

# REPORT OF THE POSTMASTER GENERAL.

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POST OFFICE DEPARTMENT, *December 4, 1858.*

TO THE PRESIDENT OF THE UNITED STATES:

SIR: I have the honor to submit the following report of the operations and business of the Post Office Department since my communication to you of 1st December last.

## EXPRESS MAIL AGENTS.

In my last annual report allusion was made to improvements which were expected to result from the employment of express agents to accompany mails on the great routes from New York, Philadelphia, and Baltimore, westward.

Such service has now been in operation long enough to demonstrate that its importance was not over-estimated. Agents start with the great mails morning and evening from New York for the west—the latter going through without change to Cincinnati; the former to Cleveland—and being held to strict accountability for all mail bags placed under their charge.

Similar agencies are established between Cincinnati and St. Louis; and those between Baltimore and Cincinnati and Philadelphia and Cincinnati, referred to last year, have continued in successful operation. The latter route is just changed so as to make Chicago, instead of Cincinnati, a terminus; and the express mails will be conveyed through in about thirty-six hours between Philadelphia and Chicago. The Cincinnati mails for the Philadelphia route will be in charge of the New York express agents between Crestline and Cincinnati.

The advantages of keeping mails under the constant supervision of the agents of this department, for the longest distances practicable to be run, are so apparent that some of the usual shorter routes for agents in different sections have been consolidated, and further changes of this sort will be made from time to time, as far as consistent with the proper assortment of mails for way offices; while it may also be found necessary to increase the number of express routes for delivering closed bags, without reference to the exchange of mails between the smaller offices.

The number of such bags, already very great, must be multiplied more and more, in order to avoid the delays incident to distribution on the way between remote points; and nothing short of the undivided attention of agents directly responsible to this department can insure for the mails such regularity and safety as the public have the right to expect. The government, having by law the monopoly of the mail

service, should spare no efforts or expense to place it above the reproach which has attached to it of being behind individual enterprise as to certainty and speed, and less adapted to the wants of trade and commerce in their widely extended ramifications, which can only be satisfied with a mail system combining all possible elements and appliances to make it perfect, as far as human agency can be effective to that end.

#### NEW YORK AND NEW ORLEANS ROUTE.

On the 1st day of July last an arrangement took effect by which mails were to be conveyed between Washington and New Orleans in four and a half days, by way of Richmond and Lynchburg, Virginia, Bristol, Knoxville, Chattanooga, and Grand Junction, Tennessee, and Jackson, Mississippi, all by railroad, with the exception of a gap of ninety miles in Mississippi, between the unfinished portions of the Mississippi Central railroad, which is supplied by stage service. So far as the time is concerned, coming north, (from New Orleans to Washington,) the whole service has lately been performed with but few interruptions, although in the beginning there were some unexpected difficulties connected with the stage portion of the route. Going south, the schedule contemplated the running of cars by night from Canton to New Orleans; but the early appearance of the yellow fever, as an epidemic, and its great virulence, interposed a serious obstacle in the way of this service, the railroad company considering it ruinous to their interests to approach the infected district, except during the day time. The mails were thus necessarily delayed over night (12 hours) at Canton, and delivered in New Orleans twelve hours behind the stipulated time. Assurances have, however, been given that such delay shall no longer continue, and it is not doubted that the contract schedule will soon be fully complied with, insuring the delivery of mails from Washington at New Orleans within four and a half days.

The parties to the foregoing arrangement have further stipulated that from and after 1st July next the time shall be reduced twenty-four hours, making the communication between Washington and New Orleans in three days and a half, or between New York and New Orleans within four days.

The mail service in general between New York and New Orleans, during the past year, has been rather more exempt from the delays and irregularities by which it has usually been characterized, and there is scarcely a doubt that very great improvements will be effected during the next year by the completion of a *continuous* and *direct* railroad connexion through Virginia, Tennessee, and Mississippi; that is, *via* Gordonsville (instead of Richmond) to Lynchburg; thence to Knoxville, Tennessee, and direct to Chattanooga, (omitting Dalton, Georgia,) thence to Grand Junction, and over the Mississippi Central and New Orleans, Jackson and Great Northern railroads.

I last year referred to routes established by law, and advertised by this department, from Cedar Key, Florida, to New Orleans, and from Fernandina, Florida, to New York, in steamers, as being designed,

in connexion with a railroad in course of construction across the peninsula of Florida, from Fernandina to Cedar Key, to constitute a new route from New York to New Orleans, with a view to the speedier and more certain transmission of the great northern and southern mails. I communicated proposals which had been received to convey mails between New York and New Orleans in five days, coupled with the condition that no pay would be demanded for any trip not performed within that time, and called attention to the subject as one of vast public interest. My views of this new route remain unchanged; but owing to the unfinished condition of the railroad, as well as the large expenditure of money involved, no progress has been made in the negotiations on the subject.

## ST. LOUIS AND NEW ORLEANS MAIL.

The hope was indulged last year that before this time railroad connexions would be so nearly completed that the great *through* mails between Cairo and New Orleans would be conveyed much more expeditiously and regularly than can be done, in the nature of things, by steamboats.

This improvement has not yet been effected, but information has been received within a few days which renders it certain that the railroad communication will be opened before the end of this year.

Anticipating this state of things, the Department, at the lettings of contracts, divided the Mississippi river routes as follows:

From St. Louis, *via* Cairo, to Memphis, three times a week.

From Nashville, *via* Cairo, to Memphis, three times a week; the two routes running on alternate days, making six trips weekly each way between Cairo and Memphis.

From Memphis to New Orleans, six times a week, with one additional weekly trip between Memphis and Napoleon, and four additional weekly trips between St. Francisville and New Orleans.

The cost of the mail service by these routes between Cairo and New Orleans is \$262,618 *per annum*, which amount, compared with the cost of the steamboat service in operation up to 30th June last between the same points, (\$432,333,) shows a saving of \$169,715 *per annum*; and it is peculiarly gratifying, in view of the great reduction of cost, to state, as I am enabled to do, that the new service is in all respects more satisfactory than the old. It is performed with the utmost possible regularity, and affords every facility that can be reasonably expected by the people who are directly interested in the Mississippi river mails.

The shortest time by the river between Cairo and New Orleans has been four days.

The anticipated railroad service, *via* Jackson and Grand Junction, Tennessee, and Canton, Mississippi, will probably be performed in two days each way, and at a cost of about \$112,425 *per annum*. This sum, added to the expense for the river mails under the new contracts, commencing 1st July last, (\$262,618,) makes for both the land and river routes \$375,043 *per annum*, leaving still a net gain of \$57,290 *per annum* over the cost of the river lines alone up to 30th June last.

## OVERLAND MAIL ROUTE.

At the last session of Congress I reported fully the steps that had been taken to carry into execution the act of Congress, approved 3d March, 1857, authorizing the Postmaster General to contract for the conveyance of the entire letter mail between the Mississippi river and San Francisco.

The contract was executed on the 16th September, 1857, and service commenced within the twelve months, namely, on 15th September, 1858, agreeably to the provisions of said act.

The department is happy to announce its conclusive and triumphant success. Its departure and arrival were announced with unbounded demonstrations of joy and exultation. I submit a detailed report of Mr. Bailey, the agent of this department, who came over in the first line of stages which left San Francisco for St. Louis. It will be an important document, not less instructive at the present time than it may be interesting and curious to those who, in after times, may be desirous to know by what energy, skill, and perseverance the vast wilderness was first penetrated by the mail stages of the United States, and the two great oceans united by the longest and most important land route ever established in any country.

## TEHUANTEPEC ROUTE.

By an act of Congress of March 3, 1855, a route was established from New Orleans, by the Isthmus of Tehuantepec, to San Francisco. It was advertised for the next regular lettings of contracts in the spring of 1856, but no bids were received.

In December, 1857, the same route was re-advertised. Only one proposal was received, and that was for semi-monthly service, at \$286,000 *per annum*. It not having been accepted, negotiations were opened by the bidders with the department, which resulted in making a contract, on June 8, 1858, with the Louisiana Tehuantepec Company, on the following terms, viz :

To convey mails from New Orleans, by Minatitlan, Suchil, Ventosa, and Acapulco, to San Francisco, twice a month, and back, in safe and substantial steamers between New Orleans and Minatitlan ; in safe and substantial *river* steamers between Minatitlan and Suchil, and in post coaches or good covered spring wagons between Suchil and the Pacific ; the residue of the route to San Francisco in steamers, the pay to be at the rate of \$286,000 *per annum*, with the understanding that the mails may be exchanged with the line between Panama and San Francisco, at or near Acapulco, without change of pay ; and with the further understanding that the mails may be exchanged with the aforesaid line at Ventosa, or other port within a short distance of that place, at the annual compensation of \$250,000. Service to commence at any time between the first day of October and the first day of November, 1858, and to terminate on the thirtieth day of September, 1859. Each trip to be performed in fifteen days.

The service actually commenced on the 27th of October, 1858, under auspices which, it is believed, promise complete success.

Besides being an additional channel of communication with California, which may tend to bring about competition at a future letting of contracts for the whole mail service between the two oceans, this route affords to certain sections of the Union the advantage of six days' closer connexion with California than has heretofore been enjoyed. As far north or east as New York it has the advantage of one day; and in cases of emergency, by using the telegraph, that city, equally with New Orleans, may communicate with the Pacific coast six days after the departure of the Panama line.

This contract was made in pursuance of suggestions in the following letters, addressed to the Hon. William H. English on the 24th and 25th of May last, in response to inquiries made on the subject:

POST OFFICE DEPARTMENT,  
*Washington, May 24, 1858.*

SIR: In reply to your communication of the 20th instant, I have the honor to state that no contract has been entered into with any party or parties to carry the California mails by the Tehuantepec route. Applications for such a contract having been repeatedly made verbally, and perhaps in writing, the department advertised for proposals, which may be seen in the printed pamphlet of proposals for Louisiana, page 51.

Having advertised for proposals on this line, and received one or more bids on it, the department, after taking suitable time for deliberation, has come to the conclusion to establish mail service thereon from New Orleans, *via* Tehuantepec, to Acapulco, provided a satisfactory contract can be made for that purpose. The service is not proposed to be put on further than to Acapulco, because the present line of steamers from Panama to San Francisco always touch at Acapulco, and can take on the New Orleans mail and passengers. It is not, however, proposed to make the first contract for a longer period than one year from the 1st of October next, so that this contract and the one from New York to Aspinwall may expire at the same time. In the course of this year the practicability of the Tehuantepec route may have been fully tested, and its capability to furnish the shortest, cheapest, and safest mail route to California fully demonstrated. The department, by simultaneous expiration of the contracts on these two routes, will be enabled to determine which one to select, or whether to keep up both, accommodating the mails and the passengers from New York and New Orleans, respectively, but paying each according to the amount of mail service rendered.

