from Bremen to the United States.

In witness whereof, we have hereto set our names and affixed the seals of our respective offices, this seventeenth day of May, one thousand eight hundred and fifty-five, at the city of Washington.

[L. s.]

JAMES CAMPBELL,
Postmaster General.

[L. s.]

R. SCHLEIDEN,
Minister Resident of the Republic of Bremen.

F.

POSTAL CONVENTION BETWEEN THE UNITED STATES AND PRUSSIA.

Additional articles agreed upon between the General Post Office of the United States of America and the General Post Office of Prussia, providing for the registration of valuable letters to be conveyed in the closed mails between the United States and Prussia.

ARTICLE I.

Letters, alleged to be valuable, posted at any post office in the United States or its Territories, and addressed to Prussia, or any part of the German Austrian Postal Union, or posted in Prussia or the German Austrian Postal Union, and addressed to the United States, and delivered at the respective exchange offices of New York, Boston, and Aachen, (Aix-la-Chapelle,) to be thence conveyed by means of the American and English, and the English and Belgian mail lines, shall be registered at the office of mailing, on the application of the person posting the same: *Provided*, That the full postage chargeable thereon to destination, together with a registration fee of five cents on each letter, be prepaid at such mailing office: *And provided, also*, That such registration shall not be compulsory, and shall not render the respective Post Office Departments of the United States or Prussia, or their revenues, liable for the loss of such letters or packets, or the contents thereof.

ARTICLE II.

All such letters or packets mailed in the interior of the United States or Prussia, and the German Austrian Postal Union, respectively, shall be received, registered, and receipted for, as directed in the general regulations issued in each country in regard to the registration of valuable letters, and shall be sent to the exchange offices of New York and Boston, or Aachen, respectively, for the purpose of being forwarded thence by the first outgoing mail.

ARTICLE III.

The respective exchange offices of New York, Boston, and Aachen, shall make a separate letter-bill for each registered letter, or parcel of registered letters, originally mailed at said exchange offices, or sent to them to be forwarded, as prescribed by the regulations referred to in article II, and shall enter therein the name of the person addressed, the post office to which it is to be mailed for delivery, and the rate or postage for each letter. The postmaster of said exchange office will then mail each such letter, or parcel of letters, in a separate package from the unregistered letters, and seal each package after tying it in the usual manner. The letter-bills of such registered letters shall not be enclosed in the packages containing them, but shall be enclosed

a separate wrapper or envelope, sealed, and addressed to the postmaster of the corresponding exchange of Aachen, Boston, or New York.

ARTICLE IV.

On receipt of registered letters for delivery or distribution at either of the respective exchange offices of Aachen, Boston, or New York, the postmaster of such receiving office will compare the letters with the bill, and endorse it "correct," if it is found so, or will note the error, if there be one, in the manner prescribed with regard to registered letters received from an inland post office. He will then fill up the corresponding return bill, noting upon it whether correct or otherwise, and will see that it is returned by the first mail thereafter to the office of mailing, (New York, Boston, or Aachen, as the case may be.)

ARTICLE V.

Registered letters received at New York or Boston from Aachen, or received at Aachen from New York or Boston, and destined for an inland post office, shall be forwarded in the same manner as other registered letters originally mailed at either office.

ARTICLE VI.

The United States and Prussian post offices shall reciprocally account to each other upon such registered letters as shall be exchanged between them, in the same manner as prescribed in the postal convention signed at Washington on the 17th of July, and at Berlin on the 26th day of August, 1852; but the registration fee of five cents shall accrue to the United States Post Office Department upon all registered letters sent from the United States to Prussia, and to the Prussian Post Office Department upon all registered letters sent from Prussia to the United States.

In witness whereof, the heads of the departments have affixed their names and seals of office to these presents, at the dates set opposite to each, respectively.

[L. s.]

JAMES CAMPBELL,

Postmaster General.

WASHINGTON, *August 29, 1855.*

[L. s.]

VON DER HEYDT,

His Prussian Majesty's

Minister of State for Commerce and Public Works.

BERLIN, *October 14, 1855.*

G.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
December 1, 1855.

SIR: For a statement of the mail service for the contract year ended 30th of June, 1855, I respectfully refer you to the tables hereto annexed.

Table A exhibits the character of the service, 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 mail contractors, route agents, local agents, and mail messengers in the service of the department on the 30th of June, 1855.

On the first of July last the new service in the southern section, comprising the States of Virginia, North Carolina, South Carolina, Georgia, and Florida, was put in operation, the first quarter of which expired on the 30th of September last.

Table C exhibits the service of this section as it stood at the close of the contract year, 30th June, 1855, and at the close of the first quarter of the current year.

Table D exhibits the railroad service as in operation on the 30th of June, 1855, also the cost per mile in each State.

Tables E and F exhibit the railroad and steamboat service for the current year, showing the particulars of each railroad and steamboat route.

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

WM. H. DUNDAS,

Second Assistant Postmaster General.

HON. JAMES CAMPBELL,
Postmaster General.

A.

Table of mail service for the year ending June 30, 1855, 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 & Territories.	Length of routes. Miles.	ANNUAL TRANSPORTATION AND RATE OF 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 rate of cost.
		Mode not specified.		In coach.		In steamboat.		By railroad.							
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.						
Maine.....	4,711	1,884	13,320	2,432	34,412	.....	.....	395	39,335	430,140	991,276	.....	389,064	1,810,480	87,067
New Hampshire.....	1,985	701	7,378	803	9,142	60	438	421	31,019	192,556	309,816	28,080	485,732	1,016,184	47,972
Vermont.....	2,361	563	5,431	1,341	16,074	.....	.....	457	46,094	148,772	568,394	.....	567,840	1,285,006	67,599
Massachusetts.....	3,122	795	14,593	811	17,179	260	4,500	1,256	124,290	348,691	448,344	152,880	1,553,032	2,502,950	160,568
Rhode Island.....	422	157	2,553	112	2,291	59	599	94	9,044	71,864	59,488	29,432	117,312	278,096	14,487
Connecticut.....	1,979	709	11,903	550	9,284	12	600	708	67,530	267,592	240,136	7,488	807,958	1,393,174	89,617
New York.....	13,766	5,164	59,183	5,478	103,227	402	14,799	2,722	301,830	1,445,925	2,764,064	270,608	3,482,929	7,962,726	479,039
New Jersey.....	2,686	779	6,537	1,475	16,798	27	2,422	405	55,390	243,382	597,376	19,656	487,819	1,348,996	81,147
Pennsylvania.....	13,379	7,615	65,956	4,663	81,171	55	1,257	1,046	119,622	1,392,883	2,132,694	92,880	1,077,574	4,625,961	268,006
Delaware.....	520	211	2,669	309	7,545	.....	.....	.....	.....	58,240	137,592	.....	.....	195,632	10,314
Maryland.....	2,757	1,473	20,463	670	18,484	.....	.....	614	159,008	387,028	341,224	.....	931,528	1,659,780	197,955
Ohio.....	13,453	7,825	62,612	2,910	74,695	247	8,400	2,471	274,276	1,346,092	1,253,772	115,752	2,032,175	4,747,791	419,983
Virginia.....	14,022	9,768	62,710	2,159	32,943	1,130	44,463	965	103,000	1,556,967	810,113	412,245	773,477	3,553,402	243,116
North Carolina.....	8,859	6,317	35,975	1,975	41,659	133	2,093	434	70,740	888,198	697,632	49,296	431,834	2,066,890	150,467
South Carolina.....	6,393	4,319	40,971	455	13,318	880	1,800	739	111,709	679,568	148,642	166,400	763,464	1,751,074	167,798
Georgia.....	9,625	5,740	48,790	911	20,909	1,958	15,770	1,016	147,782	841,330	369,824	940,864	1,077,892	2,589,910	233,251
Florida.....	3,969	1,646	14,345	687	13,189	1,636	57,600	.....	.....	199,716	141,664	.....	.....	392,430	85,134
Michigan.....	6,390	4,078	33,968	893	16,319	770	4,260	649	86,141	697,166	430,508	136,588	732,984	1,998,594	140,678
Indiana.....	8,766	6,314	65,043	1,325	29,291	.....	.....	1,197	95,852	1,033,968	527,260	.....	1,022,246	2,589,816	190,186
Illinois.....	13,212	8,866	123,434	2,279	54,669	189	10,647	1,858	130,368	1,691,636	721,760	58,136	1,600,616	4,078,048	319,118
Wisconsin.....	6,619	4,255	46,097	2,173	41,518	83	2,826	108	6,300	647,417	573,768	34,698	197,296	1,283,009	96,741
Iowa.....	6,265	4,630	67,126	1,185	15,770	150	7,600	.....	.....	998,564	221,208	93,000	.....	1,312,772	90,705
Missouri.....	12,712	9,209	94,083	3,942	103,925	208	15,000	55	9,200	1,408,268	487,980	90,408	34,944	2,027,080	208,188
Minnesota Territory.....	3,044	2,360	14,067	344	5,977	350	6,591	.....	.....	149,080	61,013	.....	.....	237,476	96,656
Kentucky.....	9,291	6,117	43,023	1,596	60,693	1,568	146,636	191	17,668	1,017,914	781,784	629,686	.....	2,917,786	167,927
Tennessee.....	9,264	7,308	65,973	1,286	30,546	489	18,090	94	31,150	1,254,280	418,184	114,268	175,448	1,898,256	146,469
Alabama.....	8,979	6,461	70,020	1,234	20,808	308	41,480	258	34,193	1,198,798	779,620	222,728	128,728	2,297,148	228,668
Mississippi.....	8,448	6,948	98,221	714	40,785	677	69,600	103	6,000	1,282,576	479,428	211,264	em. 628	2,164,268	228,668
Arkansas.....	8,265	6,634	61,663	796	34,988	000	72,000	.....	.....	946,064	927,760	222,272	.....	1,496,064	167,281

Louisiana	5,161	3,979	55,294	794	33,050	458	149,131	.....	.....	616,304	280,172	107,007	.....	1,749,000	914,589
Texas	11,775	8,968	86,019	1,637	57,657	1,170	70,920	.....	.....	1,039,008	515,119	194,880	.....	692,016	127,515
California	2,333	964	25,600	1,064	49,915	304	52,000	.....	.....	139,984	376,376	175,656	.....	118,144	28,517
Oregon Territory....	992	798	16,767	190	3,850	144	8,100	.....	.....	75,712	12,480	29,962	.....	29,190	34,650
New Mexico Ter'y..	980	70	1,150	910	33,500	.....	.....	.....	.....	7,280	21,840	.....	.....	48,528	14,748
Utah Territory.....	1,132	992	13,548	140	1,200	.....	.....	.....	.....	33,968	14,560	.....	.....	16,084	984
Nebraska Territory..	308	308	964	.....	.....	.....	.....	.....	.....	16,084	.....	.....	.....	59,280	3,328
Kansas Territory ...	570	570	3,328	.....	.....	.....	.....	.....	.....	59,280	.....	.....	.....	.....	.....
Total.....	227,908	145,753	1,430,665	49,203	1,215,979	14,619	625,505	18,333	2,073,089	24,879,752	18,859,118	4,459,827	19,202,469	67,401,166	5,345,238
Route & local agents and mail messen- gers .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	354,970
Foreign mails.....	.....	.....	.....	.....	.....	8,599	478,082	52	133,385	.....	.....	270,964	2,508	273,492	611,467
Total.....	227,908	145,753	1,430,665	49,203	1,215,979	23,218	1,103,587	18,385	2,206,474	24,879,752	18,859,118	4,730,811	19,204,977	67,674,658	6,311,675

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

† This embraces the steamboat service from Louisville to Cincinnati, and from Louisville to New Orleans.

‡ This includes the route from New Orleans to Mobile.

§ This is for service from Panama to Aspinwall, performed by the Panama Railroad Company at a stipulated price per pound, according to the weight of mail, and which varies from year to year.

The increase in the cost of coach transportation in Missouri and New Mexico, without a corresponding increase in the service, arises from act of Congress of March 3, 1855, allowing \$32,570 additional in Missouri, and \$16,750 additional in New Mexico.

WM. H. DUNDAS, *Second Assistant Postmaster General.*

POSTMASTER GENERAL.

375

B.

Number of mail routes, mail contractors, route agents, local agents, and mail messengers, at the close of the contract year ending June 30, 1855.

Sections.	Routes.	Contractors.	Route agents.	Local agents.	Mail messengers.
New England	856	736	50	-----	154
New York.....	804	710	50	2	238
Middle	1,325	1,045	72	6	327
Southern.....	1,129	929	45	-----	69
Northwestern.....	1,568	1,135	58	12	87
Southwestern.....	1,343	1,141	20	8	56
Ocean routes.....	8	7	24	1	-----
Total.....	7,033	5,703	319	29	981

WM. H. DUNDAS,
Second Assistant Postmaster General

C.

Mail service in the Southern Section, comprising the States of Virginia, North Carolina, South Carolina, Georgia, and Florida.

	Annual transportation.	Annual rate of cost.
	Miles.	Dollars.
<i>Service as in operation on 30th June, 1855.</i>		
Railroads.....	3,046,667	433,231
Steamboats.....	1,050,455	121,726
Coaches.....	2,167,875	122,018
Inferior modes.....	4,158,709	202,791
Total.....	10,423,706	879,766
<i>As in operation on 30th September, 1855.</i>		
Railroads.....	3,390,303	485,188
Steamboats.....	799,746	106,874
Coaches.....	2,171,125	151,781
Inferior modes.....	4,486,205	253,000
Total.....	10,847,379	996,843
	10,423,706	879,766
Difference.....	423,673	117,077

WM. H. DUNDAS,
Second Assistant Postmaster General.

D.—*Railroad service as in operation*

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
MAINE.							
		<i>Miles.</i>	<i>Miles.</i>				
92	Railroad Junction at Danville to Waterville	55	.....	12	\$5,500 00	.....	\$100 00
95	Mechanics' Falls to Buckfield.	12	.....	6	570 00	.....	47 50
96	Portland to Portsmouth, N. H.	52½	.....	12	7,837 50	.....	150 00
97	Portland to Augusta, with branch from Brunswick to Bath.....	73	.....	12	7,300 00	.....	100 00
100	Portland to the State Line, { Vt.....	48 119	..... .....	12 6	..... 16,500 00	.....	100 00
129	Leed's Station to Livermore Falls.....	20	.....	6	857 00	.....	42 85
132	Portland to Hollis.....	18	.....	6	771 00	.....	42 84
			397½	.....	.....	\$39,335 50	.....
NEW HAMPSHIRE.							
201	Concord to Lowell, Mass....	50	.....	18	6,429 00	.....	129 00
202	Concord to Portsmouth.....	47	.....	12	2,043 00	.....	43 46
206	Concord to Wells River, { Vt.....	52 43	..... .....	12 (* )	..... 7,125 00	.....	75 00
207	Concord to Wells River Junction.....	69	.....	12	.....	.....	100 00
	Branch, Franklin to Bristol..	13	.....	6	7,457 00	.....	42 84
208	Concord to Bradford.....	26	.....	12	1,300 00	.....	50 00
209	Contoocook Village to Hillsboro' Bridge.....	15	.....	12	750 00	.....	50 00
215a	Manchester to Henniker.....	28	.....	6	1,200 00	.....	42 86
239	Great Falls to South Milton..	12½	.....	6	536 00	.....	42 88
241	Dover to Alton Bay.....	28	.....	6	1,400 00	.....	50 00
251	Nashua to East Wilton.....	16	.....	6	686 00	.....	42 87
277	Wells River to Littleton.....	21	.....	(†)	1,050 00	.....	50 00
			420½	.....	.....	29,976 00	.....
VERMONT.							
401	Windsor to Burlington	117	.....	12	11,700 00	.....	100 00
411	Burlington to Rouse's Point, N. Y.	53½	.....	12	5,350 00	.....	100 00
446	Brutland to North Bennington.	52	.....	12	5,200 00	.....	100 00
	Branch to Bennington.....	5	.....	6	217 00	.....	43 40
456	White River Junction to St. Johnsbury	61	.....	12	5,229 00	.....	85 72
460	Bellows Falls to Windsor.....	25	.....	12	2,500 00	.....	100 00
462	Bellows Falls to Burlington..	120	.....	12	12,000 00	.....	100 00
469	Brattleboro' to Bellows Falls.	24	.....	12	2,400 00	.....	100 00
			457½	.....	.....	44,596	.....

* 12 times a week four months, and 6 times a week nine months.

† 12 times a week three months, and 6 times a week nine months.

on the 30th of June, 1855.

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.	Remarks.
\$800 00	\$346 00	\$6,646 00	.....	\$120 84	.....
.....	.....	570 00	.....	47 50	.....
1,177 00	190 00	9,204 50	.....	177 00	.....
.....	
800 00	325 00	8,425 00	.....	115 41	.....
1,400 00	209 00	18,109 00	.....	108 43	.....
.....	16 00	873 00	.....	43 65	.....
.....	.....	771 00	.....	42 84	.....
.....	.....	.....	\$44,598 50	.....	\$112 33	
.....	
761 00	.....	7,190 00	.....	143 80	.....
.....	.....	2,043 00	.....	43 46	.....
1,352 00	.....	8,477 00	.....	89 23	.....
.....	
843 00	1,043 00	9,343 00	.....	114 00	.....
216 00	.....	1,516 00	.....	58 30	.....
.....	.....	750 00	.....	50 00	.....
.....	.....	1,200 00	.....	42 86	.....
.....	.....	538 00	.....	42 88	.....
.....	86 00	1,486 00	.....	53 00	.....
.....	.....	686 00	.....	42 87	.....
248 00	.....	1,298 00	.....	61 80	.....
.....	.....	.....	34,525 00	.....	82 22	
.....	
1,667 00	396 00	13,763 00	.....	117,63	.....
800 00	599 00	6,749 00	.....	126 00	.....
433 00	350 00	6,200 00	.....	109 00	.....
.....	
966 00	611 00	6,806 00	.....	111 57	.....
396 00	150 00	3,046 00	.....	122 00	.....
1,635 00	1,500 00	15,135 00	.....	126 00	.....
584 00	176 00	3,160 00	.....	131 66	.....
.....	.....	.....	54,859 00	.....	120 00	

D.—Railroad service as in operation

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
	MASSACHUSETTS.	Miles.	Miles.				
601	Boston to Portsmouth, N. H.	54½	.....	12	.....	.....	\$128 57
	Branch to Marblehead	4	.....	6	\$7,210 00	.....	42 86
602	Boston to South Berwick Junction	74½	.....	12	.....	.....	100 00
	Branch to Medford	5½	.....	6	.....	.....	42 94
	Branch, Rollingsford to Great Falls	3	.....	6	7,815 00	.....	42 94
603	Boston to Lowell	26	.....	18	.....	.....	.....
	Branch, Winchester to Woburn	3	.....	6	3,600 00	.....	124 00
604	Boston to Fitchburgh	50½	.....	18	.....	.....	128 57
	Branch, Cambridge to Lexington	8	.....	6	.....	.....	50 00
	Branch, Junction to Watertown	4	.....	6	.....	.....	50 00
	Branch, South Acton to Feltonville	9	.....	6	7,425 00	.....	50 00
605	Boston to Worcester	46	.....	19	.....	.....	250 00
	Branch, Natick to Saxonville	4	.....	6	.....	.....	42 86
	Branch, South Framingham to Framingham	2	.....	6	.....	.....	42 85
	Branch, South Framingham to Milford	12	.....	6	.....	.....	42 85
	Branch to Milbury	4	.....	6	.....	.....	42 85
	Branch, Ausable Station to Newton Lower Falls	2	.....	6	12,528 00	.....	42 85
606	Boston to Providence, R. I.	45	.....	18	.....	.....	113 88
	Branch to Dedham	5	.....	12	.....	.....	50 00
	Branch to Seekonk	8	.....	6	5,718 00	.....	42 87
607	Boston to Blackstone	35	.....	6	.....	.....	50 00
	Branch, North Wrentham to Medway	4	.....	6	1,922 00	.....	43 00
608	Boston to Plymouth	37½	.....	12	3,225 00	.....	124 00
608a	South Abington to Bridgewater	7½	.....	6	200 00	.....	26 66
613	Salem to Gloucester	16	.....	12	800 00	.....	50 00
615	Salem to Lawrence	20	.....	6	713 00	.....	35 65
618	Lawrence to Manchester	23	.....	12	1,400 00	.....	50 00
622	Lowell to Lawrence	14	.....	12	700 00	.....	50 00
625	Groton Junction to Mason Village	23	.....	6	986 00	.....	42 87
626	Groton Junction to Lowell	17	.....	6	854 00	.....	50 23
628	Boston to Dover	18	.....	6	500 00	.....	27 77
634	South Braintree Junction to Fall River	42	.....	12	3,800 00	.....	90 48
635	Braintree Depot to Chassett	12	.....	12	900 00	.....	75 00
641	Middleboro' to Hyannis	47	.....	12	4,042 00	.....	103 00
648	New Bedford to West Wareham	16	.....	12	800 00	.....	50 00
652	Taunton to Mansfield Junction	12	.....	19	1,200 00	.....	100 00
653	Taunton to New Bedford	21	.....	19	2,100 00	.....	100 00
660	Fitchburgh to Bellows Falls, Vt.	64	.....	12	6,400 00	.....	100 00

on the 30th of June, 1855—Continued.

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.	Remarks.
} \$1223 00	\$1,114 00	\$9,547 00	.....	\$162 00	.....
}	175 00	.....	.....	.....	.....
2,100 00	1,000 00	11,090 00	.....	133 61	.....
317 00	.....	3,917 00	.....	135 07	.....
694 00	584 00	8,703 00	.....	121 29	.....
544 00	750 00	13,822 00	.....	197 45	.....
327 00	75 00	6,120 00	.....	105 51	.....
88 00	1,425 00	1,922 00	.....	49 30	.....
.....	.....	4,738 00	.....	126 35	.....
.....	.....	200 00	.....	26 66	.....
.....	.....	800 00	.....	50 00	.....
.....	.....	713 00	.....	35 65	.....
234 00	.....	1,634 00	.....	58 35	.....
.....	69 00	769 00	.....	54 93	.....
.....	.....	986 00	.....	42 87	.....
.....	.....	854 00	.....	50 23	.....
.....	.....	500 00	.....	27 77	.....
168 00	.....	3,968 00	.....	94 50	.....
.....	.....	900 00	.....	75 00	.....
344 00	800 00	5,186 00	.....	123 50	.....
.....	200 00	1,000 00	.....	62 50	.....
.....	78 00	1,278 00	.....	106 50	.....
.....	.....	2,100 00	.....	100 00	.....
871 00	554 00	7,825 00	.....	122 26	.....

D.—Railroad service as in operation

Number of route	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annus pay in each State.	Annual cost per mile on each route.
		<i>Miles.</i>	<i>Miles.</i>				
661	Fitchburg to Brattleboro', Vt.	67 } 10 }	.....	6 } 18 }	\$4,637 00	.....	\$60 22
666	Palmer to Amherst	20	.....	6	857 00	.....	42 85
672	Worcester to Albany	55 } 102 }	.....	19 } 12 }	26,500 00	.....	250 00
673	Worcester to Nashua	46	.....	12	3,468 75	.....	125 00
692	Springfield to Keene	50 } 24 }	.....	12 } 6 }	6,200 00	.....	75 41
692a	Willimantic to South Hadley.	6	.....	6	250 00	.....	100 00
693	Springfield to Chickopee Falls	6	.....	6	300 00	.....	50 00
699	Pittsfield to North Adams....	21	.....	12	900 00	.....	41 66
703	Sterling Junction to Fitchburg	14	.....	12	700 00	.....	50 00
708	Salem to Lowell	24	.....	12	1,200 00	.....	42 76
			1,249½			\$119850 75	50 00
RHODE ISLAND.							
802	Providence to Stonington, Ct.	50	.....	12	5,000 00	.....	100 00
807	Providence to Worcester, Mass	44	.....	12	3,300 00	.....	92 00
			94			8,300 00	
CONNECTICUT.							
907	Waterbury to Providence, R. I	122½	.....	6	6,137 50	.....	50 00
925	Norwich to Worcester, Mass.	59	.....	12	5,057 00	.....	85 71
928	New London to Palmer, Mass	30 } 36 }	.....	12 } 6 }	4,372 00	.....	85 71
933	Middletown to Depot on New Haven, Hartford, and Springfield Railroad.....	10	.....	12	500 00	.....	50 00
937	New Haven to New London..	50	.....	12	4,285 00	.....	85 70
939	New Haven to Springfield, Mass	63½	.....	19	15,833 00	.....	250 00
940	New Haven to Tariffville	45	.....	12	2,571 50	.....	50 00
	Branch Farmington to Collinsville	7½	.....	6		.....	42 85
941	New Haven to New York	78	.....	19	19,500 00	.....	250 00
942	Bridgeport to Winchester....	62	.....	12	3,100 00	.....	50 00
943	Bridgeport to State Line, Mass., with branch to Pittsfield	121	.....	6	5,143 00	.....	42 50
959	South Norwalk to Danbury..	23½	.....	12	*1,307 00	.....	55 60
			708½			67,806 00	
NEW YORK.							
1001	New York to Dunkirk	460	.....	19	92,000 00	.....	200 00
	Branch, Sufferns to Piermont..	18	.....	6	772 00	.....	42 86
1002	New York to Albany	144	.....	19	32,400 00	.....	225 00

* Includes \$300 allowed for route agent, as per contract.

on the 30th of June, 1855—Continued.

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.	Remarks.
\$862 00	\$445 00	\$5,944 00	.....	\$77 20	.....
.....	124 00	981 00	.....	49 05	.....
1,856 00	175 00	28,531 00	.....	181 72	.....
600 00	409 00	4,477 75	.....	97 34	.....
1,216 00	548 00	7,964 00	.....	107 62	.....
.....	.....	250 00	.....	41 66	.....
.....	.....	300 00	.....	50 00	.....
.....	.....	900 00	.....	42 76	.....
.....	.....	700 00	.....	56 00	.....
.....	.....	1,200 00	.....	50 00	.....
.....	.....	.....	\$139,819 75	.....	\$111 90	
364 00	189 00	5,553 00	.....	111 00	.....
600 00	744 00	4,644 00	.....	105 54	.....
.....	.....	.....	10,197 00	.....	108 48	
1,400 00	300 00	7,837 50	.....	63 85	.....
600 00	111 00	5,768 00	.....	97 76	.....
} 600 00	601 00	5,573 00	.....	84 44	.....
.....	50 00	550 00	.....	55 00	.....
600 00	725 00	5,610 00	.....	112 20	.....
1,038 00	837 00	17,708 00	.....	278 86	.....
.....	236 00	2,807 50	.....	53 47	.....
1,800 00	513 00	21,813 00	.....	279 65	.....
700 00	297 00	4,097 00	.....	66 00	.....
1,200 00	123 00	6,466 00	.....	53 43	.....
.....	305 00	1,612 00	.....	68 59	.....
.....	.....	.....	79,842 00	.....	112 74	
6,300 00	3,666 00	101,966 00	.....	221 67	.....
.....	.....	772 00	.....	42 86	.....
3,600 00	5,201 00	41,281 00	.....	236 11	.....

D.—Railroad service as in operation

Number of route	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
		Miles.	Miles.				
1003	New York to Chatham Four Corners	130½	.....	6	\$5,593 00	.....	\$42 86
1008	New York to Greenport.....	101	.....	6	4,950 00	.....	49 00
1034	Newburgh to Chester.....	19	.....	6	814 00	.....	42 86
1074	Eagle Bridge to Rutland, Vt.	62½	.....	12	6,250 00	.....	100 00
1081	Albany to Schenectady.....	17	.....	25	3,400 00	.....	200 00
1087	Troy to Albany.....	7	.....	13	1,050 00	.....	150 00
1088	Troy to Schenectady.....	22	.....	12	1,650 00	.....	75 00
1089	Troy to Saratoga Springs.....	32	.....	12	3,200 00	.....	100 00
1100	Saratoga Springs to Castle- ton, Vt.....	54	.....	12	5,400 00	.....	100 00
1126	Plattsburg to Canada line.....	23	.....	6	986 00	.....	42 86
1128	Rouse's Point to Ogdensburg.	119	.....	6	5,100 00	.....	42 86
1151	Sackett's Harbor to Pierrepont Manor	18½	.....	6	791 65	.....	42 86
1162	Schenectady to Bullston.....	16	.....	12	800 00	.....	50 00
1164	Schenectady to Utica.....	78	.....	25	15,600 00	.....	200 00
1191	Utica to Syracuse.....	53	.....	25	10,600 00	.....	200 00
1201	Rome to Cape Vincent.....	73	.....	12	8,329 00	.....	85 86
		24	.....	6			
1217	Syracuse to Rochester.....	104	.....	12	20,800 00	.....	200 00
1218	Syracuse to Rochester.....	80	.....	13	4,000 00	.....	50 00
1219	Syracuse to Oswego.....	35½	.....	12	3,043 00	.....	85 72
1258	Canandaigua to Watkins.....	46½	.....	12	2,325 00	.....	50 00
1261	Canandaigua to Niagara Falls.....	50	.....	12	4,514 00	.....	46 53
		47	.....	6			
1264	Rochester to Niagara Falls..	76	.....	12	7,600 00	.....	100 00
1269	Rochester to Buffalo.....	69	.....	25	13,800 00	.....	200 00
1287	Batavia to Attica.....	11	.....	6	550 00	.....	50 00
1305	Buffalo to Lewiston.....	29	.....	6	1,450 00	.....	50 00
1306	Buffalo to Hornellsville.....	91	.....	6	4,550 00	.....	50 00
1311	Buffalo to State Line.....	69	.....	12	13,800 00	.....	200 00
1337	Corning to Batavia.....	100	.....	6	4,286 00	.....	42 86
1359	Elmira to Watkins.....	22	.....	12	1,100 00	.....	50 00
1365	Owego to Ithaca.....	33	.....	12	1,415 00	.....	42 86
1440	Buffalo to Lockport.....	22	.....	6	1,100 00	.....	50 00
1459	Suspension Bridge to Detroit. Michigan.....	220	.....	6	6,600 00	.....	30 00
1460	Troy to North Bennington, Vt.	32½	.....	12	3,250 00	.....	100 00
1461	Albany to Eagle Bridge.....	33	.....	12	2,829 00	.....	85 42
1463	Syracuse to Binghamton.....	80	.....	6	3,429 00	.....	42 86
			2,722			300,126 65	
NEW JERSEY.							
9001	New York to New Brunswick.	36	.....	19	13,838 00	.....	384 38

on the 30th of June, 1855—Continued.

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.	Remarks.
\$1,200 00	\$1,400 00	\$8,193 00	.....	\$32 78	.....
1,400 00	2,496 00	8,846 00	.....	87 58	.....
.....	.....	814 00	.....	42 86	.....
842 00	102 00	7,194 00	.....	115 10	.....
256 00	15 00	3,701 00	.....	217 69	.....
.....	.....	1,050 00	.....	150 00	.....
.....	30 00	1,650 00	.....	76 36	.....
521 00	300 00	4,021 00	.....	125 65	.....
.....	
879 00	38 00	6,317 00	.....	116 98	.....
.....	60 00	1,046 00	.....	45 47	.....
1,400 00	733 00	7,233 00	.....	60 78	.....
.....	378 00	1,169 65	.....	63 23	.....
.....	150 00	959 00	.....	59 37	.....
1,312 00	957 00	17,869 00	.....	229 09	.....
892 00	688 00	12,150 00	.....	229 81	.....
.....	
1,200 00	1,210 00	10,739 00	.....	110 71	.....
1,749 00	2,174 00	21,723 00	.....	237 62	.....
800 00	1,311 00	6,111 00	.....	76 38	.....
.....	120 00	3,163 00	.....	89 78	.....
390 00	306 00	3,021 00	.....	61 97	.....
.....	
824 00	767 00	6,105 00	.....	62 93	.....
1,600 00	1,154 00	10,354 00	.....	136 23	.....
1,161 00	931 00	15,892 00	.....	230 32	.....
.....	.....	550 00	.....	50 00	.....
.....	.....	1,450 00	.....	50 00	.....
1,200 00	1,322 00	7,072 00	.....	77 71	.....
1,600 00	914 00	16,314 00	.....	235 43	.....
1,400 00	824 00	6,510 00	.....	65 10	.....
186 00	.....	1,286 00	.....	58 45	.....
700 00	223 00	2,333 00	.....	70 85	.....
.....	.....	1,100 00	.....	50 00	.....
.....	
1,600 00	600 00	8,800 00	.....	40 00	.....
224 00	584 00	4,058 00	.....	124 86	.....
758 00	255 00	3,842 00	.....	116 42	.....
700 00	617 00	4,746 00	.....	59 52	.....
.....	
.....	.....	.....	\$364,376 65	.....	\$133 86	
.....	
1,200 00	1,175 00	16,213 00	.....	450 36	.....	Includes \$3,033, being 25 per cent. on \$300 a mile for night service, and for a third extra trip.