It is alleged that by starting this line from New Orleans correspondence from the Atlantic side will be received nearly one week later than at present, and from California to the Atlantic States in like proportion. That is to say, that whilst letters sent from Boston and New York to California by Panama would reach Acapulco about — days after they had been written, others sent from New Orleans, *via* Tehuantepec, to Acapulco, would reach there in about — days; thus

practically furnishing nearly a weekly mail, instead of a semi-monthly communication as at present.

The terms of the contract are not yet definitely settled, and therefore cannot be set forth; but the department does not anticipate much difficulty in being able to obtain the service on reasonable and satisfactory terms.

The authority of this department to make such a contract may be found in the 2d section of the act of March 3, 1851, which the Postmaster General considers ample and undoubted.

Serious doubts have been expressed as to whether the road has been yet or will be made in time sufficient for the performance of the contemplated service. The department, however, will take care in making any contract to provide that where there is no service there shall be no pay, and that no fines or forfeitures shall be remitted for failures arising from want of a suitable road, or from obstacles presented by the insufficiency of the river navigation, or of the bays at either terminus of the transit. If, therefore, the river, bay, or road shall not be sufficient, the contractors, not the government, will be the losers by it.

The Tehuantepec route has long been a favorite one with the government and people of the United States. No opportunity has been lost in endeavoring to secure it. Having at last secured it by the terms of the Gadsden treaty, and a reasonable probability now existing that the route has been or will in a short time be placed in a condition to receive the service, the department sees no good reason why it should not enter on the enjoyment of those advantages so earnestly desired and so long anticipated by the people and government of the United States.

In proposing to make this contract the Postmaster General does not intend to decide any controversy which now exists or may hereafter arise between rival claimants under the grants or decrees of the Mexican government. Who are the true owners of the right to make the road is left to the proper tribunals to determine.

It is enough for the department that parties of undoubted responsibility, claiming to be in possession of the road and to be the lawful owners of it, have proposed to perform the desired service. If in this there shall be any mistake, the contract with the parties will terminate with their loss of the road, and the department be as ready to contract with the successful claimants as with the present ones. In any point of view it would seem to be the interest of the true owner of this right, whoever he may be, that this contract should be made. It will materially aid in the early completion of the road, and furnish the assurance that after the United States shall have entered on it in the transmission of her mails, no wanton or illegal revocation of the right would be tolerated.

The department, in arriving at the conclusion that the time had come when the mail service of the United States ought to be placed upon this new and additional route, has not been influenced in the slightest degree by mere geographical partialities. Rightly considered, there are no rival and separate interests of the north or northeast to be prejudiced by the establishment of this route.

If it be shorter, safer, and more expeditious than other routes, it can and will be adopted by the people of that portion of the United States, both for postal and travelling purposes, as freely and fully as by those of the west or southwest. If it present no such striking advantages, then more southern transits, such as Panama, Chiriqui, and Nicaragua, will continue to be used by all the northern or northeastern portion of the Union, whilst that of Tehuantepec would probably be used by the people of the western or southwestern States, whose geographical *positions* render it to them the most desirable transit.

I am, very respectfully, your obedient servant,

AARON V. BROWN.

Hon. WILLIAM H. ENGLISH,  
*Chairman Committee Post Offices and Post Roads.*

POST OFFICE DEPARTMENT, *May 25, 1858.*

SIR: In addition to what was submitted to you on yesterday in favor of now establishing the Tehuantepec route to California, I beg leave to say that, in one point of view, the whole nation as a unit may become deeply interested in the successful establishment of this route.

Tehuantepec is nearer to us, and lies within the Gulf of Mexico, which is destined to be hereafter an *American sea*, over the whole of which the United States must exercise, from overruling motives, a distinct and masterly control. It is therefore fair to conclude that a transit across Tehuantepec in time of war could and would be more easily and certainly protected from falling into the hands of an enemy than any more distant one.

In coming to the conclusion to establish this additional mail line, the department has not permitted considerations of the personal interest of individuals on other lines to deter it from action. Those who embarked their means in the construction of a railroad across the Panama route knew that they had to encounter the advantages of the Chiriqui transit, with all the superiority which deep and tranquil harbors on both oceans conferred upon it. They knew, also, that the Nicaragua lake would raise up against them a most formidable competition. All who embarked in *any* of these Central American lines also knew that Tehuantepec, by its contiguity to the territory of the United States on both oceans, and its more defensible position, must, in some future day, become an object of peculiar interest to the American people. All this they knew, and must, therefore, be presumed to rely for successful investment on no implied obligation on the part of the government not to favor the construction of any other passway across the Isthmus which time and future discovery might show to be more convenient and useful.

Those who have embarked their means in the construction of this road over Tehuantepec have had to encounter the subsequent establishment of many overland routes to California, which must necessarily be more or less detrimental to their interest. Monopolies on none of these transit routes, either across the Isthmus or on the main land, ought ever to be encouraged or even tolerated. The United States

have never sought to make them such. In every right of transit which they have either sought or obtained they desired no exclusive privileges for themselves. They have always regarded the right of way over that narrow strip of country which unites the two American continents as a great public necessity, and which must, therefore, be enjoyed by all the civilized and commercial nations of the earth. It must be on this necessity, that a large portion of the world is compelled to have transit over all these routes, that individuals who embark their means in their construction must rely for the success of their investment. Fortunately for them, there is more danger that, after all, there will be too few, instead of too many, of these great thoroughfares to meet the wants of mankind. The two American continents stretch themselves out in so long a line north and south that they intercept the commerce, the travel, and the correspondence of more than half the habitable globe. The sail has given way to the steam vessel, and the passion for expedition demands the most direct passage in the shortest possible time. The department but yields to this universal temper of the age when it establishes this line from New Orleans by Tehuantepec to California. The passengers from the southern and southwestern States, who desire to go to California, will no longer be required to go hundreds of miles in the wrong direction in order to start for California, but, going to their own natural emporium, New Orleans, start out direct and make the journey in nearly half the time and with half the expense now required. So of all correspondence to and from the same region of country.

This *exposé* of my reasons and views became necessary in consequence of my avowal, in the early part of this letter, that, although I had not closed the contract, yet I had concluded to do so, and that nothing remained but the adjustment of the terms of it.

With this apology for the length of this communication, I remain your obedient servant,

AARON V. BROWN.

Hon. WILLIAM H. ENGLISH,  
*Chairman Committee Post Offices and Post Roads.*

#### UTAH ROUTE.

The routes between St. Joseph, Missouri, and Salt Lake City, and between Salt Lake and Placerville, California, have been so improved, that the trips through from St. Joseph to Placerville, and back, are performed once a week in thirty-eight days each way.

For some months past this service has been performed with remarkable regularity, insomuch as to merit special commendation.

It has received from the people of California the warmest applause, and called forth public demonstrations of a most enthusiastic character.

By act of Congress of August 3, 1854, a mail route was established from Neosho, Missouri, to Albuquerque, New Mexico; and on March 3, 1855, a route was established from Independence, by Albuquerque, to Stockton.

These routes were advertised in December last, at the urgent solici-



tation of citizens interested in that section of country, and contracts were entered into with the lowest bidders for conveying mails from Neosho to Albuquerque, once a month, and back, at \$17,000 *per annum*; and from Independence, by Albuquerque, to Stockton, once a month, at \$80,000 *per annum*.

Service commenced on the 1st of October last, and, although sufficient time has not elapsed to allow of reports as to its progress, there is every reason to believe that the contracts will be fulfilled, and the mails conveyed to the satisfaction of the department and the public.

#### THE EXPENSES OF THE DEPARTMENT.

The expenses of the department, over and above its revenues, have regularly increased ever since the reduction of postages.

It would, however, be obviously erroneous to suppose that this charge upon the Treasury is to progress in a ratio proportionate to what it has been for the last few years. Our postal system is now extended over the whole country from one ocean to the other. There can be but little further expense resulting from overland connexion with California and the other Pacific States and Territories. Except one other route, commonly called the northern route, from St. Paul, in Minnesota, to Seattle, in Washington Territory, no other is now thought of as being likely to become necessary. The estimate for the transportation of the mails for the next fiscal year, 1859-'60, when completed, over and above the anticipated revenues, may therefore be regarded as the maximum which will probably be required for some time to come.

If, however, Congress in its wisdom shall not be willing to see such an amount made chargeable to the Treasury in future, the following suggestions, as to the means of keeping the expenses within the revenues of the department, are respectfully submitted:

An act of Congress should be passed explanatory of the act of March 3, 1845, which makes it "the duty of the Postmaster General, in all future lettings of contracts for the transportation of the mails, to let the same, in every case, to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation." And to make the law more emphatic, it should provide that the Postmaster General shall not in any case whatever accept a bid for mail service having any reference to the conveyance of passengers or freight of any kind other than regular mail matter.

The effect of such legislation would be to substitute stages with two horses on routes where four-horse coaches are now employed, while stages in their turn would give place to the buggy, and, indeed, oftentimes to horseback conveyance. In the few cases where four-horse vehicles would be necessary, on account of the large amount of mail matter, the difference between the cost of passenger coaches and the plainer and cheaper wagon, sufficient for conveying the mails, would be very considerable, and so, also, a proportionate saving would result in the case of stages when changed to a plainer and cheaper conveyance of equal capacity.

If the whole transportation of the mails were thus arranged, by means of what are commonly called and known as "Star bids," it would accomplish a reduction in the transportation account of probably one million of dollars per annum.

The entire discontinuance of four-horse and two-horse mail coaches would not necessarily follow; for wherever the number of passengers would make it profitable, contractors would still employ coach service. Whenever the travel on any route offers no such inducement, there exists no obligation on the part of government to pay an extra sum for mail service in order to promote the convenience of travellers.

The rapid extension of railroads has contributed most largely to swell the expenditures of the department. Wherever a new road is opened it becomes necessary to convey mails on it, and almost invariably at a rate of pay far above that on coach routes, while, in many instances, the latter must be continued or other service provided for the offices which are not reached by the railroad, thus doubling the expense.

As an example, it may be stated that the railroad service between Cumberland, Maryland, and Wheeling, Virginia, including route agents and mail messengers, now costs..... \$44,995 per annum. Service is also necessary on the old stage route at 5,900 per annum.