D—*Railroad service as in operation*

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
		<i>Miles</i>	<i>Miles.</i>				
9003	New York to Hackettstown..	63	.....	12	\$5,400 00	.....	\$35 71
9020	Elizabeth to Easton.....	64	.....	12	5,486 00	.....	85 71
9054	New Brunswick to Philadelphia, Pa.....	54	.....	19	20,250 00	.....	375 00
9069	Trenton to Easton.....	50	.....	12	2,538 00	.....	50 76
9079	Burlington to Mount Holly...	7	.....	12	300 00	.....	42 85
9085	Philadelphia, Pa., to South Amboy, N. J.....	72	.....	7	7,379 00	.....	102 48
9110	Camden to Atlantic City.....	59	.....	14	800 00	.....	13 56
	PENNSYLVANIA.		405	.....		\$55,991 00	.....
9200	Philadelphia to Columbia....	{ 70	.....	14	13,800 00	.....	197 14
		{ 13½	.....	6	675 00	.....	50 00
9210	Philadelphia to Pottsville....	97	.....	12	14,218 00	.....	146 58
9223	West Chester to Philadelphia	33	.....	12	750 00	.....	23 00
9302	Lancaster to Harrisburg.....	37½	.....	14	7,528 00	.....	203 46
9310	Columbia to Middletown.....	19	.....	6	815 00	.....	42 90
9316	York to Harrisburg.....	27	.....	14	5,400 00	.....	200 00
9328	Harrisburg to Chambersburg.	52	.....	7	5,200 00	.....	100 00
9336	Harrisburg to Pittsburg.....	250	.....	14	50,000 00	.....	200 00
9352	Chambersburg to Hagerstown, Md.....	10	.....	14	943 00	.....	94 30
9363	Sunbury to Shamokin.....	28	.....	6	840 00	.....	30 00
9367	Pottsville to Tuscarora.....	11½	.....	6	300 00	.....	25 00
9441	Blossburg to Corning.....	40	.....	6	1,715 00	.....	42 87
9600	Lodersville to Scranton.....	50	.....	6	2,143 00	.....	42 86
9601	Northville to Erie.....	20	.....	14	4,000 00	.....	200 00
9603	Glen Rock to Hanover.....	13	.....	12	557 00	.....	42 85
9606	Harrisburg to Auburn.....	59	.....	6	1,770 00	.....	30 00
9660	Schuylkill Haven to Tremont.	12	.....	6	510 00	.....	42 50
9690	Port Clinton to Williamsport.	118,800	.....	6	5,093 00	.....	4 86
9691	Williamsport to Elmira.....	77	.....	6	3,300 00	.....	42 86
			1,038	.....		119,554 00	.....
	MARYLAND.						
9850	Baltimore to Philadelphia, Pa.	102	.....	19	37,500 00	.....	367 64
9851	Baltimore to Washington, D.C.	40	.....	26	12,000 00	.....	300 00
9852	Baltimore to Wheeling, Va..	179	.....	13	53,700 00	.....	300 00
		201	.....	7	40,200 00	.....	200 00
	Branch to Frederick.....	3	.....	7	300 00	.....	100 00

on the 30th of June, 1855—Continued.

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.	Remarks.
\$800 00	\$813 00	\$7, 013 00	\$111 31	
700 00	1, 616 00	7, 802 00	121 90	
1, 800 00	2, 930 00	25, 030 00	463 51	Includes \$4,050, being 25 per cent. on \$300 a mile for night service, and for a third extra trip.
700 00	518 00	3, 756 00	.....	75 00	.....
.....	.....	300 00	.....	42 85	.....
.....	541 00	7, 920 00	.....	110 00	.....
.....	.....	800 00	.....	13 56	.....
.....	.....	.....	\$68, 834 00	.....	\$169 96½
1, 177 00	159 00	} 15, 811 00	.....	216 22	.....
1, 600 00	3, 235 00		19, 053 00	196 42	
.....	100 00	850 00	.....	25 75	.....
623 00	200 00	8, 451 00	.....	224 61	.....
.....	320 00	1, 135 00	.....	59 73	.....
848 00	35 00	6, 283 00	.....	232 70	.....
.....	50 00	5, 250 00	.....	100 96	.....
3, 600 00	3, 705 00	57, 305 00	.....	229 22	.....
.....	.....	943 00	.....	94 30	.....
.....	.....	840 00	.....	30 00	.....
.....	140 00	440 00	.....	38 26	.....
600 00	215 00	2, 530 00	.....	63 25	.....
600 00	598 00	3, 341 00	.....	66 82	.....
.....	247 00	4, 247 00	.....	212 35	.....
.....	.....	557 00	.....	42 85	.....
.....	.....	1, 770 00	.....	30 00	.....
.....	.....	510 00	.....	42 50	.....
1, 271 00	1, 546 00	7, 910 00	.....	66 52	.....
829 00	278 00	4, 407 00	.....	57 23	.....
.....	.....	.....	141, 633 00	.....	136 44
5, 028 00	3, 813 00	46, 341 00	454 32	Includes \$6,900 for ferry at night, and accommodations for agents in night trains.
1, 972 00	1, 186 00	15, 158 00	.....	378 95	.....
5, 400 00	1, 441 00	} 101,041 00	.....	265 10	.....
.....	100 00	

D—Railroad service as in operation

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
		Miles	Miles.				
9856	Baltimore to Columbia.....	59	.....	14	\$11800 00	.....	\$200 00
		13½	.....	7	650 00	.....	48 15
9887	Annapolis to Annapolis Junction.....	20	.....	13	2,858 00	.....	142 90
			617½			\$159008 00	
OHIO.							
10056	Erie, Pa., to Cleveland, Ohio.....	96	.....	13	25,920 00	.....	270 00
10154	Springfield to Dayton.....	24	.....	6	2,400 00	.....	100 00
10156	Columbus to Xenia.....	55	.....	13	11,850 00	.....	270 00
10160	Columbus to Cleveland.....	138	.....	13	37,260 00	.....	270 00
10185	Mansfield to Sandusky.....	61	.....	6	5,229 00	.....	85 72
10186	Mansfield to Newark.....	63	.....	6	5,400 00	.....	85 72
10234	Springfield to Sandusky.....	132	.....	6	13,200 00	.....	100 00
	Branch, Tiffin to Sandusky.....	38	.....	6	2,700 00	.....	50 00
	Branch, Carey to Finley.....	16	.....			
10264	Cincinnati to Springfield.....	64	.....	13	.....	.....	270 00
		19	.....	6	19,180 00	.....	100 00
10266	Cincinnati to Dayton.....	60	.....	6	6,000 00	.....	100 00
10272	Morrow to Lancaster.....	89 ² / ₁₀	.....	6	6,742 50	.....	75 00
10281	Cincinnati to Richmond.....	71	.....	6	3,042 00	.....	42 86
10329	Cleveland to Wellsville.....	58½	.....	6	.....	.....	42 86
		100	.....	6	12,518 00	.....	100 00
10330	Pittsburg to Crestline.....	82	.....	12	.....	.....	150 00
		105	.....	6	22,890 00	.....	100 00
10331	Bell Air to Columbus.....	137½	.....	14	27,575 00	.....	200 00
10334	Hillsboro' to Loveland.....	37	.....	6	1,850 00	.....	50 00
10342	Galion to Union City.....	118	.....	6	5,142 00	.....	42 86
10343	Dayton to Indianapolis.....	130	.....	6	13,000 00	.....	100 00
10344	Toledo to Grafton Station.....	87	.....	13	*17900 00	.....	205 74
10395	Dayton to Piqua.....	28	.....	6	1,200 00	.....	42 86
10396	Columbus to Dayton.....	73	.....	6	3,128 00	.....	42 86
10397	Cleveland to Toledo.....	107	.....	6	5,350 00	.....	42 86
10417	Springfield to Delaware.....	50	.....	6	1,500 00	.....	30 00
10418	Crestline to Fort Wayne.....	131	.....	6	6,550 00	.....	50 00
10419	Dayton to Xenia.....	16	.....	12	2,000 00	.....	125 00
10424	Hudson to Millersburg.....	61	.....	6	1,830 00	.....	30 00
10426	Chillicothe to Blanchester.....	57	.....	6	2,850 00	.....	50 00
10427	Steubenville to Newark.....	124	.....	6	6,200 00	.....	50 00
10428	Bayard to New Philadelphia.....	32	.....	6	960 00	.....	30 00
			2461½			274,276 50	
VIRGINIA.							
2401	Aquia Creek to Richmond.....	75½	.....	14	22,700 00	.....	300 00
2429	Richmond to Staunton.....	138 ¹⁵ / ₁₀₀	.....	7	13,815 00	.....	100 00

* Includes \$500 per annum allowed for ferriages.

on the 30th of June, 1855—Continued.

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.	Remarks.
\$1,852 00	\$90 00	\$1439 00		\$232 91		
	30 00			2,888 00	144 04	
			\$179,820 00		\$291 44	
1 800 00	1,245 00	29,108 00		303 21		
267 00	212 00	2,879 00		119 95		
832 00	191 00	15,873 00		283 60		
1,800 00	1,209 00	40,269 00		291 81		
688 00	96 00	6,013 00		98 57		
712 00	429 00	6,541 00		103 82		
1,466 00	341 00	17,707 00		134 14		
963 00	425 00	20,573 00		247 86		
667 00	1,046 00	7,713 00		128 55		
900 00	397 00	8,039 50		89 42		
600 00	252 00	3,892 00		54 81		
1600 00	896 00	15,014 00		150 14		
1600 00	1,587 00	25,987 00		139 61		
2,100 00	665 00	30,340 00		220 05		
	28 00	1,878 00		50 75		
940 00	125 00	6,207 00		52 60		
1,360 00	248 00	14,608 00		112 32		
1,600 00	1,053 00	20,553 00		236 25		
		1,200 00		42 86		
700 00	221 00	4,049 00		55 46		
1,600 00	125 00	7,075 00		66 12		
	65 00	1,565 00		31 30		
1,400 00	273 00	8,223 00		62 77		
193 00	20 00	2,213 00		138 31		
600 00	139 00	2,569 00		42 11		
600 00	341 00	3,831 00		67 21		
1,200 00	227 00	7,627 00		61 50		
400 00	39 00	1,399 00		43 71		
			312,945 50		127 13	
5,400 00	258 00	23,358 00		374 77		
1,600 00	25 00	15,440 00		111 71		

D—Railroad service as in operation

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
		<i>Miles.</i>	<i>Miles.</i>				
2433	Richmond to Petersburg....	24½	.....	14	\$7,350 00	.....	\$300 00
2443	Petersburg to Lynchburg....	124	.....	6	5,315 00	.....	42 86
2445	Petersburg to City Point....	12	.....	6	450 00	.....	37 50
2448	Petersburg to Weldon, N. C.	64	.....	14	19,200 00	.....	300 00
2452	Hicksford to Gaston, N. C.	20	.....	7	1,000 00	.....	50 00
2470	Portsmouth to Weldon, N. C.	80	.....	7	8,000 00	.....	100 00
2518	Manassas Station to Strasburg	60	.....	6	2,571 15	.....	42 86
2533	Winchester to Harper's Ferry	32	.....	6	2,743 00	.....	85 72
2622 ^a	Lynchburg to Wytheville....	133	.....	6	5,700 00	.....	42 86
2724	Alexandria to Gordonsville....	88	.....	7	8,800 00	.....	100 00
	Branch to Warrenton.....	9	.....	7	450 00	.....	50 00
2728	Richmond to Birch Creek....	114½	.....	6	4,906 60	.....	42 86
			974¾			\$103,000 75	
NORTH CAROLINA.							
2801	Raleigh to Weldon.....	99	.....	7	9,900 00	.....	100 00
2807 ^a	Goldsboro' to Charlotte....	142¾	.....	7	11,168 75	.....	75 08
2825	Weldon to Wilmington.....	162	.....	14	48,600 00	.....	300 00
2872 ^a	Ridgeway to Clarksville....	25	.....	6	1,071 43	.....	42 85
			434¾			70,740 18	
SOUTH CAROLINA.							
3102	Columbia to Greenville C. H.	161¾	.....	6	10,718 75	.....	66 26
3103	Columbia to Charlotte.....	112	.....	6	8,400 00	.....	75 00
3107 ^a	Florence to Dove's Station...	17½	.....	7	875 00	.....	50 00
3131	Kingsville to Augusta.....	117	.....	14	27,787 50	.....	237 50
	Branch to Branchville.....	64	.....	14	15,200 00	.....	237 50
	Branch to Columbia.....	27	.....	7	2,700 00	.....	100 00
	Branch to Camden.....	39	.....	7	1,950 00	.....	50 00
3153	Kingsville to Wilmington.....	171	.....	14	42,750 00	.....	250 00
3227	Newberry C. H. to Laurens C. H.....	31	.....	6	1,328 57	.....	42 85
			740¼			111,709 82	
GEORGIA.							
3250	Savannah to Macon.....	192	.....	14	33,600 00	.....	175 00
3264	Milledgeville to Gorden.....	17	.....	7	999 00	.....	58 76
3299	Macon to Atlanta.....	102	.....	7	12,750 00	.....	125 00
3312	Augusta to Atlanta.....	174½	.....	14			
	Branch, Camack to Warrenton	3¾	.....	7	41,700 00	.....	233 94
3318	Double Wells to Washington.	18¾	.....	6	803 57	.....	42 86
3320	Union Point to Athens.....	39½	.....	6	2,000 00	.....	50 63
3365	Atlanta to West Point.....	92	.....	14	18,400 00	.....	200 00
3366	Atlanta to Chattanooga, Tenn.	140	.....	6	14,000 00	.....	100 00
3374	Kingston to Rome.....	18¾	.....	6	930 00	.....	50 00
3411	Fort Valley to Americus....	42	.....	7	2,100 00	.....	50 00

on the 30th of June, 1855—Continued.

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.	Remarks.
\$1,000 00		\$8,350 00		\$341 66		
1,600 00	\$100 00	7,015 00		56 75		
		450 00		37 50		
2,000 00	100 00	21,300 00		332 81		
		1,000 00		50 00		
	113 00	8,113 00		101 41		
600 00	188 00	3,359 15		56 00		
	40 00	2,783 00		86 89		
1,400 00	350 00	7,480 00		56 24		
700 00	25 00					
1,600 00	248 00	9,975 00		102 83		
		6,754 80		59 00		
			\$120,377 75		\$123 50	
1,600 00	20 00	11,520 00		116 36		
700 00	259 00	12,127 75		81 53		
4,000 00	730 00	53,330 00		329 19		
		1,071 43		42 85		
			78,049 18		179 52	
1,400 00	156 00	12,274 75		75 88		
1,400 00	120 00	9,920 00		83 57		
	225 00	1,100 00		62 86		
3,000 00	468 00	31,255 50		267 14		
	48 00	15,248 00		238 25		
		2,700 00		100 00		
	210 00	2,160 00		55 38		
4,000 00	452 00	47,202 00		276 03		
		1,328 57		42 85		
			123,188 82		166 41	
	60 00	33,660 00		175 31		
		999 00		58 76		
	130 00	12,880 00		126 27		
3,000 00	205 00	44,905 00		251 92		
		803 57		42 86		
		2,000 00		50 63		
1,500 00	160 00	20,060 00		218 04		
2,400 00	384 00	16,784 00		119 83		
	90 00	1,020 00		54 83		
		2,100 00		50 00		

D.—Railroad service as in operation

Number of route.	Termini.	Distance.	Total distance in each State.		Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
			Miles.	Miles.				
3415 _a	Macon to Columbus.....	99	.....	.....	7	\$9,900 00	.....	\$100 00
3424	Millin to Augusta.....	54	.....	.....	14	9,450 00	.....	175 00
3442	Milledgeville to Eatonton....	23	.....	.....	7	1,150 00	.....	50 00
			1016 ¹ / ₁₀				\$147,782 57	
MICHIGAN.								
13003	Detroit to Chicago, Ill.....	232 ¹ / ₂	.....	.....	12	42,375 00	.....	150 00
13005	Detroit to Pontiac.....	25 ¹ / ₂	.....	.....	6	1,912 00	.....	75 00
13018	Toledo, Ohio, to Chicago, Ill.	242	.....	.....	12	36,300 00	.....	150 00
13019	Monroe to Adrian.....	36	.....	.....	6	3,086 00	.....	85 71
13020	White Pigeon to Three Rivers.	13	.....	.....	6	325 00	.....	25 00
13021	Elkhart to Goshen.....	10	.....	.....	6	429 00	.....	42 86
13025	Adrian to Jackson.....	40	.....	.....	6	1,714 00	.....	42 86
			649				86,141 00	
INDIANA.								
14500	Indianapolis to Laurenceburg	90 ¹ / ₂	.....	.....	13	9,025 00	.....	100 00
14501	Indianapolis to Dayton, Ohio.	110 ¹ / ₂	.....	.....	12	13,812 00	.....	125 00
14502	Indianapolis to Madison.....	87	.....	.....	6	4,350 00	.....	50 00
14503	Indianapolis to Lafayette.....	64	.....	.....	6	6,400 00	.....	100 00
14504	Indianapolis to Terre Haute.	73	.....	.....	6	7,300 00	.....	100 00
14505	Indianapolis to Peru.....	78	.....	.....	6	3,900 00	.....	50 00
14512	Franklin to Martinsville.....	26	.....	.....	6	780 00	.....	30 00
14513	Edinburgh to Rushville.....	37	.....	.....	6	1,585 00	.....	42 86
14515	Jeffersonville to Edinburgh	49	.....	.....	18	7,525 00	.....	125 00
		28	.....	.....	6			
14516	New Albany to Michigan city	135	.....	.....	6	22,050 00	.....	100 00
		153	.....	.....	12			
14529	Evansville to Vincennes.....	110	.....	.....	6	8,250 00	.....	75 00
14533	Cincinnati, Ohio, to Seymour, Ind.....	22 65	.....	.....	24 12	10,875 00	.....	125 00
			1,127 ³ / ₄				95,852 00	
ILLINOIS.								
13252 _a	Terre Haute, Ind., to Charles- ton, Ill.....	46	.....	.....	6	2,300 00	.....	50 00
13253	Decatur to Naples.....	95	.....	.....	12	7,125 00	.....	75 00
13264	Joliet to St. Louis, Mo.....	245	.....	.....	12	24,500 00	.....	100 00
13291 _a	Illinoistown to Maysville.....	101	.....	.....	6	10,100 00	.....	100 00
13394 _a	La Salle to Peoria.....	62	.....	.....	6	3,100 00	.....	50 00
13438	Chicago to Rock Island.....	141 40	.....	.....	12	19,100 00	.....	100 00
13439	Chicago to Galena.....	171	.....	.....	12	17,100 00	.....	100 00
13440	Dunleith to Cairo.....	454	.....	.....	6	19,457 00	.....	42 86
13441	Chicago to Urbana.....	129	.....	.....	6	5,529 00	.....	42 86

on the 30th of June, 1855—Continued.