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|-------------------------------------------------------------------------------------------------------------|-------------------|
| Total .....                                                                                                 | 50,895 per annum. |
| Before the completion of the railroad the highest pay for conveying the through mail on this route was..... | 27,600 per annum. |
| Increase .....                                                                                              | 23,295 per annum, |
| or nearly 100 per cent.                                                                                     |                   |

But if it be desired to relieve the Treasury from the requisitions upon it for the service of this department, it will be necessary not only to reduce expenses by disconnecting the mails from the transportation of passengers and freight, but to increase the revenue by the imposition of rates of postage approaching more nearly the value or cost of transportation and delivery of letters and printed matter. A move in this direction was made at the last session of Congress by the introduction of a bill in the Senate having for its chief objects the raising of the three-cent rate upon letters to five cents, and the abolition of the discount now allowed by law for the payment of newspaper and pamphlet postage quarterly or yearly in advance.

It is believed that the effect of this bill would be to raise the revenue from postages about \$3,500,000, without taking into view the provision it contains in relation to the transmission of public documents. The immense masses of heavy books and documents sent through the mails to all parts of the country devolve a very considerable expense upon the department for larger means of transportation than would be required for the ordinary mails. This expense, it is true, is compensated, in part, by the annual appropriation of \$700,000 from the Treasury by the acts of March 3, 1847, and March 3, 1851; but this allowance is not believed to be one-half of what such matter would amount to if charged with postage.

The discontinuance or modification of the franking privilege having

been suggested by several of my predecessors as a means of increasing the revenue, I shall not now notice the subject further than to present for consideration such a modification of it as it appears to me can be readily adopted without subjecting members of Congress to the charge of postage on their personal or official correspondence. It is proposed that in lieu of the franking privilege now allowed by law to members of Congress, the Secretary of the Senate, and the Clerk of the House, or such other officer as may be designated for the purpose, furnish the members with postage stamps to be used on all letters, public documents, and packets transmitted by them in the mails, and keep an account of the stamps furnished to each member, to be paid for out of the contingent fund of each House. It is further proposed that all letters and packets, except newspapers addressed to members of Congress, shall be prepaid at the mailing office. In this way the department would be compensated for the service rendered without a resort to the inconvenience of keeping daily minute accounts of the postage chargeable on such mail matter.

It is evident, on the slightest reflection, that the whole theory on which the Post Office Department was originally founded has been in a great measure departed from. Its great function, for many years, was the transmission of mail matter proper, such as letters, newspapers, and light pamphlets, from one part of the country to another. The idea of the government becoming a common carrier of persons and merchandise was never entertained. But what is the transmission of the immense mass of book-matter, amounting annually to hundreds of tons, but merchandise, whether sent from private book establishments or from the two houses of Congress? In a single instance the transmission of the books, &c., of one member (from Utah) has cost the department between six and seven thousand dollars. Why cannot these be forwarded under the direction of the Secretary of the Senate and Clerk of the House, either by the ordinary modes of conveyance, or by the application of postage stamps as on other mail matter? Another consideration forcibly presses itself on the mind in relation to this department. Many ocean steam-lines have been established, not really to meet the postal wants of the country, but to give aid and assistance to our growing and expanding commerce. The department could have no returns in postages that would at all compensate for their expensiveness; still, as it was of the first importance to commerce and agriculture to have such lines, the duty of establishing them, it was thought, had as well be devolved upon the Post Office Department as on any other.

The great necessity and propriety of establishing connexion with our distant possessions on the Pacific, both by sea and land, was universally acknowledged. The route by Panama has never repaid in postages half its expense; yet the nation has been, in her trade and commerce, remunerated a thousand fold. So of the great overland routes, the main one of which has been established by the express enactment of Congress. None of the latter can ever make postal returns at all proportionate to their cost; but through their agency nearly one-half of our republic will be developed in its agricultural and mineral resources. Other references might be made clearly show-

ing that the Post Office has of late years been made the instrument of accomplishing many things of great national importance not within its original scope and purpose of merely sending letters and newspapers from one place to another. It is not fair, therefore, to measure its usefulness by the mere receipt of postages, nor to complain that in accomplishing great and lasting benefits to the commerce, to the settlement and security of the country, it has brought some charge on the Treasury beyond its contributions. The other departments subsist wholly on the Treasury, bringing no returns whatever into it. Why then should it be thought strange that the Post Office Department, when charged with opening new sources of commerce to the merchants, new markets for our agricultural products, and placing our government and people in direct and independent communication with the other nations of the earth, should not be able to accomplish these great results upon a three-cent postage on letters, and on printed matter almost no postage at all?

The exact principle of justice on this whole subject I conceive to be, that, in conducting its ordinary business of transmitting correspondence, it should be thrown entirely on its own revenues. But whenever any service, on the sea or on the land, is required of it, mainly, if not exclusively, for national objects—such as the extension of our commerce, the spread of our population, and the development of the various resources of our country—the cost thereof, in all fairness, ought to be borne by the national treasury. These national purposes, if accomplished through the action of the Navy and War Departments, as they might be, would necessarily fall on the national treasury. What difference, then, should there be in this respect, when the same duties are superadded to the Post Office Department, whose rate of postages, its only means of raising revenue, has been adjusted for very different purposes? It is in the light of this distinction that the operations of this department ought to be examined. It is no longer a machine composed of horses, stages, and mail bags, for the transmission mainly of the private correspondence of individuals; it has become the great pioneer of civilization and progress; it is the agent of commerce and intelligence; it visits every town and city; it comes home to almost every domicile of the country; and its high mission of individual and national usefulness ought not to be diminished by any misapprehension of its true character and functions. Applying these general remarks to the precise question of the present rate of postage, I feel bound to say that the last reduction below five cents and the discount allowed on the already greatly reduced rates on printed matter have greatly curtailed the usefulness of the department in extending our mail service with that celerity, frequency, and uniformity to all parts of our country which the spirit of improvement in every department of business and of social life so earnestly demands. There are many portions of the United States which have not yet received satisfactory mail facilities, and are not likely soon to do so with the present inadequate means of the department.

In a compact and dense population the present rate might bear some reasonable proportion to the actual cost of transportation; but in a widely extended country, like the United States, now reaching

from one ocean to the other, and in many portions of it thinly populated, three cents would seem to be altogether insufficient to meet the actual expense incurred by the government in sending forward the letters. Heretofore our entire California correspondence has been conducted at ten cents, it being over 3,000 miles by the Panama route. Since the establishment of our various overland routes, however, all our great cities of the valley of the Mississippi are brought within the 3,000 miles, and therefore will pay the inadequate postage of only three cents. It is not likely that the people of the Atlantic States, and especially of their large cities, will be willing to pay ten cents on their extensive correspondence to California, Washington, and Oregon, whilst those in the Mississippi valley will have to pay only three cents. To avoid this source of dissatisfaction and the practical inconvenience of having different rates, regulated by distances, it is respectfully submitted to the superior wisdom of Congress whether one uniform rate of five cents for all distances would not enlarge the usefulness of the department, diminish, if it did not entirely prevent, such heavy drafts on the Treasury, and best promote the interest and convenience of the people.

In relation to the franking privilege, it is impossible to tell to what extent it is abused—not often, it is to be hoped, by those to whom it is allowed by law, but by others, who take the liberty to sign their names under some pretended authority to do so, or under no authority at all. It is impossible for the 28,000 postmasters of the United States to judge of the genuineness of the signatures, and therefore they can do nothing to prevent abuses. In times of national as well as State elections, the Post Office conveyances are literally loaded down with partisan documents, for which it is evident somebody should pay, if it is expected that the department should even approximate its own support. Now, if it be desired by Congress that all these documents be transmitted at public expense, let the stamps be furnished and charged to members who frank them, so that Congress may keep watch over the privileges granted to their own members and prevent abuses which this department has no power to detect.

#### NUMBER OF POST OFFICES.

The whole number of post offices in the United States on the 30th June last was 27,977, of which 400 are of the class denominated presidential. The number established during the last fiscal year was 2,121, and the number discontinued 730, being an increase of 1,391. The number of postmasters appointed during the year was 8,284. Of these 4,595 were to fill vacancies occasioned by resignation, 998 by removals, 278 by deaths, 292 by change of names and sites, and 2,121 on establishment of new offices. The whole number of offices on the 1st of December, 1858, was 28,573.

## TRANSPORTATION STATISTICS.

On the 30th of June last there were in operation 8,296 mail routes. The number of contractors was 7,044.

The length of these routes is estimated at 260,603 miles, divided as follows, viz :

|                      |               |
|----------------------|---------------|
| Railroad.....        | 24,431 miles. |
| Steamboat.....       | 17,043 “      |
| Coach .....          | 53,700 “      |
| Inferior grades..... | 165,429 “     |

The total annual transportation of mails was 78,765,491 miles, costing \$7,795,418, and divided as follows :

Railroad, 25,763,452 miles, at \$2,828,301 ; about eleven cents a mile.

Steamboat, 4,569,610 miles, at \$1,233,916 ; about twenty-seven cents and two mills a mile.

Coach, 19,555,734 miles, at \$1,909,844 ; about nine cents and eight mills a mile.

Inferior grades, 28,876,695 miles, at \$1,823,357 ; about six cents and three mills a mile.

Compared with the service reported on 30th June, 1857, there is an addition of 18,002 miles to the length of mail routes ; 3,859,424 miles to the total annual transportation, being about 5.11 per cent., and of \$1,173,372 to the cost, or 17.46 per cent.

The aggregate length of railroad routes has been increased 1,901 miles, and the annual transportation thereon 1,495,508 miles ; 6.05 per cent. ; at a cost of \$268,454, or 10.44 per cent.

The length of steamboat routes is greater by 1,798 miles, and the annual transportation 51,491 miles, costing \$241,918 additional, or 1.10 per cent. on transportation, and 24.38 per cent. on the cost.

The addition to coach routes is 4,371 miles in length, 464,804 miles in annual transportation, or 2.43 per cent., and \$499,018 in cost, or 35.37 per cent.

The additional length of inferior routes is 9,932 miles ; the additional annual transportation 1,847,621 miles, and the additional cost \$163,982 ; being 6.83 per cent. in transportation, and 9.87 per cent. in cost.

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

Also a table (marked G) showing the *increase* or *decrease* in the several grades of service, and their cost, in each State and Territory, during the last fiscal year, together with a detailed statement of routes on which improvements have been made and additional expense incurred, (marked H.)