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.	Remarks.
.....	\$100 00	\$10,000 00	.....	\$101 01	.....
.....	365 00	9,815 00	.....	181 75	.....
.....	.....	1,150 00	.....	50 00	.....
.....	.....	.....	\$156,176 57	.....	\$153 70	
\$3,600 00	844 00	46,819 00	.....	165 73	.....
.....	.....	1,912 00	.....	75 00	.....
3,600 00	1,210 00	41,110 00	.....	169 88	.....
.....	.....	3,026 00	.....	85 71	.....
.....	.....	325 00	.....	25 00	.....
.....	.....	429 00	.....	42 86	.....
.....	156 00	1,870 00	.....	46 75	.....
.....	.....	.....	95,551 00	.....	147 23	
1,400 00	427 00	10,852 00	.....	120 24	.....
1,207 00	371 00	15,390 00	.....	139 27	.....
800 00	.....	5,150 00	.....	59 19	.....
1,400 00	100 00	7,900 00	.....	123 43	.....
800 00	746 00	8,846 00	.....	121 17	.....
800 00	110 00	4,800 00	.....	61 53	.....
.....	.....	780 00	.....	30 00	.....
.....	50 00	1,635 00	.....	44 19	.....
} 1400 00	150 00	9,675 00	.....	117 85	.....
} 2000 00	1,225 00	26,675 00	.....	94 01	.....
1,400 00	235 00	9,885 00	.....	89 86	.....
1,400 00	300 00	12,575 00	.....	144 54	.....
.....	.....	.....	112,963 00	.....	100 16	
700 00	228 00	3,228 00	.....	70 17	.....
700 00	110 00	7,935 00	.....	83 53	.....
2,800 00	1,154 00	28,454 00	.....	116 14	.....
1,600 00	56 00	11,756 00	.....	116 40	.....
700 00	546 00	4,346 00	.....	70 10	.....
} 2400 00	973 00	22,473 00	.....	124 16	.....
2,400 00	679 00	20,179 00	.....	118 00	.....
4,600 00	2,170 00	26,227 00	.....	57 77	.....
1,500 00	200 00	7,229 00	.....	56 04	.....

D—Railroad service as in operation

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
		Miles.	Miles.				
13442	Chicago to Dixon.....	97	.....	6	\$2,910 00	.....	\$30 00
13443	Chicago to West Wheeling..	25	.....	6	625 00	.....	25 00
13459	Junction to St. Charles.....	7	.....	6	300 00	.....	42 86
13505	Elgin to Elkhorn, Wisconsin.	50	.....	6	2,143 00	.....	42 86
13526	Junction to Burlington.....	180	.....	6	15,429 00	.....	85 71
13569	Illinoistown to Belleville.....	15	.....	12	750 00	.....	50 00
			1,858	.....	.....	\$130,468 00	.....
WISCONSIN.							
13662	Milwaukee to Madison.....	95	.....	12	5,700 00	.....	60 00
13741	Milton to Janesville.....	12	.....	6	600 00	.....	50 00
			107	.....	.....	6,300 00	.....
MISSOURI.							
9030	St. Louis to Washington.....	55	55	6	2,200 00	2,200 00	40 00
KENTUCKY.							
8202	Louisville to Lexington.....	94	.....	12	8,100 00	.....	86 17
8215	Lexington to Covington.....	97½	.....	14	9,766 00	.....	100 00
			191½	.....	.....	17,866 00	.....
TENNESSEE.							
8455	Nashville to Chattanooga....	159	.....	14	25,000 00	.....	157 22
8496	Knoxville to Dalton.....	82	.....	7	6,150 00	.....	75 00
			241	.....	.....	31,150 00	.....
MISSISSIPPI.							
7302	Jackson to Brandon.....	13½	.....	7	1,350 00	.....	100 00
7304	Jackson to Vicksburg.....	46	.....	7	4,600 00	.....	100 00
7318	Bolton's Depot to Raymond..	8	.....	6	600 00	.....	75 00
7319a	Grand Gulf to Port Gibson..	8	.....	6	500 00	.....	62 50
7412a	St. Francisville to Woodville.	28	.....	3	1,000 00	.....	35 70
			103½	.....	.....	8,050 00	.....

on the 30th of June, 1855—Continued.

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.	Remarks.
\$600 00		\$3,510 00		\$36 08		
		625 00		25 00		
		300 00		42 86		
		2,143 00		42 86		
2,400 00	\$1,167 00	18,996 00		105 53		
		750 00		50 00		
			\$158,151 00		\$85 12	
1,600 00	70 00	7,370 00		77,58		
		600 00		50 00		
			7,970 00		74 49	
	62 40	2,262 40	2,262 40	41 13	41 13	
1,600 00	1,597 00	11,297 00		120 18		
1,600 00	1,166 00	12,532 00		128 32		
			23,829 00		124 35	
2,400 00	215 00	27,615 00		173 68		
1,400 00	212 40	7,762 40		94 66		Distance and pay estimated.
			35,377 40		146 79	
		1,350 00		100 00		
		4,600 00		100 00		
		600 00		75 00		
		500 00		62 50		
		1,000 00		35 70		
			8,050 00		77 77	

WM. H. DUNDAS,
Second Assistant Postmaster General.

E.—Railroad service as in operation

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
MAINE.							
		<i>Miles.</i>	<i>Miles</i>				
92	Railroad Junction at Danville to Waterville.....	55	.....	12	\$5,500 00	.....	\$100 00
95	Mechanics' Falls to Buckfield	12	.....	6	570 00	.....	47 50
96	Portland to Portsmouth, N. H.	52½	.....	12	7,837 50	.....	150 00
97	Portland to Augusta, with branch, Brunswick to Bath	73	.....	12	7,300 00	.....	100 00
100	Portland to the State Line, { Vt.....	48 119	..... .....	12 6	16,500 00	.....	100 00
129	Leed's Station to Livermore Falls.....	20	.....	6	857 00	.....	42 85
132	Portland to Hollis.....	18	.....	6	771 00	.....	42 84
			397½	.....		\$39,335 50	.....
NEW HAMPSHIRE.							
*201	Concord to Lowell, Mass.....	50	.....	18	6,429 00	.....	129 00
202	Concord to Portsmouth.....	47	.....	12	2,043 00	.....	43 46
206	Concord to Wells River, Vt.....	52	.....	12	7,125 00	.....	75 00
		43	.....	(*)		
207	Concord to Wells River Junction.....	69	.....	12	7,457 00	.....	100 00
	Branch, Franklin to Bristol..	13	.....	6			
208	Concord to Bradford.....	26	.....	12	1,300 00	.....	50 00
209	Contoocook Village to Hillsboro' Bridge.....	15	.....	12	750 00	.....	50 00
215a	Manchester to Henniker.....	28	.....	6	1,200 00	.....	42 86
239	Great Falls to South Milton..	12½	.....	6	536 00	.....	42 88
241	Dover to Alton Bay.....	28	.....	6	1,400 00	.....	50 00
251	Nashua to East Wilton.....	16	.....	6	686 00	.....	42 87
277	Wells River to Littleton.....	21	.....	(†)	1,050 00	.....	50 00
			420½	.....		29,976 00	.....
VERMONT.							
401	Windsor to Burlington.....	117	.....	12	11,700 00	.....	100 00
411	Burlington to Rouse's Point, N. Y.....	53½	.....	12	5,350 00	.....	100 00
446	Rutland to North Bennington. Branch to Bennington.....	52 5	..... .....	12 6	5,200 00 217 00	..... .....	100 00 43 40
456	White River Junction to St. Johnsbury.....	61	.....	12	5,229 00	.....	85 72
460	Bellows Falls to Windsor.....	25	.....	12	2,500 00	.....	100 00
462	Bellows Falls to Burlington..	120	.....	12	12,000 00	.....	100 00
469	Brattleboro' to Bellows Falls.	24	.....	12	2,400 00	.....	100 00
			457½	.....		44,596 00	.....

* 12 times a week 4 months; 6 times a week 8 months.

† 12 times a week 3 months; 6 times a week 9 months.

on the 30th of September, 1855.

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.	Remarks.
\$300 00	\$346 00	\$6,646 00	.....	\$120 84	.....
1,177 00	190 00	570 00	.....	47 50	.....
		9,204 50	.....	177 00	.....
800 00	425 00	8,525 00	.....	116 78	.....
1,460 00	299 00	18,109 00	.....	108 43	.....
	16 00	873 00	.....	43 65	.....
		771 00	.....	42 84	.....
			\$14,698 50		\$112 57	
761 00		7,190 00	.....	143 80	.....
		2,043 00	.....	43 46	.....
1,352 00		8,477 00	.....	89 23	.....
843 00	1,043 00	9,343 00	.....	114 00	.....
216 00		1,516 00	.....	58 30	.....
		750 00	.....	50 00	.....
		1,200 00	.....	42 86	.....
		536 00	.....	42 88	.....
	86 00	1,486 00	.....	53 00	.....
		686 00	.....	42 87	.....
248 00		1,298 00	.....	61 80	.....
			31,525 00		82 22	
1,667 00	396 00	13,763 00	.....	117 63	.....
800 00	599 00	6,749 00	.....	126 00	.....
433 00	400 00	6,250 00	.....	109 65	.....
966 00	611 00	6,806 00	.....	111 57	.....
396 00	150 00	3,046 00	.....	122 00	.....
1,635 00	1,500 00	15,135 00	.....	126 00	.....
584 00	176 00	3,160 00	.....	131 66	.....
			54,909 00		120 20	

E.—Railroad service as in operation

Number of route.	Termini.	Distance.		Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
		Miles.	Miles.				
MASSACHUSETTS.							
601	Boston to Portsmouth, N. H.	54½	.....	12	\$7,210 00	.....	\$128 57
	Branch to Marblehead	4	.....	6			42 86
602	Boston to South Berwick Junction.....	74½	.....	12	7,815 00	.....	100 00
	Branch to Medford.....	5½	.....	6			42 94
	Branch, Rollinsford to Great Falls.....	3	.....	6			42 94
603	Boston to Lowell.....	26	.....	18	3,600 00	.....	124 00
	Branch, Winchester to Woburn.....	3	.....	6			
604	Boston to Fitchburgh.....	50½	.....	18	7,425 00	.....	128 57
	Branch, Cambridge to Lexington.....	8	.....	6			50 00
	Branch, Junction to Watertown.....	4	.....	6			50 00
	Branch, South Acton to Feltonville.....	9	.....	6			50 00
	Branch, South Framingham to Framingham.....	2	.....	6			42 85
605	Boston to Worcester.....	46	.....	19	12,528 00	.....	250 00
	Branch, Natick to Saxonville.....	4	.....	6			42 85
	Branch, South Framingham to Framingham.....	2	.....	6			42 85
	Branch, South Framingham to Milford.....	12	.....	6			42 85
	Branch to Milbury.....	4	.....	6			42 85
	Branch, Ansable Station to Newton Lower Falls.....	2	.....	6			42 85
606	Boston to Providence, R. I.....	45	.....	18	5,718 00	.....	113 88
	Branch to Dedham.....	5	.....	12			50 00
	Branch to Sekonk.....	8	.....	6			42 87
607	Boston to Blackstone.....	35	.....	6	1,922 00	.....	50 00
	Branch, North Wrentham to Medway.....	4	.....	6			43 00
608	Boston to Plymouth.....	37½	.....	12	3,225 00	.....	124 00
608a	South Abington to Bridgewater.....	7½	.....	6	200 00	.....	26 66
613	Salem to Gloucester.....	16	.....	12	800 00	.....	50 00
615	Salem to Lawrence.....	20	.....	6	713 00	.....	35 65
618	Lawrence to Manchester.....	28	.....	12	1,400 00	.....	50 00
622	Lowell to Lawrence.....	14	.....	12	700 00	.....	50 00
625	Groton Junction to Mason Village.....	23	.....	6	986 00	.....	42 87
626	Groton Junction to Lowell.....	17	.....	6	854 00	.....	50 23
628	Boston to Dover.....	18	.....	6	500 00	.....	27 77
634	South Braintree Junction to Fall River.....	42	.....	12	3,800 00	.....	90 48
635	Braintree Depot to Cohasset.....	12	.....	12	900 00	.....	75 00
641	Middleboro' to Hyannis.....	47	.....	12	4,042 00	.....	103 00
648	New Bedford to West Wareham.....	16	.....	12	800 00	.....	50 00
652	Taunton to Mansfield Junction.....	12	.....	19	1,200 00	.....	100 00

on the 30th September, 1855—Continued.

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.	Remarks.
\$1223 00	\$1,114 00	\$9,547 00	.....	\$162 00	.....
.....	175 00	11,090 00	.....	133 61	.....
2,100 00	1,000 00					
317 00	.....	3,917 00	.....	135 07	.....
694 00	584 00	8,703 00	.....	121 29	.....
544 00	750 00	13,822 00	.....	197 45	.....
327 00	75 00	6,120 00	.....	105 51	.....
.....	.....	1,922 00	.....	49 30	.....
88 00	1,425 00	4,378 00	.....	126 35	.....
.....	.....	200 00	.....	26 66	.....
.....	.....	800 00	.....	50 00	.....
.....	.....	713 00	.....	35 65	.....
231 00	.....	1,634 00	.....	58 35	.....
.....	69 00	769 00	.....	54 93	.....
.....	.....	926 00	.....	42 87	.....
.....	.....	854 00	.....	50 23	.....
.....	.....	500 00	.....	27 77	.....
168 00	.....	3,968 00	.....	94 50	.....
344 00	800 00	900 00	.....	75 00	.....
.....	.....	5,186 00	.....	123 50	.....
.....	200 00	1,000 00	.....	62 50	.....
.....	78 00	1,278 00	.....	106 50	.....

E.—Railroad service as in operation

Number of route.	Termini.	Distance.		Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
		Miles.	Miles.				
653	Taunton to New Bedford....	21	.....	19	\$2,100 00	.....	\$100 00
660	Fitchburg to Bellows Falls, Vt.....	64	.....	12	6,400 00	.....	'00 00
661	Fitchburg to Brattleboro', Vt. {	67	.....	6	4,637 00	.....	69 22
		10	.....	18			
666	Palmer to Amherst.....	20	.....	6	857 00	.....	42 85
672	Worcester to Albany.....	55	.....	19	26,500 00	.....	250 00
		102	.....	12			
673	Worcester to Nashua.....	46	.....	12	3,468 75	.....	75 41
692	Springfield to Keene.....	50	.....	12	6,200 00	.....	50 00
		24	.....	6			
692a	Willimantic to South Hadley.....	6	.....	6	250 00	.....	41 66
693	Springfield to Chicopee Falls.....	6	.....	6	310 00	.....	50 00
694	Pittsfield to North Adams.....	21	.....	12	900 00	.....	42 76
703	Sterling Junction to Fitchburg.....	14	.....	12	700 00	.....	50 00
708	Salem to Lowell.....	24	.....	12	1,200 00	.....	50 00
RHODE ISLAND.				1,219½			\$119,850 75
802	Providence to Stonington, Ct.....	50	.....	12	5,000 00	.....	100 00
807	Providence to Worcester, Mass.....	44	.....	12	3,300 00	.....	92 00
				94			8,300 00
CONNECTICUT.							
907	Waterbury to Providence, R.I.....	122½	.....	6	6,137 50	.....	50 00
925	Norwich to Worcester, Mass.....	59	.....	12	5,057 00	.....	85 71
928	New London to Palmer, Mass {	30	.....	12	4,372 00	.....	85 71
		36	.....	6			
933	Middletown to Depot on New Haven, Hartford, & Springfield Railroad.....	10	.....	12	500 00	.....	50 00
937	New Haven to New London ..	50	.....	12	4,225 00	.....	85 70
939	New Haven to Springfield, Mass.....	63½	.....	19	15,833 00	.....	250 00
940	New Haven to Westfield, Mass Branch, Farmington to Collinsville.....	60½	.....	12	3,316 50	.....	50 00
		7½	.....	6			
941	New Haven to New York.....	78	.....	19	19,500 00	.....	250 00
942	Bridgeport to Winchester, Mass.....	62	.....	12	3,100 00	.....	50 00
943	Bridgeport to State Line, Mass, with branch to Pittsfield.....	121	.....	6	5,143 00	.....	42 50
959	South Norwalk to Danbury ..	23½	.....	12	*1,307 00	.....	55 60
		723½				68,531 00	

* Includes \$300 allowed for route agent, as per contract.

on the 30th September, 1855—Continued.

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.	Remarks.
-----	-----	\$2,100 00	-----	\$100 00	-----	
\$871 00	\$554 00	7,825 00	-----	122 26	-----	
864 00	445 00	5,944 00	-----	77 20	-----	
-----	124 00	981 00	-----	49 05	-----	
} 1856 00	175 00	28,531 00	-----	181 72	-----	
	600 00	4,477 75	-----	97 34	-----	
1,216 00	548 00	7,964 00	-----	107 62	-----	
-----	-----	250 00	-----	41 66	-----	
-----	-----	300 00	-----	50 00	-----	
-----	-----	900 00	-----	42 76	-----	
-----	-----	700 00	-----	50 00	-----	
-----	-----	1,200 00	-----	50 00	-----	
-----	-----	-----	\$139,819 75	-----	\$111 90	
-----	-----	-----	-----	-----	-----	
364 00	219 00	5,583 00	-----	111 66	-----	
600 00	744 00	4,644 00	-----	105 54	-----	
-----	-----	-----	10,227 00	-----	108 75	
-----	-----	-----	-----	-----	-----	
1,400	430 00	7,967 50	-----	64 78	-----	
} 600 00	111 00	5,768 00	-----	97 76	-----	
	600 00	601 00	5,573 00	-----	84 44	-----
-----	50 00	550 00	-----	55 00	-----	
600 00	725 00	5,610 00	-----	112 20	-----	
1,038 00	837 00	17,708 00	-----	278 86	-----	
} 600 00	301 00	4,247 50	-----	62 46	-----	
	1,800 00	513 00	21,813 00	-----	279 65	-----
700 00	297 00	4,097 00	-----	66 00	-----	
-----	-----	-----	-----	-----	-----	
1,200 00	123 00	6,466 00	-----	53 43	-----	
-----	305 00	1,612 00	-----	68 59	-----	
-----	-----	-----	81,412 00	-----	112 52	

E.—Railroad service as in operation

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
NEW YORK.							
		<i>Miles.</i>	<i>Miles.</i>				
1001	New York to Dunkirk	460	.....	19	\$92,000 00	.....	\$200 00
	Branch, Sufferns to Piermont	18	.....	6	772 00	.....	42 86
1002	New York to Albany.....	144	.....	19	32,400 00	.....	225 00
1003	New York to Chatham Four Corners	130½	.....	6	5,593 00	.....	42 86
1008	New York to Greenport.....	101	.....	6	4,950 00	.....	49 00
1034	Newburg to Chester.....	19	.....	6	814 00	.....	42 86
1074	Eagle Bridge to Rutland, Vt.	62½	.....	12	6,250 00	.....	100 00
1081	Albany to Schenectady.....	17	.....	25	3,400 00	.....	200 00
1087	Troy to Albany.....	7	.....	13	1,050 00	.....	150 00
1088	Troy to Schenectady.....	22	.....	12	1,650 00	.....	75 00
1089	Troy to Saratoga Springs....	32	.....	12	3,200 00	.....	100 00
1100	Saratoga Springs to Castleton, Vermont	54	.....	12	5,400 00	.....	100 00
1126	Plattsburg to Canada Line...	23	.....	6	986 00	.....	42 86
1128	Rouses Point to Ogdensburg.	119	.....	6	5,100 00	.....	42 86
1151	Sackett's Harbor to Pierre- pont Manor.....	18½	.....	6	791 65	.....	42 86
1162	Schenectady to Ballston.....	16	.....	12	800 00	.....	50 00
1164	Schenectady to Utica.....	78	.....	25	15,600 00	.....	200 00
1191	Utica to Syracuse.....	53	.....	25	10,600 00	.....	200 00
1201	Rome to Cape Vincent.....	73	.....	12	8,329 00	.....	85 86
		24	.....	6			
1217	Syracuse to Rochester.....	104	.....	12	20,800 00	.....	200 00
1218	Syracuse to Rochester.....	80	.....	13	4,000 00	.....	50 00
1219	Syracuse to Oswego.....	35½	.....	12	3,043 00	.....	85 72
1258	Canandaigua to Watkins.....	46	.....	12	2,325 00	.....	50 00
1261	Canandaigua to Niagara Falls.	50	.....	12	4,514 00	.....	46 53
		47	.....	6			
1264	Rochester to Niagara Falls..	76	.....	12	7,600 00	.....	100 00
1269	Rochester to Buffalo.....	69	.....	25	13,800 00	.....	200 00
1287	Batavia to Attica.....	11	.....	6	550 00	.....	50 00
1305	Buffalo to Lewiston.....	29	.....	6	1,450 00	.....	50 00
1306	Buffalo to Hornellsville.....	91	.....	6	4,550 00	.....	50 00
1311	Buffalo to State Line.....	69	.....	12	13,800 00	.....	200 00
1357	Corning to Batavia.....	100	.....	6	4,286 00	.....	42 86
	Branch, Avon to Rochester..	18	.....	6	772 00	.....	.....
1359	Elmira to Watkins.....	22	.....	12	1,100 00	.....	50 00
1365	Owego to Ithaca.....	33	.....	12	1,415 00	.....	42 86
1440	Buffalo to Lockport.....	22	.....	6	1,100 00	.....	50 00
1459	Suspension Bridge to Detroit, Michigan	220	.....	6	6,600 00	.....	30 00
1460	Troy to North Bennington, Vt.	32½	.....	12	3,250 00	.....	100 00
1461	Albany to Eagle Bridge.....	33	.....	12	2,829 00	.....	85 42
1463	Syracuse to Binghamton ...	80	.....	6	3,429 00	.....	42 86
				2,740		\$300,898 65	

on the 30th September, 1855—Continued.

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.	Remarks.
\$6,300 00	\$3,666 00	\$101,966 00	.....	\$221 67	.....
.....	.....	772 00	.....	42 86	.....
3,600 00	5,201 00	41,201 00	.....	226 11	.....
1,200 00	1,400 00	8,193 00	.....	62 78	.....
1,400 00	2,496 00	8,846 00	.....	87 58	.....
.....	.....	814 00	.....	42 86	.....
842 00	102 00	7,194 00	.....	115 10	.....
226 00	15 00	3,701 00	.....	217 69	.....
.....	.....	1,050 00	.....	150 00	.....
.....	30 00	1,680 00	.....	76 36	.....
521 00	300 00	4,021 00	.....	125 65	.....
.....	
879 00	38 00	6,317 00	.....	116 98	.....
.....	60 00	1,046 00	.....	45 47	.....
1,400 00	733 00	7,233 00	.....	60 78	.....
.....	
.....	378 00	1,169 65	.....	63 23	.....
.....	150 00	950 00	.....	59 37	.....
1,312 00	957 00	17,869 00	.....	229 09	.....
892 00	708 00	12,200 00	.....	230 19	.....
1,200 00	1,310 00	10,839 00	.....	111 74	.....
1,749 00	2,174 00	24,723 00	.....	237 62	.....
800 00	1,311 00	6,111 00	.....	76 38	.....
.....	120 00	3,163 00	.....	89 73	.....
390 00	306 00	3,021 00	.....	64 97	.....
.....	
824 00	767 00	6,105 00	.....	62 93	.....
1,600 00	1,154 00	10,354 00	.....	136 23	.....
1,161 00	975 00	15,936 00	.....	230 96	.....
.....	.....	550 00	.....	50 00	.....
.....	.....	1,450 00	.....	50 00	.....
1,200 00	1,322 00	7,072 00	.....	77 71	.....
1,600 00	914 00	16,314 00	.....	236 43	.....
1,400 00	824 00	.....	.....	.....	.....
.....	.....	7,282 00	.....	61 71	.....
186 00	.....	1,286 00	.....	58 45	.....
700 00	223 00	2,338 00	.....	70 85	.....
.....	.....	1,100 00	.....	50 00	.....
1,600 00	600 00	8,800 00	.....	40 00	.....
224 00	584 00	4,058 00	.....	124 86	.....
758 00	255 00	3,852 00	.....	116 42	.....
700 00	689 00	4,819 00	.....	60 13	.....
.....	
.....	.....	.....	\$365,384 65	.....	\$133 35	

E.—Railroad service as in operation

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
NEW JERSEY.							
9001	New York to New Brunswick.	36	Miles.	19	\$13,838 00	.....	\$384 38
9003	New York to Hackettstown..	63	.....	12	5,400 00	.....	85 71
9020	Elizabeth to Easton.....	64	.....	12	5,486 00	.....	85 71
9054	New Brunswick to Philadel- phia, Pa.....	54	.....	19	20,250 00	.....	375 00
9069	Trenton to Easton.....	50	.....	12	2,538 00	.....	50 76
9079	Burlington to Mount Holly...	7	.....	12	300 00	.....	42 85
9085	Philadelphia, Pa., to South Amboy, N. J.....	72	.....	7	7,379 00	.....	102 48
9110	Camden to Atlantic City.....	59	.....	14	800 00	.....	13 56
			405			\$55,991 00	
PENNSYLVANIA.							
9200	Philadelphia to Columbia....	70	.....	14	13,800 00	.....	197 14
		13½	.....	6	675 00	.....	50 00
9210	Philadelphia to Pottsville....	97	.....	12	14,218 00	.....	146 58
9223	Westchester to Philadelphia.	33	.....	12	750 00	.....	23 00
9302	Lancaster to Harrisburg....	37½	.....	14	7,528 00	.....	203 46
9310	Columbia to Middletown....	19	.....	6	815 00	.....	42 90
9316	York to Harrisburg.....	27	.....	14	5,400 00	.....	200 00
9328	Harrisburg to Chambersburg.	52	.....	7	5,200 00	.....	100 00
9336	Harrisburg to Pittsburg.....	250	.....	14	50,000 00	.....	200 00
9352	Chambersburg to Hagerstown, Md.....	10	.....	14	943 00	.....	94 30
9363	Sunbury to Shamokin.....	23	.....	6	840 00	.....	30 00
9367	Pottsville to Tuscarora.....	11½	.....	6	300 00	.....	26 00
9441	Blossburg to Corning.....	40	.....	6	1,715 00	.....	42 87
9660	Lodersville to Scranton.....	50	.....	6	2,143 00	.....	42 86
9691	Northville to Erie.....	20	.....	14	4,000 00	.....	200 00
9603	Glen Rock to Hanover.....	13	.....	12	557 00	.....	42 85
9606	Harrisburg to Auburn.....	59	.....	6	1,770 00	.....	30 00
9660	Schuylkill Haven to Tremont.	12	.....	6	510 00	.....	42 50
9690	Port Clinton to Williamsport.	118 ⁸⁵ ₁₀₀	.....	6	5,093 00	.....	42 86
9691	Williamsport to Elmira.....	77	.....	6	3,300 00	.....	42 86
			1,038			\$119,554 00	

on the 30th September, 1855—Continued.

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.	Remarks.
\$1,200 00	\$1,175 00	\$16,213 00	.....	\$450 36	.....	Includes \$3,038, being 25 per cent. on \$300 a mile for night service, and for a third extra trip.
800 00	813 00	7,013 00	.....	111 31	.....
700 00	1,616 00	7,802 00	.....	121 90	.....
1,800 00	2,980 00	25,030 00	.....	463 51	.....	Includes \$4,050, being 25 per cent. on \$300 a mile for night service, and for a third extra trip.
700 00	518 00	3,756 00	.....	75 00	.....
.....	.....	300 00	.....	42 85	.....
.....	541 00	7,920 00	.....	110 00	.....
.....	.....	800 00	.....	13 56	.....
.....	.....	.....	\$68,834 00	.....	\$169 96½	
1,177 00	159 00	} 15,811 00	.....	216 22	.....
1,600 00	3,325 00		19,053 00	.....	196 42	.....
.....	100 00	850 00	.....	25 75	.....
623 00	200 00	8,451 00	.....	224 61	.....
.....	320 00	1,135 00	.....	59 73	.....
848 00	35 00	6,283 00	.....	232 70	.....
.....	50 00	5,250 00	.....	100 96	.....
3,600 00	3,705 00	57,305 00	.....	229 22	.....
.....	.....	943 00	.....	94 30	.....
.....	.....	840 00	.....	30 00	.....
.....	140 00	440 00	.....	38 26	.....
600 00	215 00	2,530 00	.....	63 25	.....
600 00	598 00	3,341 00	.....	66 82	.....
.....	247 00	4,247 00	.....	212 35	.....
.....	.....	557 00	.....	42 85	.....
.....	.....	1,770 00	.....	30 00	.....
.....	.....	510 00	.....	42 50	.....
1,271 00	1,546 00	7,910 00	.....	66 52	.....
829 00	278 00	4,407 00	.....	57 23	.....
.....	.....	.....	141,633 00	.....	136 44	

E.—Railroad service as in operation

Number of route.	Termini.	Distance.		Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
		Miles.	Total distance in each State.				
MARYLAND.							
9850	Baltimore to Philadelphia, Pa.	102	.....	19	\$37,500 00	.....	\$367 64
9851	Baltimore to Washington, D.C.	40	.....	26	12,000 00	.....	300 00
9852	Baltimore to Wheeling, Va. {	179	.....	13	53,700 00	.....	300 00
	Branch to Frederick.....	201	.....	7	40,200 00	.....	200 00
	Branch to Frederick.....	3	.....	7	300 00	.....	100 00
9856	Baltimore to Columbia.... {	59	.....	14	11,800 00	.....	200 00
	Branch, Carey to Finley.....	13½	.....	7	650 00	.....	48 15
9887	Annapolis to Annapolis Junction.....	20	.....	13	2,858 00	.....	142 90
			617½			\$159,008 00	
OHIO.							
10056	Eric, Pa., to Cleveland, Ohio.	96	.....	13	25,920 00	.....	270 00
10154	Springfield to Dayton.....	24	.....	6	2,400 00	.....	100 00
10156	Columbus to Xenia.....	55	.....	13	14,850 00	.....	270 00
10160	Columbus to Cleveland.....	138	.....	13	37,260 00	.....	270 00
10185	Mansfield to Sandusky.....	61	.....	6	5,229 00	.....	85 72
10186	Mansfield to Newark.....	63	.....	6	5,400 00	.....	85 72
10234	Springfield to Sandusky.....	132	.....	6	13,200 00	.....	100 00
	Branch, Tiffin to Sandusky... }	38	.....			
	Branch, Carey to Finley..... }	16	.....	6	2,700 00	.....	50 00
10264	Cincinnati to Springfield.... {	64	.....	13		.....	270 00
	Branch, Carey to Finley..... }	19	.....	6	19,180 00	.....	100 00
10266	Cincinnati to Dayton.....	60	.....	6	6,000 00	.....	100 00
10272	Morrow to Lancaster.....	89	.....	6	6,742 50	.....	75 00
10284	Cincinnati to Richmond.....	71	.....	6	3,042 00	.....	42 86
10329	Cleveland to Wellsville.... {	58½	.....	6		.....	42 86
	Branch, Carey to Finley..... }	100	.....	6	12,518 00	.....	100 00
10330	Pittsburg to Crestline..... {	82	.....	12		.....	150 00
	Branch, Carey to Finley..... }	105	.....	6	22,900 00	.....	100 00
10331	Bell Air to Columbus.....	137½	.....	14	27,575 00	.....	200 00
10334	Hillsboro' to Loveland.....	37	.....	6	1,850 00	.....	50 00
10342	Galion to Union City.....	118	.....	6	5,142 00	.....	42 86
10343	Dayton to Indianapolis.....	130	.....	6	13,000 00	.....	100 00
10344	Toledo to Grafton Station....	87	.....	13	17,900 00	.....	205 74
10395	Dayton to Piqua.....	28	.....	6	1,200 00	.....	42 86
10396	Columbus to Dayton.....	73	.....	6	3,128 00	.....	42 86
10397	Cleveland to Toledo.....	107	.....	6	5,350 00	.....	42 86
10417	Springfield to Delaware.....	50	.....	6	1,500 00	.....	30 00
10418	Crestline to Fort Wayne.....	131	.....	6	6,550 00	.....	50 00
10419	Dayton to Xenia.....	16	.....	12	2,000 00	.....	125 00
10424	Hudson to Millersburg.....	61	.....	6	1,830 00	.....	30 00
10426	Chillicothe to Blanchester....	57	.....	6	2,850 00	.....	50 00
10427	Steubenville to Newark.....	124	.....	6	6,200 00	.....	50 00

* Includes \$500 per annum, allowed for ferrriages.

on the 30th September, 1855—Continued.