The lettings of new contracts for the term commencing 1st July last embraced twenty-one States and Territories of the northwest, west, and southwest, including California, New Mexico, Utah, Oregon, and Washington.

The following table shows the new service, as in operation on the 30th September, including the overland mail route from St. Louis and Memphis to San Francisco, also the route from New Orleans *via* Tehuantepec to San Francisco.

| Conveyance.          | Miles in length. | Miles of annual transportation. | Cost.            |
|----------------------|------------------|---------------------------------|------------------|
| Railroad.....        | 8,603            | 8,972,850                       | \$1,022,437      |
| Steamboat.....       | 16,146           | 3,321,462                       | 1,361,758        |
| Coach.....           | 40,055           | 13,933,727                      | 2,580,460        |
| Inferior modes ..... | 115,547          | 18,997,016                      | 1,520,555        |
| <b>Total.....</b>    | <b>180,351</b>   | <b>45,225,055</b>               | <b>6,485,210</b> |

Compared with the service on 30th June last in the same States and Territories, the length of routes is increased 27,973 miles; the annual transportation thereon 9,026,666 miles, and the cost \$2,243,156.

Divided as follows, to wit:

|                            | Length.       | Annual transportation. | Cost.            |
|----------------------------|---------------|------------------------|------------------|
| Railroad.....              | 676           | 807,047                | \$271,168        |
| Steamboat.....             | 6,291         | 456,590                | 337,558          |
| Coach.....                 | 11,861        | 5,485,946              | 1,288,814        |
| Inferior modes .....       | 9,145         | 2,277,083              | 345,616          |
| <b>Total increase.....</b> | <b>27,973</b> | <b>9,026,666</b>       | <b>2,243,156</b> |

The statement, hereto appended, marked H, shows the routes on which the additional expense was incurred.

|                                                                                                        |                      |
|--------------------------------------------------------------------------------------------------------|----------------------|
| On the 30th of June last there were in the service                                                     |                      |
| 440 route agents, at a compensation of.....                                                            | \$334,750 00         |
| 28 express route agents.....do.....                                                                    | 28,000 00            |
| 23 local agents .....do.....                                                                           | 29,989 00            |
| 1464 mail messengers .....do.....                                                                      | 184,634 41           |
| <b>Making a total of.....</b>                                                                          | <b>577,373 41</b>    |
| This amount, with the increased cost of service under new contracts commencing on the first of July... | 2,243,156 00         |
| Added to the cost of service as in operation on 30th June last .....                                   | 7,795,418 00         |
| <b>Makes the total amount for the current year.....</b>                                                | <b>10,615,947 41</b> |

## REVENUE AND EXPENDITURES.

The expenditures of the department in the fiscal year ending June 30, 1858, amounted to..... \$12,722,470 01

For transportation of *inland* mails, including payments to route agents, local agents, and mail messengers ..... \$7,821,556 83

For transportation of *foreign* mails, to wit:

|                               |             |                   |
|-------------------------------|-------------|-------------------|
| New York to Liverpool.....    | \$33,758 48 |                   |
| New York to Bremen.....       | 100,585 93  |                   |
| New York to Havre.....        | 99,828 19   |                   |
| Charleston to Havana.....     | 60,000 00   |                   |
| New Orleans to Vera Cruz..... | 29,053 89   |                   |
| Aspinwall to Panama.....      | 100,000 00  |                   |
| Agency at Panama.....         | 1,270 85    |                   |
|                               |             | <u>424,497 34</u> |

|                                                     |  |                      |
|-----------------------------------------------------|--|----------------------|
| Total.....                                          |  | 8,246,054 17         |
| For compensation to postmasters.....                |  | 2,355,016 28         |
| For clerks in post offices.....                     |  | 918,272 73           |
| For ship, steamboat, and way letters.....           |  | 16,613 38            |
| For office furniture for post offices.....          |  | 2,927 70             |
| For advertising.....                                |  | 128,034 92           |
| For mail bags.....                                  |  | 38,454 19            |
| For blanks.....                                     |  | 106,277 76           |
| For mail locks, keys, and office stamps.....        |  | 13,485 09            |
| For mail depredations and special agents.....       |  | 73,527 01            |
| For postage stamps and stamped envelopes.....       |  | 93,019 10            |
| For dead letters claimed.....                       |  | 98                   |
| For wrapping paper.....                             |  | 50,229 67            |
| For payments to letter carriers.....                |  | 174,038 10           |
| For miscellaneous payments.....                     |  | 193,544 02           |
| For payments for balances due on British mails..... |  | 282,406 17           |
| For payments for balances due on Bremen mails.....  |  | 2,859 14             |
| For payments for balances due on Hamburg mails..    |  | 1,366 13             |
| For payments for balances due on French mails.....  |  | 26,343 47            |
|                                                     |  | <u>12,722,470 01</u> |

If there be added to the above \$91 90 lost by bad debts, and the sum of \$925 35 gained on the suspense account be subtracted, then the net amount of expenditures will be \$12,721,636 56, as adjusted in the Auditor's Office.

The gross revenue for the year 1858, including receipts from letter



carriers and from foreign postages, amounted to \$7,486,792 86, as stated below:

|                                                     |              |
|-----------------------------------------------------|--------------|
| Letter postage, received in money.....              | \$904,299 13 |
| Received for postage stamps and envelopes sold..... | 5,700,314 03 |
| Received for postage on newspapers and pamphlets..  | 591,976 90   |
| Received for postage for registered letters.....    | 28,145 16    |
| Received for fines.....                             | 85 00        |
| Received on account of emoluments.....              | 80,644 96    |
| Received from letter carriers.....                  | 174,038 10   |
| Received from dead letters unclaimed.....           | 3,410 66     |
| Miscellaneous receipts.....                         | 3,878 92     |
|                                                     | <hr/>        |
| Total revenue.....                                  | 7,486,792 86 |
|                                                     | <hr/> <hr/>  |

To the gross revenue above stated are to be added the permanent annual appropriations, amounting to \$700,000 granted to the department by the acts of March 3, 1847, and March 3, 1851, for the transportation and delivery of free mail matter for Congress and the executive departments, thus making the whole revenue of the year amount to \$8,186,792 86, which falls short of the expenditures, as adjusted on the Auditor's books, \$4,534,843 70.

I beg leave to invite attention to the full and highly satisfactory report of the Auditor, hereto appended. From this interesting document, I derive the following brief synopsis of the financial operations of the department in the past fiscal year :

|                                                                                                                                              |                |
|----------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| The balance standing to the credit of the department, on the books of the Auditor, on the 30th June, 1857, was.....                          | \$1,163,886 05 |
| The receipts of the department from all sources during the year 1858, including a gain of \$925 35 on the suspense account, amounted to..... | 7,487,718 21   |
| The amount of the various appropriations drawn from the Treasury during the year was.....                                                    | 4,679,270 71   |
|                                                                                                                                              | <hr/>          |
| Making the total of receipts.....                                                                                                            | 13,330,874 97  |
| The whole amount of expenditures in the year, including \$91 90 for accounts closed by bad debts, was                                        | 12,722,561 91  |
|                                                                                                                                              | <hr/>          |
| Leaving to the credit of the department on the 1st July, 1858.....                                                                           | 608,313 06     |
|                                                                                                                                              | <hr/> <hr/>    |

## ESTIMATE OF RECEIPTS AND EXPENDITURES IN 1859.

*Expenditures.*

|                                                                                                                                                                                                                                                            |                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| The aggregate sum appropriated by the act of Congress, approved June 14, 1858, for the service of the Post Office Department in 1859, exclusive of the transportation of foreign mails, of payments for foreign postages, and to letter carriers, was..... | \$14,035,520 00 |
| For the transportation of the mail between Charleston and Havana, act June 14, 1858.....                                                                                                                                                                   | 50,000 00       |
| For the transportation of the mails over the Isthmus of Panama, act June 14, 1858.....                                                                                                                                                                     | 100,000 00      |
| For the mail between New York and Havre, the postages as allowed by the 5th section of the act of June 14, 1858, estimated at.....                                                                                                                         | 91,000 00       |
| For payments of balances due to foreign countries, estimated .....                                                                                                                                                                                         | 325,000 00      |
| For payments of letter carriers, act March 3, 1851, estimated .....                                                                                                                                                                                        | 175,000 00      |
|                                                                                                                                                                                                                                                            | <hr/>           |
| Estimated expenditures in 1859.....                                                                                                                                                                                                                        | 14,776,520 00   |

*Means for 1859.*

|                                                                                                                                                        |               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| The balance standing to the credit of the department on the Auditor's books, on the 1st July, 1858, was.....                                           | \$608,313 00  |
| The gross revenue for the year 1859, including foreign postages, fees paid in by letter carriers, and miscellaneous receipts, is estimated at.....     | 7,786,080 00  |
| Of the appropriations made by the acts of March 3, 1847, March 3, 1851, and June 14, 1858, there is applicable to the expenses of 1859 the sum of..... | 2,700,000 00  |
|                                                                                                                                                        | <hr/>         |
| Total means for 1859.....                                                                                                                              | 11,094,393 00 |
|                                                                                                                                                        | <hr/>         |
| Deficiency of means for the service of 1859.....                                                                                                       | 3,682,127 00  |
|                                                                                                                                                        | <hr/> <hr/>   |

## OCEAN AND FOREIGN MAIL SERVICE.

The aggregate amount of postage (sea, inland, and foreign) on mails transported from July 1, 1857, to February 19, 1858, by the steamers of the New York and Liverpool (Collins) line was \$111,192 52, and by temporary steamships employed on same line during residue of the fiscal year, ending June 30, 1858, \$41,637 13, making a total of \$152,829 65 postages for the year. The postages by this line during the year ending June 30, 1857, amounted to \$210 463 03.

The postages upon mails conveyed during the last fiscal year by the United States steamers of the New York, Southampton, and Bremen line, were \$102,603 09, and by the New York, Southampton, and Havre line \$105,923 26, being a decrease of \$35,151 69 by the Bremen, and an increase of \$7,973 21 by the Havre line, as compared with the previous fiscal year.