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.	Remarks.
\$5,028 00	\$3,813 00	\$46,341 00	-----	\$454 32	-----	Includes \$6,900 for ferry at night, and accommodations for agents in night trains.
1,972 00	1,186 00	15,158 00	-----	378 95	-----	
5,400 00	1,441 00	} 101,041 00	-----	265 10	-----	
-----	-----		-----	100 00	-----	
1,852 00	90 00	} 14,392 00	-----	232 91	-----	
-----	30 00		-----	144 04	-----	
-----	-----	-----	179,820 00	-----	\$291 44	
-----	-----	-----	-----	-----	-----	
1,800 00	1,245 00	29,108 00	-----	303 21	-----	
267 00	212 00	2,879 00	-----	119 95	-----	
832 00	191 00	15,873 00	-----	288 60	-----	
1,800 00	1,209 00	40,269 00	-----	291 81	-----	
688 00	96 00	6,013 00	-----	98 57	-----	
712 00	429 00	6,541 00	-----	103 82	-----	
1,466 00	341 00	} 17,707 00	-----	134 14	-----	
-----	-----		-----	-----	-----	-----
} 968 00	425 00	20,573 00	-----	247 86	-----	
667 00	1,046 00	7,713 00	-----	128 55	-----	
900 00	397 00	8,039 50	-----	89 42	-----	
600 00	252 00	3,892 00	-----	54 81	-----	
} 1600 00	896 00	15,014 00	-----	150 14	-----	
} 1600 00	1,587 00	25,987 00	-----	139 61	-----	
2,100 00	665 00	30,340 00	-----	220 05	-----	
-----	23 00	1,878 00	-----	50 75	-----	
-----	125 00	6,207 00	-----	52 60	-----	
1,360 00	248 00	14,608 00	-----	112 32	-----	
1,600 00	1,053 00	20,553 00	-----	236 25	-----	
-----	-----	1,200 00	-----	42 86	-----	
700 00	221 00	4,049 00	-----	55 46	-----	
1,600 00	125 00	7,075 00	-----	62 12	-----	
-----	65 00	1,565 00	-----	31 30	-----	
1,400 00	273 00	8,223 00	-----	62 77	-----	
193 00	20 00	2,213 00	-----	138 31	-----	
600 00	139 00	2,569 00	-----	42 11	-----	
600 00	381 00	3,831 00	-----	67 21	-----	
1,200 00	227 00	7,627 00	-----	61 50	-----	

E.—Railroad service as in operation

Number of route.	Termini.	Distance.		Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
		Miles.	Miles.				
10428	Bayard to New Philadelphia..	32	.....	6	\$960 00	.....	\$30 00
10452	Oneida Mills to Carrollton...	10	.....	6	272 00	.....	27 70
			2471 $\frac{1}{2}$	.....		\$273,784 50	.....
VIRGINIA.							
4802	Richmond to Petersburg	24 $\frac{1}{2}$	.....	14	7,350 00	.....	300 00
4803	Petersburg to Weldon, N. C.	64	.....	14	19,200 00	.....	300 00
4831	Washington, D. C., to Richmond, Va.....	171	.....	14	42,750 00	.....	250 00
	Branch to Warrenton	9	.....	7	450 00	.....	50 00
4836	Manassas Station to Strasburg	62	.....	6	2,617 15	.....	42 86
4854	Richmond to Barksdale	127 $\frac{1}{2}$	.....	6	10,912 50	.....	85 60
4855	Petersburg to Lynchburg.....	123	.....	6	12,300 00	.....	100 00
4856	Lynchburg to Wytheville.....	136	.....	6	13,600 00	.....	100 00
4903	Gordonsville to Craigsville..	85 $\frac{1}{2}$	.....	7	8,515 00	.....	100 00
4957	Petersburg to City Point.....	12	.....	6	600 00	.....	50 00
4961	Hicksford to Gaston, N. C....	20	.....	7	1,000 00	.....	50 00
4972	Portsmouth to Weldon, N. C.	80	.....	7	8,000 00	.....	100 00
5001	Winchester to Harper's Ferry.	32	.....	6	3,200 00	.....	100 00
			939 $\frac{1}{2}$	.....		130,534 65	.....
NORTH CAROLINA.							
5601	Weldon to Wilmington.....	162	.....	14	48,600 00	.....	300 00
5610,	Goldsboro' to Charlotte	164 $\frac{6}{10}$	.....	7	16,465 00	.....	100 00
5611							
5665	Raleigh to Weldon	99	.....	7	9,900 00	.....	100 00
5672	Ridgeway to Clarksville.....	27	.....	7	1,350 00	.....	50 00
			452 $\frac{6}{10}$	.....		76,315 00	.....
SOUTH CAROLINA.							
6001	Columbia to Greenville.....	166 $\frac{3}{4}$	.....	6	15,600 00	.....	93 55
6002	Columbia to Charlotte	117	.....	6	11,700 00	.....	100 00
6011	Kingsville to Wilmington.....	171	.....	14	42,750 00	.....	250 00
6012	Kingsville to Augusta	117	.....	14	27,787 50	.....	237 50
	Branch to Branchville.....	64	.....	14	15,200 00	.....	237 50
	Branch to Columbia	27	.....	14	6,062 50	.....	233 17
	Branch to Camden	39	.....	7	1,950 00	.....	50 00
6017	Florence to Dove's Station...	17 $\frac{1}{2}$	.....	7	875 00	.....	50 00
6113	Newberry C. H. to Laurens C. H.....	31	.....	6	1,328 57	.....	42 85
			750 $\frac{1}{4}$	.....		123,253 57	.....

on the 30th September, 1855—Continued.

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.	Remarks.
\$400 00	\$39 00	\$1,399 00	.....	\$43 71	.....
.....	.....	272 00	.....	27 70	.....
.....	.....	.....	\$313,217 50	.....	\$126 73	
1,000 00	.....	8,550 00	.....	341 66	.....
2,000 00	100 00	21,300 00	.....	332 81	.....
5,600 00	111 00	48,461 00	.....	.....	.....
.....	.....	450 00	}	50 00	.....
1,200 00	188 00	3,959 15	.....	63 85	.....
1,600 00	98 00	12,610 50	.....	97 55	.....
1,600 00	130 00	14,030 00	.....	114 06	.....
1,400 00	475 00	15,475 00	.....	113 00	.....
1,600 00	25 00	10,140 00	.....	119 00	.....
.....	.....	600 00	.....	50 00	.....
.....	.....	1,000 00	.....	50 00	.....
.....	113 00	8,113 00	.....	101 41	.....
.....	40 00	3,240 00	.....	101 25	.....
.....	.....	.....	147,928 65	.....	157 53	
4,000 00	730 00	53,330 00	.....	329 19	.....
1,400 00	256 50	18,121 50	.....	110 06	.....
1,600 00	20 00	11,520 00	.....	116 36	.....
.....	.....	1,350 00	.....	50 00	.....
.....	.....	.....	84,321 50	.....	186 28	
1,400 00	156 00	17,156 00	.....	102 88	.....
1,400 00	120 00	13,220 00	.....	112 99	.....
3,000 00	452 00	46,202 00	.....	270 18	.....
2,000 00	468 00	30,255 50	.....	258 59	.....
.....	48 00	15,248 00	.....	238 25	.....
.....	.....	6,062 50	.....	224 50	.....
.....	210 00	2,160 00	.....	55 38	.....
.....	225 00	1,100 00	.....	62 85	.....
.....	.....	1,328 57	.....	42 85	.....
.....	.....	.....	132,732 57	.....	176 91	

E.—Railroad service as in operation

Number of route.	Termini.	Distance.	Total distance in each State.		Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
			Miles.	Miles.				
GEORGIA.								
6301	Savannah to Macon.....	192	.....	.....	14	\$29,100 00	.....	\$151 56
6302	Macon to Atlanta.....	102	.....	.....	14	16,575 00	.....	162 50
6303	Macon to Columbus.....	99	.....	.....	14	7,800 00	.....	78 78
6304	Fort Valley to Americus....	43	.....	.....	7	3,225 00	.....	75 00
6314	Millin to Augusta.....	54	.....	.....	14	8,100 00	.....	150 00
6322	Milledgeville to Gordon....	17	.....	.....	7	1,000 00	.....	58 82
6326	Milledgeville to Eatonton...	23	.....	.....	7	1,150 00	.....	50 00
6391	Augusta to Atlanta.....	174½	.....	.....	14 }	41,818 00	.....	234 60
	Branch, Camak to Warrenton	3¾	.....	.....	7 }			
6392	Atlanta to West Point.....	86½	.....	.....	14	20,543 75	.....	237 50
6393	Atlanta to Chattanooga, Tenn.	140	.....	.....	14	22,750 00	.....	162 50
6398	Double Wells to Washington..	19	.....	.....	6	950 00	.....	50 00
6399	Union Point to Athens.....	40	.....	.....	6	2,000 00	.....	50 00
6465	Kingston to Rome.....	19	.....	.....	6	950 00	.....	50 00
				1,012½			\$155,961 75	
MICHIGAN.								
13003	Detroit to Chicago.....	282½	.....	.....	12	42,375 00	.....	150 00
13005	Detroit to Pontiac.....	25½	.....	.....	6	1,912 00	.....	75 00
13018	Toledo to Chicago.....	242	.....	.....	12	36,300 00	.....	150 00
13019	Monroe to Adrian.....	36	.....	.....	6	3,086 00	.....	85 71
13020	White Pigeon to Three Rivers	13	.....	.....	6	325 00	.....	25 00
13021	Elkhart to Goshen.....	10	.....	.....	6	429 00	.....	42 86
13025	Adrian to Jackson.....	40	.....	.....	6	1,714 00	.....	42 86
				649			86,141 00	
INDIANA.								
14500	Indianapolis to Cincinnati, Ohio.....	113½	.....	.....	13	11,325 00	.....	100 00
14501	Indianapolis to Dayton, Ohio.	110½	.....	.....	12	13,812 00	.....	125 00
14502	Indianapolis to Madison.....	87	.....	.....	6	4,350 00	.....	50 00
14503	Indianapolis to Lafayette....	64	.....	.....	6	6,400 00	.....	100 00
14504	Indianapolis to Terra Haute..	73	.....	.....	6	7,300 00	.....	100 00
14505	Indianapolis to Peru.....	78	.....	.....	6	3,900 00	.....	50 00
14512	Franklin to Martinsville.....	26	.....	.....	6	780 00	.....	30 00
14513	Edinburgh to Rushville.....	37	.....	.....	6	1,585 00	.....	42 86
14515	Jeffersonville to Edinburgh {	49	.....	.....	18 }	7,525 00	.....	125 00
		28	.....	.....	6 }			
14516	New Albany to Michigan {	135	.....	.....	6 }	22,050 00	.....	100 00
	city.....	153	.....	.....	12 }			
14529	Evansville to Terre Haute....	110	.....	.....	6	8,250 00	.....	75 00
14533	Cincinnati, Ohio, to Seymour, Ind.....	22	.....	.....	24 }	10,875 00	.....	125 00
		65	.....	.....	12 }			
14783	Richmond to Anderson.....	28	.....	.....	6	1,200 00	.....	42 86
				1,178½			99,325 00	

on the 30th September, 1855—Continued.

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.	Remarks.
\$1,800 00	\$60 00	\$30,960 00	.....	\$161 25	.....
.....	180 00	16,755 00	.....	164 26	.....
1,350 00	50 00	9,200 00	.....	92 92	.....
.....	.....	3,225 00	.....	75 00	.....
900 00	.....	9,000 00	.....	186 66	.....
.....	.....	1,000 00	.....	58 82	.....
.....	.....	1,150 00	.....	50 00	.....
2,400 00	205 00	44,423 00	.....	249 21	.....
1,600 00	160 00	22,303 75	.....	257 84	.....
2,400 00	384 00	25,534 00	.....	182 38	.....
.....	.....	950 00	.....	50 00	.....
.....	.....	2,000 00	.....	50 00	.....
.....	.....	950 00	.....	50 00	.....
.....	.....	.....	\$167,450 75	.....	\$165 34	
3,600 00	844 00	46,819 00	.....	165 73	.....
.....	.....	1,912 00	.....	75 00	.....
3,600 00	1,210 00	41,110 00	.....	169 88	.....
.....	.....	3,086 00	.....	85 71	.....
.....	.....	325 00	.....	25 00	.....
.....	.....	429 00	.....	42 86	.....
.....	156 00	1,870 00	.....	46 75	.....
.....	.....	.....	95,551 00	.....	147 23	
1,400 00	427 00	13,152 00	.....	116 39	.....
1,207 00	371 00	15,390 00	.....	139 27	.....
800 00	.....	5,150 00	.....	59 19	.....
1,400 00	100 00	7,900 00	.....	123 43	.....
800 00	746 00	8,846 00	.....	121 17	.....
800 00	100 00	4,860 00	.....	61 63	.....
.....	.....	780 00	.....	30 00	.....
.....	50 00	1,635 00	.....	44 19	.....
} 1400 00	150 00	9,075 00	.....	117 85	.....
} 2800 00	1,225 00	26,075 00	.....	94 01	.....
1,400 00	235 00	9,885 00	.....	89 86	.....
1,400 00	300 00	12,575 00	.....	144 54	.....
.....	.....	1,200 00	.....	42 86	.....
.....	.....	.....	116,463 00	.....	98 80	

E.—Railroad service as in operation

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
ILLINOIS.							
13252a	Terre Haute, Ind., to Charleston, Ill.....	Miles. 46	Miles.	6	\$2,300 00		\$50 00
13253	Decatur to Naples.....	95		12	7,125 00		75 00
13264	Joliet to St. Louis, Mo.....	245		12	24,500 00		100 00
13291a	Illinoistown to Vincennes, Ind.	147		6	14,700 00		100 00
13394a	La Salle to Peoria.....	62		6	3,100 00		50 00
13438	Chicago to Rock Island... {	141 } 40 }		12	19,100 00		100 00 125 00
13439	Chicago to Freeport.....	121		12	12,100 00		100 00
13440	Dunleith to Cairo.....	454		12	45,400 00		100 00
13441	Chicago to Urbana.....	129		6	5,529 00		42 86
13442	Chicago to Sterling.....	108		6	8,100 00		75 00
13443	Chicago to West Wheeling..	25		6	625 00		25 00
13459	Junction to St. Charles.....	7		6	300 00		42 86
13505	Elgin to Elkhorn, Wis.....	50		6	2,143 00		42 86
13526	Junction to Burlington, Iowa.	180		6	15,429 00		85 71
13569	Illinoistown to Belleville.....	15		12	750 00		50 00
			1,865			\$161201 00	
WISCONSIN.							
13662	Milwaukie to Madison.....	95		12	5,700 00		60 00
13741	Milton to Janesville.....	12		6	600 00		50 00
13825	Milwaukie to Hartford.....	34		7	1,700 00		50 00
			141			8,000 00	
MISSOURI.							
9030	St. Louis to Washington.....	55	55	6	2,200 00	2,200 00	40 00
KENTUCKY.							
8202	Louisville to Lexington.....	94		12	8,100 00		86 17
8215	Lexington to Covington.....	97½		14	9,766 00		100 00
			191½			17,866 00	
TENNESSEE.							
8455	Nashville to Chattanooga....	159		14	25,000 00		157 22
8496	Knoxville to Dalton.....	110		14	16,500 00		150 00
			269			41,500 00	

on the 30th September, 1855—Continued.

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.	Remarks.
\$700 00	\$228 00	\$3,228 00	.....	\$70 17	.....
700 00	110 00	7,935 00	.....	83 53	.....
2,800 00	1,154 00	28,454 00	.....	116 14	.....
600 00	56 00	15,356 00	.....	104 46	.....
700 00	546 00	4,346 00	.....	70 10	.....
} 2400 00	973 00	22,473 00	.....	124 16	.....
	366 00	14,866 00	.....	122 86	.....
2,400 00	3,227 00	53,227 00	.....	117 24	.....
4,600 00	200 00	7,229 00	.....	56 04	.....
1,500 00	175 00	8,875 00	.....	82 18	.....
600 00	.....	625 00	.....	25 00	.....
.....	.....	300 00	.....	42 86	.....
.....	.....	2,143 00	.....	42 86	.....
2,400 00	1,690 00	19,119 00	.....	106 22	.....
.....	.....	750 00	.....	50 00	.....
.....	.....	.....	\$188,926 00	.....	\$101 30	
.....	
1,600 00	70 00	7,370 00	.....	77 58	.....
.....	.....	600 00	.....	50 00	.....
.....	.....	1,700 00	.....	50 00	.....
.....	.....	.....	9,670 00	.....	68 58	
.....	
.....	62 40	2,262 40	2,262 40	41 13	41 13	
.....	
1,600 00	1,597 00	11,297 00	.....	120 18	.....
1,600 00	1,166 00	12,532 00	.....	128 32	.....
.....	.....	.....	23,829 00	.....	124 35	
.....	
2,400 00	215 00	27,615 00	.....	173 68	.....
1,400 00	273 00	18,173 00	.....	165 20	.....
.....	.....	.....	45,788 00	.....	170 21	Distance and pay estimated.