The amount of letter postages upon mails exchanged with Great Britain during the year ending June 30, 1858, was \$802,771 64; with Prussia, \$325,763 60; Bremen, \$27,905 92; France, \$205,826 42; Hamburg, \$15,879 74; being a decrease on British mails of \$71,423 11; on Prussian mails of \$1,108 97; on Bremen mails of \$24,177 07; and an increase on French mails of \$164,638 23, and on Hamburg mails of \$14,820 14, compared with the preceding year. Net increased letter postages on European mails, \$82,749 22. The postal arrangements with France and Hamburg which have recently gone into operation have caused a diversion of much of the correspondence with the continent of Europe heretofore exchanged *via* England and *via* Bremen to the routes *via* France and *via* Hamburg, which accounts for the large decrease on British and Bremen mails during the past year.

The total postages on letter mails exchanged with Europe was \$1,378,147 32. On mails sent to Great Britain, \$380,180 58; to Prussia, \$193,765 95; to Bremen, \$11,866 36; to France, \$101,414 66; and to Hamburg, \$10,308 37. Total sent, \$697,535 92. On mails received from Great Britain, \$422,591 06; from Prussia, \$131,997 65; from Bremen, \$16,039 56; from France, \$104,411 76; and from Hamburg, \$5,571 37. Total received, \$680,611 40. Total postages collected in the United States, \$842,624 53; in Great Britain, Prussia, Bremen, France, and Hamburg, \$535,522 79. Excess of postages collected in the United States, \$307,101 74.

Total postages for the year from the New York, Aspinwall, and California lines, \$306,747 47; from the Charleston and Havana line, \$9,125 42; and from the New Orleans and Vera Cruz line, \$4,359 37.

I regret that, since the expiration of the contracts for the Bremen and Havre lines, our ocean mail steamship service to Europe has not been established on any permanent basis. The ships of the New York and Liverpool line were withdrawn in the month of February, 1858, and no service has been performed under the Collins contract since that time. This contract being with the Navy Department, the Postmaster General had no control over it, and of course no power either to enforce fulfillment or to annul for repeated failures, as in the case of ordinary mail contracts. The temporary contracts for service to Southampton, Bremen, and Havre expiring on the 1st of June last, I was very solicitous, either that the trips upon the Collins line should be resumed, or that the contract should be declared at an end, so that by new arrangements I could secure the full number of weekly trips, by American vessels, necessary to alternate regularly with the ships of the Cunard line. Hence, soon after the adjournment of Congress, I sought to ascertain whether or not I could depend on the resumption of service under the Collins contract; but it was not until quite late in the summer that I could obtain any reliable information on the subject. At length a proposition was made to resume

the service, provided the ships could be allowed to make Portland, instead of New York, the American terminus of the line. This proposition was declined by the Navy Department, and, the contract still remaining in force, it was out of my power to engage other than temporary service by the single trip on that line, as authorized by a provision in the first section of the act of last session making appropriations for ocean steamship mails. This delay and uncertainty in respect to this line had the effect, also, independently of any other cause, to prevent the making of any permanent contracts for the other lines necessary to furnish the full number of trips required, and the result has been that all the service performed has been entirely of a temporary character. Upon the Collins line, up to the 30th of September, 1858, nine outward and seven inward trips have been performed for the sea postage on the mails conveyed, at an average sum of \$5,379 per round trip, and five round trips for the sea and inland postage, amounting to \$7,125 per trip. Upon the Bremen line, from June 1, 1857, to October 21, 1858, inclusive, fourteen outward and fifteen inward trips have been performed by Cornelius Vanderbilt for the sea and United States inland postage, averaging \$8,621 per round trip; and upon the New York and Havre line, from June 1, 1857, to October 6, 1858, inclusive, the old contractors have made sixteen round trips on same terms, averaging \$7,491 per trip.

The fourth section of the act of last session, above referred to, provides that "it shall not be lawful for the Postmaster General to make any steamship or other new contract for carrying the mails on the sea for a longer period than two years, nor for any other compensation than the sea and inland postages on the mails so transported;" and the fifth section of said act confines the compensation to the sea postage only, if the transportation is by a foreign vessel. Can the service be obtained on these terms? I believe it may be. If deemed expedient to employ foreign vessels, it is certain that parties now stand ready to take the mails for the sea postage. But shall this service be relinquished entirely to foreign steamers? and if not, will American lines contract under the existing law? Nothing is clearer than that it is for the interest of this government to employ American in preference to foreign steamers for the conveyance of our mails, if they can be secured on the terms authorized by law; but whether this may be done, is a matter of doubt. Save during the winter months, there would probably be no difficulty in getting the mails carried on these terms; but for a period so short as two years, it is hardly probable that contracts with American lines could be obtained to carry regularly the year round. To secure to such lines their due share of the postages, it is essential that perfect regularity should be observed in winter as well as during the other months of the year, by at least a weekly departure and arrival on either side. The want of regularity heretofore has had the effect to give the advantage to the British lines. The evidence is now before me, that of the correspondence, for instance, between the United States and Switzerland, out of 5,000 letters, 4,800 were transmitted by British vessels, owing, it is believed, mainly to the circumstance of the known regularity of these vessels in sailing on a given day. Why may not the same regularity be established and

maintained by American ships? Let this be done, and no good reason is perceived why they may not carry an equal proportion of the mails, the postage on which would afford a fair compensation for the service. This is susceptible of demonstration. For instance, the aggregate amount of sea and United States inland postages on the mails by the different lines of United States and foreign mail packets between the United States and Europe, for the year ending June 30, 1858, was \$1,266,869. This, for semi-weekly service, would give an average of \$12,181 the round trip, or at the rate of \$633,434 per annum for the weekly service desired from an American line or lines, with the prospect of a steady increase from a constantly increasing trade and correspondence.

As calculated to furnish the requisite facilities of communication between Europe and the southern and southwestern States, the projected lines between Norfolk and England and between New Orleans and Bordeaux, in France, are among the most important to be established. It is unnecessary to point out the advantages these lines would be certain to have in developing the resources of those States. They could not fail to be otherwise than highly satisfactory. The lines to Bremen and Havre, touching at Southampton, should be continued, and, if practicable, increased to semi-monthly service. A Bremen company are now running fine steamers semi-monthly between New York and Bremenhaven, carrying the mails for the postages. If this can be done by parties in Bremen, why not, also, by enterprising citizens of the United States, and thus secure a regular and permanent weekly communication? Such an arrangement would not only afford the best and cheapest means for the transmission of the mails between the United States and continental Europe, and it may be to and from the East Indies by the way of Trieste, but it would also be highly advantageous in a commercial point of view. With reference to an American overland communication to India *via* Trieste, I am credibly informed that negotiations are pending to this end between the Lloyd Steamship Companies of Bremen and Trieste and the intermediate railroad companies; and that it is intended to take effect so soon as a weekly line is established between the United States and Bremen. It is believed that this route will furnish cheaper and better facilities of communication than any existing route.

But if the compensation for ocean steamship service is to be limited to the postages, it cannot be expected that parties will contract for so short a term as two years, and obligate themselves to carry during the winter months. I would, therefore, respectfully recommend, that the law be so far modified as to extend the term for all such contracts to a period not exceeding ten years, at the discretion of the Postmaster General.

As regards a line from some suitable port in the United States to Brazil, and the extension of the California line from Panama to the south Pacific coast, which, for commercial as well as for mail purposes, it is so desirable should be established, and the line from New Orleans to Vera Cruz, it is apparent that the postages to be derived therefrom would defray but a trifling portion of the expense of the service. I regard it as highly important that the line to Vera Cruz should be

continued. From the first of July to the first of November of this year, there was no mail upon this line, and temporary service is now performed for the postages only, in the hope that Congress will immediately authorize the making of a contract at a reasonable compensation. I respectfully recommend this, and that the same authority be granted respecting lines to Brazil and the south Pacific. The contract on the Charleston and Havana line will expire on the 30th of June next, and this, also, it is apparent, will require other aid than what could be derived from the postages to sustain it. The Vera Cruz and Havana lines, as well as the lines to California, should be classed as coastwise, and, whether susceptible of being sustained from the postages or not, should not, in my judgment, be subject to that restriction. But with reference to all lines where this restriction is not imposed, I would respectfully recommend that the Postmaster General be prohibited from entering into any contract, except under advertisement, inviting proposals in the ordinary way. The objection heretofore urged against the system of advertisement, that irresponsible parties will underbid, for the purpose of selling out for a bonus to others who are able to perform the service, will no longer hold as regards foreign lines, since the act of June 27, 1848, prohibits the transfer of any contract for transporting the mail to a foreign country.

In my last annual report I recommended an appropriation for one year's extension of the mail steamship contract on the Pacific, between Panama, San Francisco, and Astoria, in order that the service by the connecting lines on the Atlantic and Pacific sides of the Isthmus of Panama might terminate simultaneously, as originally intended by Congress. A specific appropriation for this purpose was made in the act of June 14, 1858; but as the fourth section of said act contains the provision, also, above mentioned, that the compensation under any new ocean mail steamship contract shall be limited to the postages on the mails so transported, the question was raised as to whether this provision was intended by Congress to apply to the proposed extension of the Pacific mail steamship contract. This question was submitted to the Attorney General, who decided that it could not have been so intended; and, accordingly, the contract with the Pacific Mail Steamship Company, which expired on the 1st of October, 1858, was extended at the same rate of compensation to the 1st of October, 1859, the date of expiration of the contract on this side of the Isthmus, the company agreeing also to transport from the Pacific terminus of the Tehuantepec transit, to and from San Francisco, all mails regularly conveyed between New Orleans and such Pacific terminus of the Tehuantepec route, without additional compensation.

The New York and New Orleans Steamship Company, running a line of steamers between those cities *via* Havana, heretofore carrying only a ship-letter mail, have entered into contract with the department for semi-monthly trips, except in July, commencing 1st of August last, and to continue till 30th June, 1860, at a compensation limited to the sea and inland postages on the mails transported. Up to 12th November, six round trips have been performed, the average pay per trip amounting to \$903.