E.—Railroad service as in operation

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.
		<i>Miles.</i>	<i>Miles.</i>				
	MISSISSIPPI.						
7302	Jackson to Brandon.....	13½	.....	7	\$1,350 00	.....	\$100 00
7304	Jackson to Vicksburg.....	46	.....	7	4,600 00	.....	100 00
7318	Bolton's Depot to Raymond..	8	.....	6	600 00	.....	75 00
7319a	Grand Gulf to Port Gibson..	8	.....	6	500 00	.....	62 50
7412a	St. Francisville to Woodville.	28	.....	3	1,000 00	.....	35 70
			103½			\$8,050 00	
	LOUISIANA.						
7805	New Orleans to Osyka.....	88	.....	7	8,800 00	.....	100 00
7808	New Orleans to Tygersville..	68	.....	3	3,400 00	.....	50 00
			156			12,200 00	

on the 30th September, 1855—Continued.

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.	Remarks.
		\$1,350 00		\$100 00		
		4,600 00		100 00		
		600 00		75 00		
		500 00		62 50		
		1,000 00		35 70		
			\$3,050 00		\$77 77	
		8,800 00		100 00		
		3,400 00		50 00		
			12,200 00		78 20	

WM. H. DUNDAS,
Second Assistant Postmaster General.

F.

Steamboat service as in operation on the 30th of September, 1855.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>				
New Hampshire.....	267	Weir's Bridge to Centre Harbor, and Wolfboro' and Meredith Village.....	30	.....	6	\$300 00	.....	During navigation. Do.
	274	Alton Bay to Centre Harbor.....	30	.....	6	133 00	.....
				60			\$433 00	
Massachusetts.....	649	New Bedford to Edgartown.....	30	.....	3	500 00	.....	Mails to be carried six times a week when boats run so often.
	649a	Hyannis to Nantucket.....	30	.....	6	2,500 00	.....
	657	Fall River to New York.....	200	.....	6	1,500 00	.....
				260			4,500 00	
Rhode Island.....	801a	Providence to Newport.....	28	28	.....	500 00	500 00	Twelve trips per week, so long as steamers run so frequently; and six trips per week residue of the year.
Connecticut.....	929	New London to Stonington.....	12	12	6	600 00	600 00	
New York.....	1004	New York to Stonington, Conn.....	125	.....	6	7,000 00	.....	During navigation.
	1005	New York to Norwich, Conn.....	142	.....	6	1,200 00	.....
	1110	White Hall to Plattsburg.....	95	.....	12	4,800 00	.....
	1365	Ithaca to Cayuga.....	40	.....	6	1,799 00	.....
				402			14,709 00	
Pennsylvania.....	9535	Pittsburgh to Brownsville.....	55	55	0	1,257 00	1,257 00	Do.

Ohio.....	10270	Cincinnati to Maysville, Ky..	64	6	4,000 00	During navigation.
	10340	Portsmouth to Cincinnati.....	123	3	2,000 00	
			187			6,000 00
Virginia.....	4946	Richmond to Norfolk.....	148	6	4,000 00	Part of a coach contract
	4973	Norfolk to Baltimore, Md.....	200	6	16,500 00	
	4974	Norfolk to New York.....	300	1	520 00	
	4975	Norfolk to Old Point Comfort.....	18	6	1,248 00	
	4976	Norfolk to Mathews C. H.....	60	2	850 00	
	4979	Norfolk to Eastville.....	37	3	3,300 00	
	4984	Baltimore, Md., to Yorktown, Va.....	200	1	780 00	
	5068	Wheeling to Parkersburg.....	96	3	3,200 00	
			1,059			30,398 00
North Carolina.....	5608	Greenville to Washington.....	24	6	968 00	Part of a coach contract
	5623	Wilmington to Smithville.....	35	2	800 00	
	5661	Franklin depot to Plymouth.....	108	3	2,500 00	
			167			4,268 00
Georgia.....	6307	Savannah to Pilatka, Fla.....	358	2	10,000 00	Part of a coach contract
	6309	Savannah to New York.....	800	1	2,080 00	
	6310	Savannah to Philadelphia.....	800	1	2,080 00	
			1,958			14,160 00
Florida.....	6801	Charleston, S. C., to Pilatka, Fla.....	300	1	2,600 00	Part of a coach contract
	6805	Pilatka to Mellonville.....	130	1	2,398 00	
	6842	Bainbridge, Ga., to Apalachicola, Fla.....	206	(*)	8,750 00	
	6852	New Orleans, La., to Key West, Fla.....	1,000	(†)	41,800 00	
	6853	Milton to Pensacola.....	30	6	2,500 00	
			1,666			58,048 00
Michigan.....	13007	Detroit to Sault Ste. Marie.....	350	1	200 00	During navigation.
	13008	Detroit to Cleveland, Ohio.....	120	6	2,500 00	
	13094	Sault Ste. Marie to Ontonagon.....	300	3	1,560 00	
			770			4,260 00
Illinois.....	13414	Rock Island to Davenport.....	1	14	427 00	Do.
	13436	Chicago to Milwaukee.....	88	6	5,000 00	
	13527	Rock Island to Galena.....	100	3	5,400 00	
			189			10,827 00
Wisconsin.....	13668	Milwaukie to Sheboygan.....	50	6	1,500 00	Do.
	13699	Fond du Lac to Menasha.....	33	6	1,326 00	
			83			2,826 00

* Three trips eight months; two trips four months.

† Two trips per month.

F.—Steamboat service as in operation on the 30th of September, 1855—Continued.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>				
Minnesota Territory..	14009	St. Paul to Galena, Ill.....	350	350	6	\$9,200 00	\$9,200 00	During navigation. \$25 per trip.
Iowa	9436	Keokuk to Rock Island	140	140	6	7,800 00	7,800 00	
Missouri	8812	St. Louis to Keokuk	206	206	6	15,000 00	15,000 00	Nine months of the year.
Kentucky	8201	Louisville to Cincinnati, Ohio.....	142	.....	7	4,800 00	.....
	5102	Louisville to New Orleans, La.....	1,416	7	36,635 00	Service engaged by the trip; pay estimated.
				1,558			41,435 00	
Tennessee.....	8638	Nashville to Memphis	489	489	3	15,000 00	15,000 00	Nine months of the year.
Alabama	7002	Clairborne to Mobile	140	.....	7	21,929 00	.....
	7059	Chattanooga, Ten., to Decatur, Ala....	202	7	19,500 00	Under a coach contract.
				342			41,429 00	
Mississippi	7305	New Orleans to St Francisville	170	3	25,000 00	69,500 00
	7309	New Orleans to Vicksburg.....	397	.....	3	40,000 00	.....
	7312	Vicksburg to Yazoo City.....	110	.....	3	4,500 00	.....
Arkansas.....	7501	Little Rock to Napoleon.....	266	3	27,000 00	72,000 00
	7511	Napoleon to Aberdeen.....	165	.....	3	15,000 00	.....
	7512	Napoleon to Memphis, Tenn	203	.....	2	10,000 00	.....
	7513	Aberdeen to Batesville	272	.....	2	20,000 00	.....
				906			72,000 00	
Louisiana.....	7701	New Orleans to Mobile.....	183	7	35,000 00	49,131 00
	7703	New Orleans to Covington	60	.....	3	2,337 00	.....
	7717 pt	Assumption to New Iberia.....	95	.....	3	7,294 00	.....
	7788	New Orleans to Balize.....	120	.....	1	4,500 00	.....
				458			49,131 00	

Texas.....	7851	New Orleans to Indianola.....	540	.....	2	45,000 00	.....
	7852	New Orleans to Brazos Santiago.....	550	.....	(*)	15,000 00	.....
	7854	Galveston to Houston.....	80	.....	3	10,920 00	.....
				1170			70,920 00
California.....	12500	San Francisco to Sacramento City.....	125	.....	6	25,000 00	.....
	12501	San Francisco to Stockton.....	125	.....	6	25,000 00	.....
	12529	Sacramento City to Marysville.....	54	.....	(†)	2,000 00	.....
				304			52,000 00
Oregon Territory.....	12700	Astoria to Portland.....	130	.....	2	7,000 00	.....
	12708	Portland to Oregon City.....	14	.....	2	1,100 00	.....
					144		8,100 00

One additional weekly trip
 nine months of the year,
 between N. Orleans and
 Galveston, 400 miles.

* Two trips a month.

† Six times a week seven months of the year.

WM. H. DUNDAS, *Second Assistant Postmaster General.*

POSTMASTER GENERAL.

H.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT,
November 20, 1855.

SIR: I have the honor to submit the following report of the operations of this office during the fiscal year ending 30th June, 1855.

The tabular statement, appended hereto, and marked A, exhibits the receipts of the Post Office Department under their several heads during the fiscal year ending June 30, 1855.

That marked B exhibits the expenditures for the same period.

That marked C exhibits the amounts actually credited for the transportation of the mails by States, and the amount of postages collected in the same.

That marked D exhibits the number of letters, circulars, handbills, newspapers, and pamphlets, received and delivered by carriers, and amount received for carriage in the cities of New York, Boston, Philadelphia, Baltimore, and New Orleans, under the regulations established in pursuance of the 10th section of the "Act to reduce and modify the rates of postage in the United States, and for other purposes," approved March 3, 1851.

The balance standing to the credit of the Post Office Department on the books of this office on the 1st of July, 1854, was	\$740,078 63
The receipts for the fiscal year ending June 30, 1855, were	6,642,136 13
The amount placed in the Treasury for the service of the Post Office Department, being grants in aid of the revenue, under acts of 3d March, 1851 and 1853, 27th July, 1854, 2d and 5th August, 1854, and 2d and 3d March, 1855, was.....	3,114,542 26
Making a total revenue of.....	10,496,757 02
The expenditures for the fiscal year ending June 30, 1855, were.....	\$9,968,342 29
Add the amount of accounts closed as bad debts	\$95 95
Also "compromised debts" ..	703 66
Total	799 61
From this sum deduct the amount of credit balances closed by "suspense account"	149 62
	649 99
Making a total expenditure of.....	9,968,992 23
Leaving to the credit of the Post Office Department on the 1st July, 1855.....	527,764 74

The excess of expenditures of all kinds over the revenue of the year, inclusive of receipts and payments for foreign postages, and exclusive of the balance to the credit of the department, June 30, 1854, and the sums appropriated by the several acts of Congress out of the general revenues of the United States, was \$3,326,856 15.

CONTRACTORS' ACCOUNTS.

The average number of accounts of contractors and others engaged in carrying the mails, settled in each quarter, was

on regular routes	5,533
On special mail routes.....	2,591
The number of mail messengers and local agents' accounts was	1,396
Total	<u>9,520</u>

The amount passed to the credit of contractors and others for transportation was \$6,123,105 08.

Amount charged to contractors for over-credits and damages.....	\$181,661 08	
Fines imposed.....	31,056 43	
Deductions from pay.....	93,474 25	
	<u> </u>	<u>\$306,191 76</u>

The amount actually paid for transportation during the year was.....	<u>\$6,076,334 60</u>
--	-----------------------

Of which sum there was paid for mail transportation of previous years....	\$52,946 92	
Amount paid for regular service.....	4,982,384 62	
Supply of special offices.....	184,156 43	
Route agents.....	205,718 48	
River mails.....	68,400 00	
	<u> </u>	<u>\$5,493,606 45</u>

And the following sums were paid for foreign mail transportation, viz :

New York and Bremen mails.....	183,333 26	
New York and Havre mails.....	162,500 00	
Charleston and Havana mails.....	60,415 00	
New Orleans and Vera Cruz mails....	40,687 50	
Mails across the isthmus of Panama..	129,755 20	
Expenses of government agents.....	6,030 19	
	<u> </u>	<u>582,728 15</u>
Total	<u>6,076,334 60</u>	

POSTMASTERS' ACCOUNTS.

The number of quarterly accounts of postmasters which have been examined and adjusted during the year is as follows:

In the quarter ending September 30, 1854	23,209
In the quarter ending December 31, 1854	28,255
In the quarter ending March 31, 1855.....	24,015
In the quarter ending June 30, 1855	23,251
Total	93,730

A surplus of commissions has accrued at the following offices, after deducting the maximum compensation of the postmasters, and the necessary incidental expenses of the offices respectively, viz:

Augusta, Ga.	\$226 91
Albany, N. Y.	2,764 19
Baltimore, Md.	22 13
Boston, Mass.	23,520 56
Brooklyn, N. Y.	568 69
Buffalo, N. Y.	1,148 18
Cleveland, Ohio.	2,674 98
Columbus, Ohio.	62 92
Chicago, Ill.	16,159 54
Dubuque, Iowa	756 05
Detroit, Mich.	767 45
Erie, Penn.	903 08
Frederick, Md.	787 84
Galveston, Texas.	835 37
Hartford, Conn.	2,305 60
Harrisburg, Penn.	1,755 54
Indianapolis, Ind.	1,478 84
Keokuck, Iowa.	41 66
Kensington, Penn.	205 44
Lancaster, Penn.	120 09
Louisville, Ky.	1,860 24
Vincennes, Ind.	130 81
Little Rock, Ark.	467 28
Memphis, Tenn.	545 08
Montgomery, Ala.	405 42
New Bedford, Mass.	299 92
Newark, N. J.	95 11
Nashville, Tenn.	253 49
New York, N. Y.	107,723 96
New Haven, Conn.	108 09
Norfolk, Va.	33 49
Norwich, Conn.	1,573 89
Portland, Me.	2,040 15
Philadelphia, Penn.	6,067 66

Pittsburgh, Penn.....	\$1,118 08
Rochester, N. Y.....	1, 33 70
St. Louis, Mo.....	3,303 54
Syracuse, N. Y.....	98 20
Springfield, Mass.....	23 22
Sandusky, Ohio.....	12 10
Toledo, Ohio.....	3, 31 74
Troy, N. Y.....	1,118 85
Trenton, N. J.....	152 06
Wilmington, Del.....	802 88
Washington, D. C.....	2,303 74
Worcester, Mass.....	263 51
Total surplus.....	194,671 29

Being an excess over the amount of surplus commissions of the previous fiscal year of \$77,212 81.

The aggregate amount of balances due by postmasters on the adjustment of their quarterly accounts for the year, was—

For the quarter ending September 30, 1854.....	\$755,261 64
For the quarter ending December 31, 1854.....	800,557 41
For the quarter ending March 31, 1855.....	918,349 00
For the quarter ending June 30, 1855.....	874,900 53
Total.....	3,349,068 58

COLLECTION OF POST OFFICE REVENUE.

The following classification of the post offices now in operation indicates the process relied upon by the department for realizing their quarterly postages, viz:

1,009 are draft offices, subject to the special drafts issued by the Postmaster General.

1,199 are deposite offices, required to deposite their net proceeds at such depositories as the Postmaster General may direct.

18,202 are collection offices, required to pay their quarterly proceeds to such contractors as the Post Office Department may designate.

4,000 are styled "special and mail-messenger" offices, and are supplied with the mails by payment of their net proceeds, or a sum within that limit; making a total of 24,410 post offices in operation on the 30th of June, 1855.

During the fiscal year the collecting division of this office had in charge the following number of accounts:

Of present postmasters.....	24,410
Of late postmasters of the fiscal year 1846.....	302
	<i>Debit.</i> <i>Credit.</i>
Do.....do.....1847..	10 296 306
Do.....do.....1848..	5 327 332

	<i>Debit.</i>	<i>Credit.</i>	
Of late postmasters of the fiscal year 1849..	25	526	551
Do.....do.....1850..	42	438	480
Do.....do.....1851..	45	338	383
Do.....do.....1852..	78	1,077	1,155
Do.....do.....1853..	278	2,889	3,167
Do.....do.....1854..	1,563	2,914	4,477
Do.....do.....1855.....			6,546
Total.....			<u>42,109</u>

The number of changes of postmasters reported to this office by the appointment office of the Post Office Department, (occasioned by removals, resignations, deaths, and executing new bonds, &c.,) which required the final adjustment of their respective accounts, was 6,546.