By the time the contracts for the California lines, *via* Panama and

Tehuantepec, expire, on the 1st October, 1859, it is probable that the route by Lake Nicaragua will have been re-opened and in successful operation. This presents the question, whether one, two, or all three of these routes shall thereafter be employed for mail purposes. The Tehuantepec route is the shortest and most readily protected against interruptions; but it will be comparatively too new, and the line of staging too long, to furnish with certainty adequate and satisfactory communication between our Atlantic and Pacific possessions. While it is destined, no doubt, to become a transit of the first importance, and will deserve the highest patronage and encouragement, still it cannot supersede the necessity of one or more routes through Central America. Indeed, every year is demonstrating that the United States may need, not only for postal, but for commercial purposes of vast magnitude, additional transit routes. The Panama Isthmus route is now used only under a contract with the railroad company, who, in turn, hold it by a charter granted by the local government. This company might, at any time, refuse to contract with the United States, or its demands for transportation might be so exorbitant as to amount to a prohibition. After much controversy, the department has not been able to reduce the price of transportation of the mails upon it below one hundred thousand dollars per annum—a price believed to be entirely too high for only 48 miles of railroad; and there will be the same exposure to exorbitant demands upon the Nicaragua route, under the direction of a private company. To relieve the department from a condition so dependent, as well as to create a competition which might prevent extortion, it is of the highest importance that the route by Nicaragua should be re-opened, and its undisturbed use for the transportation of the mails, passengers, troops, and munitions of war secured by the solemn guarantees of a public treaty. Without this, in view of the unstable condition of the local governments of Central America, the safety and security of transportation can hardly be relied on. Contracts given by these governments to individuals or companies, in the absence of a regular treaty, under which, if necessary, the power of the United States might be invoked to enforce fulfilment, may be irregularly, if not unjustly revoked, and the department be embarrassed by the rival claims of contending parties, unable to determine satisfactorily with whom it should contract.

The late treaties with China and Japan, and the rapid growth and vast mineral resources of Australia, have made all the transit routes of Central America of increased importance to the United States. By them the Atlantic section of our country would be enabled equally with that of the Pacific to participate in that Asiatic commerce which made Tyre, Alexandria, Venice, and Genoa, the market-houses of the world. It is the almost exclusive enjoyment of this trade which makes Great Britain the first commercial power of modern times.

The United States, from her mediate position between Europe and Asia, and from her agricultural productions, particularly those of cotton and tobacco, ought now to participate largely in the advantages of this trade. This she would be enabled to do by the free use of these transits, and by the other communications already opened and

in successful operation between the Atlantic and Pacific States, especially when these communications are taken in connexion with the establishment of a steam mail line from San Francisco to Japan and China. Such a line, it is confidently believed, would draw to it not only the correspondence and travel of our own country, but of Great Britain and most of the continent of Europe. These, with its commercial profits, would probably sustain it without any other subsidy than the postages on the mails conveyed. After the first three years, the department feels confident that no subsidy whatever would be required to sustain it. Before even three years will expire, there is every probability that a line of telegraphs will be completed from San Francisco to New York, and, indeed, to every important city on the Atlantic. Such a line is already made, as we understand, nearly to the summit of the great Nevada. Letters written in England, and many parts of the continent, are transmitted by steamers to Boston, New York, &c., in from nine to eleven days. They can be transmitted by telegraph to San Francisco in one or two days at most, and thence shipped by the mail line to Japan, and China, Australia, &c. No other mode of communication can be as expeditious as this; and such correspondence would, therefore, constitute, with the regular full letter correspondence passing through this country, no inconsiderable element for the support of such a line. It is a very singular fact that the minister from Japan to the United States, instead of coming eastward direct to San Francisco, and thence to Washington, is expected to go to England by the Isthmus of Suez, and thence to take passage to the city of New York. So our ministers to China must go and return by the same circuitous route. The probability that by suitable exertions much of this trade, travel, and correspondence can be made to pass over this continent, is to be found in the strenuous exertions now making by Great Britain to secure the same through her own Canadian possessions. This rivalry of effort is for the greatest commerce of the world, and should call forth, as doubtless it will, the energies of both nations to secure such portions of it as each shall think itself fairly entitled to receive.

I have the honor to be, very respectfully, your obedient servant,  
AARON V. BROWN.



## APPENDIX.

## GREAT OVERLAND MAIL.

WASHINGTON, *October 18, 1858.*

SIR: I have the honor to submit herewith, in conformity to the instructions issued from your department on the 28th of June last, the result of my observations while passing over the mail routes between New York and San Francisco, via Aspinwall and Panama, and between San Francisco and the Mississippi river, via Fort Yuma and Franklin, (El Paso.)

I left New York on the 6th of July, in the *Moses Taylor*, and arrived at Aspinwall on the morning of the 14th. I crossed the isthmus the same day, and left Panama on the 15th in the *Sonora*. We touched at Acapulco on the 21st, and again at Manzanilla, and arrived at San Francisco on the morning of the 29th, making the trip in about twenty-three days.

I returned by the overland route, taking passage in the first stage sent across from the Pacific to the Mississippi, via Fort Yuma and Franklin, under the Butterfield contract.

I have no suggestions to offer in regard to the mail service on the first of these routes. It is performed with great regularity, and, so far as my observation extended, the arrangements for the safe-keeping of the mails are all that could be desired.

The establishment of a regular and permanent line of communication, overland, between the Atlantic States and California being a matter of general interest, some desire may naturally be felt to know how far the enterprise recently inaugurated under the auspices of your department has succeeded. I am induced, therefore, to reproduce, somewhat in detail, the notes I took while accompanying the first mail sent from the Pacific under the contract with the Overland Mail Company.

The stage, with the mails, started from the Plaza, at San Francisco, at precisely ten minutes past midnight, of the 14th ultimo, and arrived at Tipton, the present terminus of the Pacific railroad, at five minutes past nine o'clock, on the morning of the 9th instant. Thence the mails were transported by the Pacific railroad to St. Louis, where they arrived the same day at forty-five minutes past eight o'clock p. m. The entire distance between these two termini of the route was thus accomplished in twenty-four days twenty hours and thirty-five minutes, apparent time. From this there should be deducted two hours and nine minutes for the difference of time between San Francisco and St. Louis, leaving twenty-four days eighteen hours and twenty-six minutes as the time actually consumed on the trip.

The service, then, has been performed within the contract time, and as this pioneer trip was attended with many difficulties and embarrassments, which each successive trip will gradually remove, there is no reason to apprehend that a longer period will be required in future. On the contrary, I feel safe in expressing the opinion that a continued exertion of the energy and perseverance which have thus far charac-

terized the operations of the Overland Mail Company, will enable the contractors to reduce the time to twenty days.

Herewith is enclosed a memorandum (marked A) of the stations on the route, showing the distances between them, and the time made on each division. This was compiled with great care, chiefly from data obtained on the road, and, although it doubtless contains some errors, may be regarded as approximately correct.

It will be seen that the aggregate of these distances greatly exceeds that specified in the contract with the Overland Mail Company. This is accounted for by the fact that the double necessity of keeping within reach of water, and beyond the usual range of hostile tribes of Indians, has compelled the company to follow on the first, second, fourth, and fifth divisions, a route varying materially from that contemplated in the contract.

The first of these divergences occurs in California. Crossing the Sierra, not at the Tejon Pass, but through the Cañada de las Uvas, twenty-five miles to the southwest, the road skirts the edge of the desert, crosses the San Bernardino range through the San Francisquito Cañon, and thence runs by the San Fernando Pass to Los Angeles. Thence the road runs southeast, crossing the mountain at Warner's Pass, and connects at Carrizo creek with the old San Diego trail, which it follows to Fort Yuma. The route specified in the contract runs by San Bernardino, and is shorter by about eighty miles, but, as the attempts heretofore made to find water on it have proved unsuccessful, the present route was necessarily adopted. It was reported at Los Angeles on the 18th ultimo that an exploring expedition, which had been fitted out by the citizens of San Bernardino, had succeeded in finding a good road, with an adequate supply of water, on the east side of the San Jacinto range. Whether this prove to be the case or not, I would respectfully suggest that a small amount of money might be judiciously expended in making a line of water stations from Vallecito to the Colorado. Apart from the obvious advantages of shortening the mail route over the Colorado desert, there are other considerations to justify an expenditure for this purpose. This is the route by which southern emigration seeks the Pacific, and the abandoned wagons, the carcasses, and the whitening bones by the road side, too painfully attest the sufferings heretofore entailed upon the emigrants by the scarcity of water.

The most material variance from the contract route occurs in Texas. An inspection of the accompanying map of the route (marked B) will show that a saving of nearly one hundred miles might be made by running directly from Pope's Camp on the Pecos to Fort Belknap, along the route followed by Lieutenant Garrard and Captain Pope in 1854. It is alleged, however, by the company, and with reason, that unless government should interpose for their protection by establishing a line of military posts along the northern frontier of Texas, it would be impossible for them to maintain the necessary stations.

From Fort Belknap the road follows Captain Marcy's trail, portions of which the company have greatly improved at their own cost, and, passing through Gainesville and Sherman, crosses Red river at Colbert's Ferry. From Colbert's Ferry there is a direct route to Fort Smith, which would seem to be the natural terminus of the route on the east.

At this point the route branches, as you are aware, the mails being forwarded simultaneously to St. Louis and Memphis. It had been my intention to return by the Memphis branch, as being the shortest and most direct route, but I abandoned the idea on learning at Fort Smith that I should probably be subjected to some delay. It is to be regretted that the contractors on this route have exhibited so little energy in meeting the comparatively trifling difficulties they have had to encounter. It is impossible that any road could be worse than that from Fort Smith to Springfield, Missouri, and a glance at the map will show that, so far as distance is concerned, theirs has greatly the advantage of the St. Louis route, yet they have been behind time on all their trips from Memphis to Fort Smith. So, at least, I was informed while at the latter place.

In conclusion, I have to report that, with the exception mentioned above, the company have faithfully complied with all the conditions of the contract. The road is stocked with substantially-built Concord spring wagons, capable of carrying conveniently four passengers with their baggage, and from five to six hundred pounds of mail matter. Permanent stations have been, or are being established at all the places mentioned in the memorandum before referred to; and where, in consequence of the scarcity of water, these are placed far apart, relays of horses and spare drivers are sent forward with the stage to insure its prompt arrival. The various difficulties of the route, the scant supply of water, the long sand deserts, the inconvenience of keeping up stations hundreds of miles from the points from which their supplies are furnished; all these, and the many minor obstacles, naturally presented to the successful management of so long a line of stage communication, have been met and overcome by the energy, the enterprise, and the determination of the contractors. Thus far the experiment has proved successful. Whether this success is to be permanent; whether this great artery between the Atlantic and Pacific states is to pulsate regularly and uninterruptedly, does not, however, depend entirely upon the Overland Mail Company. They have conquered the natural difficulties of the route, but they have yet to encounter an enemy with whom they cannot successfully cope unaided. I refer, of course, to the tribes of hostile Indians through whose territory they necessarily pass. Their stations in Arizona are at the mercy of the Apache, and the Comanche may, at his pleasure, bar their passage through Texas.