The amount of revenue of "collection offices," collected by contractors on orders sent from this office during the year, was.....	\$880,612 39
The amount collected by special drafts (of this office) of postmasters who failed to pay promptly to contractors, was.....	12,863 35
	<u>893,475 74</u>

The balance due the United States by late postmasters who went out of office between July 1, 1845, and June 30, 1854, unsettled and not in suit on the 1st of July, 1854.....	\$95,797 14
Which was increased by estimated postages.....	7,499 48
	<u>103,296 62</u>

Total for collection June 30, 1854.....		103,296 62
Of which sum there has been collected during the last fiscal year.....	\$26,747 70	
Credited on vouchers.....	17,555 02	
Charged to suspense account.....	106 67	
Charged to bad-debt account.....	57 75	
Amount referred for suit.....	15,304 73	
		<u>59,771 87</u>

Leaving uncollected on the 30th June, 1855, on accounts prior to July 1, 1854, not in suit.....		43,524 75
Of which sum there is due by late postmasters in California.....	\$31,067 48	
And by late postmasters in Oregon....	2,427 61	
Total.....		<u>33,495 09</u>

Which should be deducted, as the accounts have been referred to the Post Office Department, for the allowance of vouchers for compensation of late postmasters, and the extraordinary but necessary inci-

<p>dental expenses of their offices, under the provisions of the 4th and 5th sections of "An act making provision for the postal service in the State of California, and in the Territories of Washington and Oregon," approved July 27, 1854, leaving due to the United States by late postmasters in the Atlantic States.....</p>		<p><u>\$10,029 66</u></p>
<p>The amount of balances due by late postmasters who went out of office between July 1, 1845, and June 30, 1854, for the collection of which suit was instituted prior to June 30, 1854, was at the date of my last report</p>		<p>\$53,641 20</p>
<p>Increased by estimated postages.....</p>		<p>1,488 32</p>
<p>Amount of new cases referred for suit during the last fiscal year.....</p>		<p>15,304 73</p>
		<p><u>70,434 25</u></p>
<p>Of which there has been collected during the last fiscal year.....</p>	<p>\$3,879 01</p>	
<p>Credited on vouchers.....</p>	<p>114 03</p>	
		<p><u>3,993 04</u></p>
<p>Amount still in suit</p>		<p>66,441 21</p>
<p>Add amount not in suit.....</p>		<p>43,524 75</p>
		<p><u>109,965 96</u></p>
<p>Making an aggregate indebtedness of late postmasters, who became late prior to July 1, 1854, (inclusive of California and Oregon,) of.....</p>		<p><u>109,965 96</u></p>
<p>Amount due by late postmasters, who became late during the fiscal year ending June 30, 1855.....</p>		<p>\$147,826 34</p>
<p>Collected within the year.....</p>	<p>\$48,799 02</p>	
<p>Collected by suit within the year.....</p>	<p>1,137 29</p>	
<p>Credited on vouchers.....</p>	<p>25,988 01</p>	
<p>Charged suspense account.....</p>	<p>191 60</p>	
		<p><u>76,115 92</u></p>
<p>Balance still due on the 30th June, 1855.....</p>		<p>71,710 42</p>
<p>Of which sum this amount is in suit.....</p>		<p>1,579 73</p>
		<p><u>70,130 69</u></p>

SUMMARY.

<p>Aggregate indebtedness of late postmasters from July 1, 1845, to June 30, 1854</p>	<p>°158,426 14</p>
<p>Same for the fiscal year ending June 30, 1855.....</p>	<p>147,826 34</p>

Total amount for collection from July 1, 1845, to June 30, 1855.....		\$306,252 48
Of which sum there was collected and closed during the fiscal year, on accounts prior to June 30, 1854.....	\$48,460 18	
On accounts for the year ending June 20, 1855.....	76,115 92	
	<hr/>	
Total amount of collections.....		<u>124,576 10</u>
Balance still due the United States on accounts from July 1, 1845, to June 30, 1855, by postmasters who became late within that period, and not in suit	\$113,655 44	
Same in suit.....	68,020 94	
	<hr/>	
Total balance due the United States.....		<u><u>181,676 38</u></u>

Classification of balances still due and not in suit.

For the year ending June 30, 1846....	\$54 08	
Do.....do.....1847....	116 08	
Do.....do.....1848....	44 20	
Do.....do.....1849....	83 56	
Do.....do.....1850....	184 05	
Do.....do.....1851....	700 56	
Do.....do.....1852....	2,339 01	
Do.....do.....1853....	19,104 65	
Do.....do.....1854....	20,898 56	
Do.....do.....1855....	70,130 69	
	<hr/>	
Total.....		\$113,655 44

Amounts in suit.

For the year ending June 30, 1846....	\$3,025 77	
Do.....do.....1847....	728 06	
Do.....do.....1848....	898 42	
Do.....do.....1849....	1,833 37	
Do.....do.....1850....	1,167 80	
Do.....do.....1851....	2,802 96	
Do.....do.....1852....	2,909 77	
Do.....do.....1853....	41,504 94	
Do.....do.....1854....	11,570 12	
Do.....do.....1855....	1,579 73	
	<hr/>	
		68,020 94
		<hr/>
Total.....		<u><u>181,676 38</u></u>

Credit balances.

Balances due to late postmasters from July 1, 1845, to June 30, 1854, as stated in my last report.....	\$171,133 52
Which has been increased during the last fiscal year by allowance of extra commission, under the act of March 3, 1851, and by additional vouchers.....	7,102 78
Total	<u>178,236 30</u>
Of which there has been paid or settled during the year.....	<u>65,354 18</u>
Leaving still due the late postmasters.....	112,882 12
Balances due to late postmasters of the fiscal year ending June 30, 1855....	\$35,223 67
Of which there has been paid or settled during the year.....	<u>5,747 83</u>
Amount remaining due.....	<u>29,475 84</u>
Aggregate balance standing to the credit of late postmasters.....	<u><u>142,357 96</u></u>

Suits.

59 suits were brought during the last fiscal year for the recovery of balances due on or before July 1, 1854, amounting in the aggregate to.....	\$7,013 21
7 suits were brought during the same period for balances due on or after July 1, 1854, amounting to.....	<u>1,375 44</u>
66 suits. Total	<u><u>8,388 65</u></u>

Collections.

Twenty-five suits have been concluded, and the balances for which they were commenced collected, amounting to.....	\$4,566 18
Collections were also made during the year in nineteen suits, which were commenced prior to July 1, 1854, amounting to.....	<u>9,332 03</u>
Total amount of collections by suit	<u><u>13,898 21</u></u>

This office has adjusted and paid quarterly the accounts of 9,533 contractors, and other agents of the department, engaged in carrying the mails, making an aggregate during the year of 38,132. It has adjusted and settled quarterly the accounts of 24,410 postmasters, or an

aggregate of 97,640, or a grand aggregate of all accounts of 135,772. During the last fiscal year 201,338 letters have been received, and 128,402 sent in reply; 66,028 collection orders and 13,326 error accounts have been issued, and an amount of labor performed by the office in making reports and answering calls for information, which cannot be classified.

The statistical tables of the foreign mail service are herewith submitted as a part of this report. (See tables marked D, commencing at page 351.)

It gives me pleasure to add, that the gentlemen employed in this office have brought to the performance of these arduous and increasing duties a zeal, ability, and untiring and cheerful assiduity, which cannot be too highly commended.

Respectfully submitted:

WM. F. PHILLIPS, *Auditor.*

HON. JAMES CAMPBELL,
Postmaster General.

A.

Statement of the receipts of the Post Office Department, under their several heads, for the fiscal year ending June 30, 1855.

Receipts.	Third quarter, 1854.	Fourth quarter, 1854.	First quarter 1855.	Second quarter, 1855.	Total under each head.	Aggregate amount.
Letter postage.....	\$797,808 03	\$930,645 02	\$921,863 05	\$684,233 57	\$3,234,549 67	
Stamps sold.....	521,352 06	506,426 33	642,171 76	781,367 88	2,511,318 03	
Newspapers and pamphlets.....	150,324 35	156,039 43	177,009 75	155,553 98	638,927 51	
Fines.....	7 50		15 00	12 50	35 00	
Receipts on account of emolument.....	9,066 37	25,790 86	21,853 81	21,191 78	77,902 82	
Receipts on account of letter carriers.....	35,552 45	36,168 62	36,221 36	35,370 50	143,312 93	
Receipts on account of dead letters.....			4,976 01		4,976 01	
Extra compensation over-charged.....	121 77	12,927 23	7,581 79	2,700 03	23,330 82	
Miscellaneous receipts.....	983 08	481 45	4,828 78	1,490 03	7,783 34	
	1,515,215 61	1,628,478 94	1,816,521 31	1,681,920 27	.....	\$6,642,136 13

1st NOTE.—In the items of "letter postage" for each quarter are included the following sums due from the Kingdom of Prussia to the United States, viz:

For 1st quarter 1854.....	\$18,377 55
For 2d quarter 1854.....	17,024 97
For 3d quarter 1854.....	16,060 38
For 4th quarter 1854.....	18,883 94
For 1st quarter 1855.....	21,911 17
Total.....	<u>92,218 01</u>

2d NOTE.—In the same items for 3d and 4th quarters 1854, and 1st quarter 1855, is embraced the sum of \$80,013 22, ascertained to be due from the United States to the United Kingdom, on account of British postages.

Respectfully submitted:

WILLIAM F. PHILLIPS, Auditor.

B.—Statement exhibiting the expenditures of the Post Office Department under their several heads for the fiscal year ended June 30, 1855.

Expenditures.	Third quarter, 1854.	Fourth quarter, 1854.	First quarter, 1855.	Second quarter, 1855.	Total under each head.	Aggregate amount.
Compensation to postmasters.....	\$509,337 39	\$510,212 13	\$589,703 36	\$526,082 34	\$2,135,335 22	
Ship, steamboat, and way letters.....	5,500 33	5,018 65	3,958 02	4,249 28	18,766 28	
Transportation.....	1,344,329 51	1,638,344 01	1,625,495 88	1,468,165 20	6,076,334 60	
Wrapping paper.....	10,183 93	10,638 00	11,046 55	13,599 02	45,467 50	
Office furniture.....	675 43	707 37	1,298 68	2,568 62	5,250 10	
Advertising.....	8,424 66	13,392 67	44,789 44	8,850 55	75,457 32	
Mail bags.....	11,531 04	13,742 22	14,669 47	12,136 53	52,079 26	
Blanks.....	22,672 34	20,633 90	20,738 49	27,093 67	91,138 40	
Mail locks, keys, and stamps.....	6,982 17	4,214 00	3,130 00	1,846 70	16,172 87	
Mail depredations, and special agents.....	20,129 67	17,487 56	13,720 04	13,116 25	64,453 52	
Clerks for offices.....	164,480 70	179,837 92	183,094 87	175,203 91	702,617 40	
Official letters received by postmasters.....	55 69				55 69	
Postage stamps.....	2,486 50	2,258 65	3,793 50	3,365 29	11,903 94	
Stamped envelopes.....	2,450 01	8,949 77	11,396 24	17,839 32	40,635 34	
Payments to letter-carriers.....	35,552 45	36,168 62	36,221 36	35,370 50	143,312 93	
Repayments for dead letters.....		4 91		1 91	6 82	
Stamps redeemed (old issue).....		18 70			18 70	
Purchase of patent for padlocks, act August 5.....		5,000 00			5,000 00	
Miscellaneous payments.....	26,631 59	49,942 37	50,055 50	41,381 83	168,011 29	
Do..... account English mails.....	*183,514 51	49,038 36	170,306 84		302,859 71	
Do..... account Bremen mails.....	†13,465 40				13,465 40	
	2,363,403 32	2,565,649 81	2,683,418 24	2,350,870 92		\$9,965,342 20

* In payment of the ascertained balances, including premium in exchange, arising from British postages, and found to be due to the United Kingdom, on account of the 2d, 3d, and 4th quarters 1853, and the 1st and 2d quarters 1854.

† In payment of the adjusted balance due to the Bremen office, on account of postages, for the 1st and 2d quarters 1854.

‡ This sum, due to the United States from the Kingdom of Prussia for postages on account of the 1st, 2d, 3d, and 4th quarters 1854, has been paid over to the United Kingdom, to be applied to the indebtedness of the United States on account of British postages.

Respectfully submitted:

WILLIAM F. PHILLIPS, Auditor.

C.

General recapitulation, showing the amounts actually credited for the transportation of the mails, by States and Territories, and the amount of postages collected in the same.

States and Territories.	Letter postage.	Newspaper postage.	Stamps sold.	Total postage collected.	Transportation.
Maine.....	\$75,779 81	\$15,413 38	\$60,165 27	\$151,758 46	\$82,218 18
New Hampshire.....	46,225 67	10,995 53	38,287 94	95,609 14	46,631 31
Vermont.....	44,465 15	12,036 91	36,314 04	92,816 10	64,437 91
Massachusetts.....	239,894 37	33,226 95	259,062 90	532,184 22	153,091 01
Rhode Island.....	23,812 37	4,520 79	30,291 31	58,624 57	13,891 71
Connecticut.....	75,691 47	24,254 54	79,284 36	179,230 37	81,462 52
New York.....	734,453 30	106,206 19	542,498 23	1,383,157 72	481,410 21
New Jersey.....	66,645 35	11,556 74	31,495 71	109,697 80	80,084 20
Pennsylvania.....	301,646 67	64,073 29	217,293 33	583,013 29	251,833 46
Delaware.....	9,967 91	2,377 32	7,298 88	19,644 11	9,243 66
Maryland.....	82,029 26	31,712 92	77,743 40	191,485 58	192,743 08
District of Columbia.....	17,876 91	3,548 70	21,288 57	42,714 18	.....
Virginia.....	92,562 63	28,499 29	96,799 30	217,861 22	245,592 51
North Carolina.....	26,831 98	11,692 28	34,235 13	72,759 37	148,249 59
South Carolina.....	36,156 26	8,075 48	47,368 45	91,600 19	192,216 88
Georgia.....	59,117 03	16,066 34	73,880 03	149,063 40	216,003 59
Florida.....	8,167 52	2,343 88	8,764 26	19,275 16	77,553 96
Alabama.....	46,416 00	13,583 62	44,514 93	104,514 55	226,816 56
Mississippi.....	36,092 85	11,464 17	31,182 87	78,739 99	170,785 05
Texas.....	37,373 40	8,532 58	24,530 07	70,436 05	209,936 28
Kentucky.....	59,307 46	15,065 68	55,694 12	130,067 26	144,161 34
Michigan.....	77,223 52	15,201 00	49,763 61	142,188 13	148,204 11
Wisconsin.....	65,406 13	13,959 18	35,538 65	112,903 96	92,842 89
Louisiana.....	69,140 64	13,833 66	50,778 89	133,753 19	133,810 73
Tennessee.....	42,070 50	13,238 50	48,377 15	103,686 15	116,091 59
Missouri.....	71,372 50	14,537 37	53,743 13	139,652 00	185,096 96
Illinois.....	142,177 16	22,457 55	105,252 61	279,887 32	280,038 39
Ohio.....	237,457 30	47,227 01	167,958 81	452,643 12	421,870 53
Indiana.....	95,248 74	24,578 87	60,578 07	180,405 68	190,480 22
Arkansas.....	16,894 54	4,828 46	8,941 16	30,654 16	117,459 94
Iowa.....	44,540 15	9,690 99	28,198 94	82,430 08	84,438 95
California.....	141,833 90	11,319 67	81,437 69	234,591 26	135,386 57
Oregon Territory.....	8,859 02	1,192 30	753 48	10,804 80	27,242 41
Minnesota Territory.....	5,681 71	1,160 35	4,245 04	11,087 10	13,818 70
New Mexico Territory.....	578 46	147 81	291 56	1,017 83	32,013 83
Utah Territory.....	1,745 52	178 45	140 77	2,064 74	14,753 04
Nebraska Territory.....	317 81	61 45	12 61	391 87	.....
Washington Territory.....	1,718 36	223 42	73 82	2,015 60	.....
Kansas Territory.....	258 06	40 22	463 54	761 82	.....
	3,143,037 49	639,112 32	2,512,641 63	6,294,791 44	5,082,102 02
Add postages of Prussian government.....	\$92,218 01				
Less miscellaneous entries.....	705 83				
	91,512 18	184 81	1,323 60		
Deduct miscellaneous entries.....					
Deduct miscellaneous entries.....					
	3,234,549 67	638,927 51	2,511,318 03		

D.

Statement of the number of letters, circulars, handbills, newspapers, and pamphlets received and delivered by carriers, and amount received for carriage, in the cities of New York, Philadelphia, Boston, Baltimore, and New Orleans, under the regulations established in pursuance of the 10th section of the act entitled "An act to reduce and modify the rates of postage in the United States, and for other purposes," approved March 3, 1851, for the year ending June 30, 1855.

Places.	Number of letters.	Number of circulars, handbills, &c.	Number of newspapers and pamphlets.	Total of letters, circulars, newspapers, pamphlets, &c.	Amount received for carriage.
New York.....	3,379,173	241,438	471,039	4,091,650	\$72,353 03
Philadelphia.....	1,937,831	36,992	358,042	2,322,915	40,915 75
Boston.....	1,029,835	11,607	66,014	1,107,566	10,541 60
Baltimore.....	804,546	39,040	141,210	984,796	17,187 36
New Orleans.....	98,622	14,823	4,299	117,744	2,141 15
Aggregate.....	7,250,107	343,900	1,040,604	8,624,611	143,138 89

NOTE.—The rates charged for carrying letters, papers, &c., in the several cities, vary; which accounts for the apparent discrepancies in the amounts received.