The deep interest you have always manifested in this great enterprise renders it unnecessary for me to argue the importance of taking proper measures to guaranty its permanent success. What those measures should be it is not my province to suggest. My duty is ended with laying the facts before you, and adding my testimony to that already in your possession as to the necessity which exists for a prompt and effectual intervention on the part of government for the protection of the route.

With great respect, your obedient servant,

G. BAILEY, *Special Agent, &c.*

Hon. A. V. BROWN,

*P. M. General, Washington, D. C.*

## [A.]

*Memorandum of distances between the stations on the overland mail route from San Francisco to St. Louis, and of the time made on the first trip.*

## FIRST DIVISION.

San Francisco to Clark's, 12 miles ; San Mateo, 9 ; Redwood City, 9 ; Mountain View, 12 ; San Jose, 11 ; Seventeen Mile House, 17 ; Gilroy, 13 ; Pacheco Pass, 18 ; St. Louis Ranch, 17 ; Lone Willow, 18 ; Temple's Ranch, 13 ; Firebaugh's Ferry, 12 ; Fresno City, 19 ; Elk Horn Spring, 22 ; Whitmore's Ferry, 17 ; Cross Creek, 12 ; Visalia, 12 ; Packwood, 12 ; Tule River, 14 ; Fountain Spring, 14 ; Mountain House, 12 ; Posey Creek, 15 ; Gordon's Ferry, 10 ; Kern River Slough, 12 ; Sink of Tejon, 14 ; Fort Tejon, 16 ; Reed's, 8 ; French John's, 14 ; Widow Smith's, 24 ; King's, 10 ; Hart's, 12 ; San Fernando Mission, 8 ; Cahuengo, 12 ; Los Angeles, 12. Total, 462 miles. Time, eighty hours.

## SECOND DIVISION.

Los Angeles to Monte, 13 miles ; San José, 12 ; Chino Ranch, 12 ; Temascal, 20 ; Laguna Grande, 10 ; Temecula, 21 ; Tejungo, 14 ; Oak Grove, 12 ; Warner's Ranch, 10 ; San Felipe, 16 ; Vallecito, 18 ; Palm Springs, 9 ; Carrizo creek, 9 ; Indian Wells, 32 ; Alamo Mocho, 24 ; Cook's Wells, 22 ; Pilot Knob, 18 ; Fort Yuma, 10. Total 282 miles. Time, seventy-two hours and twenty minutes.

*Note.*—There is no water on this route between Carizo creek and the Colorado, except at the stations.

## THIRD DIVISION.

Fort Yuma to Swiveller's Ranch, 20 miles ; Fillibuster Camp, 18 ; Peterman's, 19 ; Griswell's, 12 ; Flap-Jack Ranch, 15 ; Oatman Flat, 20 ; Murderer's Grave, 20 ; Gila Ranch, 17 ; Maricopa Wells, 40 ; Socatoon, 22 ; Picacho del Tucson, 37 ; Pointer Mountain (Charcos de los Pimas,) 22 ; Tucson, 18. Total, 230 miles. Time, seventy-one hours and forty-five minutes.

## FOURTH DIVISION.

Tucson to Seneca Springs, (Cienega de los Pimas,) 35 miles ; San Pedro river, 24 ; Dragoon Springs, 23 ; Apache Pass, (Puerto del Dado,) 40 ; Stein's Peak, (El Peloncillo,) 35 ; Soldier's Farewell, (Los Peñasquitos,) 42 ; Ojo de la Vaca, 14 ; Mimbres river, 16 ; Cook's Spring, 18 ; Picacho, (opposite Doña Ana,) 52 ; Fort Fillmore, 14 ; Cottonwoods, 25 ; Franklin, (El Paso,) 22. Total, 360 miles. Time, eighty-two hours.

*Note.*—There is no water on this route between Tucson and the Rio Grande, except at the stations.

## FIFTH DIVISION.

Franklin to Waco Tanks, 30 miles ; Cornudos de los Alamos, 36 ; Pinery, 56 ; Delaware Springs, 24 ; Pope's Camp, (Pecos river,) 40 ;

Emigrant Crossing, 65 ; Horse Head Crossing, 55 ; Head of Concho, 70 ; Camp (——,) 30 ; Grape creek, 22 ; Fort Chadbourne, 30. Total, 458 miles. Time, one hundred and twenty-six hours and thirty minutes.

*Note.*—There is no water on the route between Franklin and Pope's Camp, and between Horse Head Crossing and the Mustang Ponds, (near the head of Concho,) except at the stations.

SIXTH DIVISION.

Fort Chadbourne to Valley creek, 12 miles ; Mountain Pass, 16 ; Phantom Hill, 30 ; Smith's, 12 ; Clear Fork, (of the Brazos,) 26 ; Franz's, 13 ; Fort Belknap, 22 ; Murphy's, 16 ; Jackboro', 19 ; Earhart's, 16 ; Conolly's, 16 ; Davidson's, 24 ; Gainesville, 17 ; Diamond's, 15 ; Sherman, 15 ; Colbert's Ferry, (Red river,) 13½. Total, 282½ miles. Time, sixty-five hours and twenty-five minutes.

SEVENTH DIVISION.

Colbert's Ferry to Fisher's, 13 miles ; Nale's, 14 ; Boggy Depot, 17 ; Gary's, 16 ; Waddell's, 15 ; Blackburn's, 16 ; Pusley's, 17 ; Riddell's, 16 ; Holloway's, 18 ; Trayon's, 19 ; Walker's, (Choctaw agency,) 16 ; Fort Smith, 15. Total, 192 miles. Time, thirty-eight hours.

EIGHTH DIVISION.

Fort Smith to Woosley's, 16 miles ; Brodie's, 12 ; Park's, 20 ; Fayetteville, 14 ; Fitzgerald's, 12 ; Callaghan's, 22 ; Harburn's, 19 ; Couch's, 16 ; Smith's, 15 ; Ashmore's, 20 ; Springfield, Missouri, 13 ; Evans', 9 ; Smith's, 11 ; Bolivar, 11½ ; Yost's, 16 ; Quincy, 16 ; Bailey's, 10 ; Warsaw, 11 ; Burns', 15 ; Mulholland's, 20 ; Shackelford's, 13 ; Tipton, 7. Total, 318½ miles. Time, forty-eight hour- and fifty-five minutes.

NINTH DIVISION.

Tipton to St. Louis, (by Pacific railroad,) 160 miles. Time, eleven hours and forty-five minutes.

RECAPITULATION.

|                                         | Miles.       | Hours.        |
|-----------------------------------------|--------------|---------------|
| San Francisco to Los Angeles.....       | 462          | 80            |
| Los Angeles to Fort Yuma.....           | 282          | 72.20         |
| Fort Yuma to Tucson.....                | 280          | 71.45         |
| Tucson to Franklin.....                 | 360          | 82            |
| Franklin to Fort Chadbourne .....       | 458          | 126.30        |
| Fort Chadbourne to Colbert's Ferry..... | 282½         | 65.25         |
| Colbert's Ferry to Fort Smith.....      | 192          | 38            |
| Fort Smith to Tipton.....               | 318½         | 48.55         |
| Tipton to St. Louis.....                | 160          | 11.40         |
| <b>Total.....</b>                       | <b>2,795</b> | <b>596.35</b> |

Deducting from this two hours and nine minutes for the difference of time between San Francisco and St. Louis, and reducing it to days, there results twenty-four days eighteen hours and twenty-six minutes, as the time actually occupied in making the trip.

SAN ANTONIO AND SAN DIEGO ROUTE.

*Extract from a report made in March, 1858, to the Postmaster General by the superintendent of the route from San Antonio, Texas, to San Diego, California.*

January 19.—I left for Washington.

The question is frequently asked as to whether we have a well defined road all the way from San Antonio to San Diego. To this I answer that it is as plain a road as any stage route over which a mail is carried in coaches for your department. An emigrant would find it as impossible to miss his way when once on our road, either going to or returning from California, as he would if travelling in a country where guide posts marked every cross-road.

An examination of my table of distances will show four military posts between San Antonio and Birchville; from Birchville to La Mesilla we have a settled country all the way; from La Mesilla to Tucson we have not at present any military posts, but I am informed that the War Department contemplate placing two forts in this portion of Arizona, immediately on the completion of the Fort Yuma and El Paso wagon road. In the whole distance of 460 miles from Tucson to San Diego, one hundred and fifteen miles is the longest distance at present between any of our mail stations.

An emigrant passing over our route will meet or be overtaken by a mail party four times every month, while from our mail conductors he can always obtain the reliable information as to road, wood, water, grass, camping places, with directions where to find safe valleys in which to feed his stock for a few weeks, and transmit messages, letters, or any desired intelligence from friends before or behind him. I have received many expressions of satisfaction from emigrants I met on the road, and, also, from others in California, who last season on the trip realized in a small way the advantages of the mail in these respects to overland emigration.

When camping, after a drive of about ten miles, we unharness in the middle of the road, and from one end of our route to the other, from San Antonio to San Diego, the road can almost be measured by the ashes of our camp fires.

From Fort Hudson, in Texas, to Tazotal, on the Gila, a distance of 1,200 miles, nearly the whole of our route is over an elevated, dry country. When but a small amount of labor was requisite at first to make a road suited to staging, only a portion of this has ever had any labor bestowed on it beyond that of passing trains. From San Antonio to El Paso, a distance of 651 miles, the road was opened in the year 1849 by a government train of several hundred wagons, en route to El Paso; since that time the continual passage of govern-

ment and freighting trains, as also of the Santa Fé and San Antonio mail coaches, had beaten down an excellent road, before the labors of the El Paso and Fort Yuma wagon road expedition commenced.

That portion of our route situated between El Paso and the Pimos villages has never had even a government train to open it. Colonel Leach's labors will be of great service in straightening it, finding new watering places, enlarging others, and in constructing tanks, if the appropriation will admit of such an expenditure. A consultation of the items of my own journey, where I have put down each day's advance, will tend to show the excellent condition of our roads, for we used a coach all the way from San Antonio to San Diego, sometimes drawn by six, never by less than four mules.

There are a number of formidable looking ranges of mountains upon all the maps, running across Arizona, north and south, which look to be barriers almost impassable without a great expenditure of time and money. Our road we found to be *through*, rather than *over*, these mountains; although they appeared formidable at a distance, yet, on approaching, they generally proved to be isolated buttes, with our road winding around them by easy grades through the valleys, or else passing over some low span or saddle, no way impeding staging. These passes in the mountains seemed to be formed by nature on purpose for a road. The speed our coaches are making through these mountain ranges is the best evidence of their easy and expeditious passage. By my journal of August 25th, it will be noticed that the speed we made from Cook's Spring, through the Sierra Madre mountains to and beyond the Mimbres river, was 21 miles in five hours; through all the other mountain passes we made much the same rate of speed.

Having formed my ideas of mountains and mountain roads from a pretty extensive experience among the Sierra Nevada of California, I was very forcibly struck by the fact of not meeting a regular chain of mountains all the way from San Antonio until I reached the coast range of California, eighty miles from San Diego. I wish to call particular attention to the distinction between ranges of mountains like the Alleghanies and Sierra Nevada, and the system of isolated buttes scattered over portions of our line, and around which we pass by valley roads well adapted to speed. The mountains south of the Gila and its immediate neighborhood do not interfere with our road; they come up close to the river in many places, but leave an ample passage way for our road around the bases. These mountains are mostly what the Mexicans term *mesas*—high hills, flat on their tops. It appears as if the plain had formerly been level with the tops of the hills, some hundreds of feet higher than it is now. This same appearance of *mesas* is found along the Pecos.

On the 15th of November, looking northward from our station at the Maricopa wells, I could plainly see that the high mountains to the north of the Gila, standing in a bold relief against the sky, were covered at their summits with a cap of snow, glistening in the pleasant sun of the valley where we were. Abundance of rain had fallen throughout the Gila valley this season, but no cold weather had come as yet; we naturally concluded that the rain of the valley was snow

on the tops of the mountains. In the daytime we found it so pleasant that bathing was our constant practice, though the nights were cool and damp from heavy dews. I am informed that all or most of these valleys north of the Gila have a rich soil, capable of sustaining a large population. I trust, on some future trip, to be able to explore them, as they are situated within what is likely to become a portion of the new Territory of Arizona, through the whole length of which our line passes. It was among some of the valleys to which I refer that John R. Bartlett, esq., found evidences of a race of men long since extinct, who must have been superior to the present Indians of the country.

At present we have no good road directly over the coast range of mountains from Lassator's ranch to Vallecito on the desert, but the enterprise of the people of San Diego will secure us one at an early day. When I came over the mountains on my way east, there was a large working party of Indians, under Mr. Lassator, diligently using the means which had been subscribed in the county for a road over the mountains.

Wood, water, and grass, are the emigrant's necessities in crossing our continent. Over our route we have enough of these for all purposes of staging or emigration. Through the country over which we pass, though there is enough water for emigration and staging, yet there is but one river not usually fordable; I refer to the Colorado of the west. This is a great deal in its favor as a stage road. If it were a heavy timbered country, it would not be likely to be so well grassed, as it would be sure to have large rivers troublesome to cross, and need an immense labor cutting down timber to open a road. As to grass, it is wonderfully provided all the way to our Maricopa station. Wood is generally scarce on our route. From San Antonio to San Felipe creek, a distance of one hundred and fifty miles, there is an abundance of wooded country; post oaks and mezquit flats are quite numerous. Along Devil's river, for a distance of twenty miles, there is plenty of wood.

At Forts Lancaster and Davis oak wood is hauled from a distance of seven miles to supply the military posts. Along the Rio Grande universally the fuel is the root of the mezquit tree, a sort of underground forest; it burns with as hot a fire as hickory wood, and makes superior charcoal. Cottonwood is used along the Rio Grande valley, being the fuel used in some places. We found wood scarce all the way from the Rio Grande to the Maricopas; from thence to Fort Yuma, along the Gila, abundant; then it is scarce over the desert; at the watering places, however, enough can be found in spots not remote from the wells; once among the San Diego mountains there is wood enough. Over these portions of our road where we find no wood at the springs or watering holes, and for want of time cannot wander off among the mountain gulches to look for it, we secure enough for all purposes of cooking from the great abundance of roots generally found just cropping out of the ground; these make an excellent fire.

An examination of my table of distances will show no want of water along the route; all my measurements are to and from well known



watering places. From San Antonio our road is extremely well watered until we reach the head of the San Pedro or Devil's river, a distance of 218 miles ; going west thence, we have a jornada of forty-four miles ; thence another of thirty miles, between permanent roads, on to the Pecos. In the rainy season there are plenty of places in this distance where the water stands in natural tanks in the rocks, or in cañons. This stretch of forty-four miles is the longest we have on the road between permanent water stations ; it forms, however, no great obstacle to staging. We haul water for ourselves in kegs, and the mules, having to go about twelve to sixteen hours without it, do not suffer in consequence. We have no scarcity of water in Arizona for our present purposes.—(See schedule of distances.) Our watering places on the desert west of Fort Yuma are by no means far apart, but the supply is limited at all times. It will be a matter of absolute necessity to enlarge them before the overland emigration of this spring reaches the desert. The improvement of those now used, as well as the digging of others, will be very easily accomplished.

I am of opinion that the chances of procuring water by boring artesian wells on the elevated table lands, over which our road runs, may be considered as very limited. At any rate, as a practical mode of procuring water for us, it will not do. Supposing Captain Pope should demonstrate the feasibility of boring these artesian wells, even then private individuals cannot afford to make them, neither can they wait for government to do so. We should be compelled, in staging across the continent at a rate of speed necessitating the erection of stations, to adopt the old Mexican method of building tanks wherever the natural formation of the country admits of it, which it does in numerous places along our road.

As for grass, the country through which our road runs is unequalled as a grazing country, in the opinion of practiced men acquainted with the subject. I have heard farmers pronounce the gramma and mezquit grass nearly equal to clover. There is a peculiarity of the grass of this section which adapts it most admirably to our purpose ; when appearing dried up and dead, it contains life and nutriment ; an examination will show this on plucking it. When the rains come, instead of our having to wait wholly for new grass to spring up, we find the old dried grass renewing its life, becoming green again, until in a few days the country is covered with an excellent crop of grass, as good as if it had been growing many weeks.

Many of the finest ranches or grazing farms in the State of Sonora were once located in what is now called Arizona ; the buildings are at present deserted ; the inhabitants have fled from the Apaches, who stole their cattle, as far as possible destroyed the buildings, and murdered or carried into captivity the inhabitants.

The section of the country along the Gila river is commonly pronounced by emigrants the worst portion of the whole southern road across our continent ; but even along this river, though it is not superabundantly supplied with grazing lands, no one need let their animals suffer for the want of food. Travellers must take some care in examining to the right and left of the road. To those who have just been passing over the finest grazing lands in the world, where a

range of a few hundred yards would suffice for their teams anywhere along the road, the Gila naturally seems a desert. As a fair illustration of the grazing in Arizona, I would state that an overheated horse or mule will actually founder on the rich gramma grass as he would on clover. On nearly all the hills found along the Gila river spots of gramma and quinta or bunch grass are scattered in places. Young willows also grow along the river banks, which are good food for animals. A weed much liked by them and very nutritious is found in many places along the bottoms. Mules are also fond of the fallen leaves of the mezquit tree. By crossing the river and making a little exploration, spots of good grazing can be found on the north side of the Gila. Lastly, there is in the season an abundant supply of excellent food for animals in the mezquit beans which are found on our road along the Gila, from Tezotal to Fort Yuma. These beans fall from the tree as soon as ripe; animals will leave their corn to eat them, as I have proved.

The Indians make a kind of flour from these beans by roasting and then pounding them; they contain a large portion of saccharine matter, so much so that the Pimos manufacture from them a species of syrup. They commence falling in August; we found a great many under the trees in November, after the emigration had passed down the river.

On my return trip from San Diego I brought my mules into our Maricopa station in a much better condition than when I left Fort Yuma with them. My practice was this: while one of my two teams of mules was working in the coaches for a couple of hours at a walk, I would have the other team under charge of an experienced man, either ahead or behind the coaches, eating their fill of grass, beans, or whatever they could find. At the end of two hours we would change teams, giving the other set of mules their chance for loitering behind to eat.

Sometimes emigrants who are going to California pasture their cattle on the bottom lands of the Colorado river for a few weeks before attempting to cross the desert; others again put on at once, in order to reach as soon as possible the excellent grazing on the coast range. We keep a mulada at Fort Yuma for our changes, which we send out every day to feed in the river bottom, under charge of a Mexican herder, bringing them in at night for safety.

In crossing the Colorado desert of ninety-five miles from Fort Yuma to Carissa there is but little for animals to eat. In some few places arroyos make up to the northward, containing mezquit trees full of beans, but these are limited in number, while they are not situated at the watering places.

In the mountains near Carissa, or at Vallecito, good grazing commences again. I am assured by men familiar with this section of country that good hay can be cut on the mountain sides, a few miles south of the present desert, and hauled on to the line of our road at a fair price. Mezquit beans can also be procured sufficiently near the road to be sold to travellers at reasonable rates. One advantage of our road is, that any emigrant who may be *en route* to California can now leave his stock in Arizona to recruit, while he takes passage for San

Diego or along the road to explore for himself the country over which he intends to pass.

The country we stage over is a grazing and mineral country, rather than an agricultural one, though I found no lack of grain along the road. In seasons of rain an abundance of grain is raised all the way from San Antonio to Fort Clarke; from there to Birchville there are no settlements, and the grain has to be hauled from either end to the military posts between these two points; along the Rio Grande the whole country is capable of cultivation. Wheat, corn, beans, pumpkins, and onions of very superior flavor are all raised in great abundance by the Spanish population.

Flour of an excellent quality is made at a mill on the Rio Grande, a couple of miles above El Paso; it is owned and managed by Simeon Hart, esq., who is the contractor for supplying with flour all the forts in that section of the country.

In many places along the Rio Grande our road lies through corn-fields miles in length. At Tucson we found no difficulty in purchasing corn and barley for our mules; flour from wheat grown in the Santa Cruz valley, and ground at Tucson by the Mexicans; also beans and onions.

At Maricopa station we bought of the Indians flour, beans, pease, green and dried pumpkins, chickens, eggs, corn, and wheat. At Fort Yuma everything has to be imported. There is a considerable importation there of flour, pinola, pounded parched corn, jerked beef, and sugar, called pinoche, all of which comes on pack animals from Sonora; no doubt a large trade will spring up from this when Colorado City becomes of consequence. Nearly everything is now brought from San Francisco by way of the Gulf of California and steamer up the Colorado river.

Arizona ought to be supplied through Guayamas, a Mexican port on the Gulf of California.

Ours is emphatically a stage road. If it were a rich agricultural country all the way from San Antonio to San Diego, it would be impossible for a stage line to cross it in schedule time until some remote day, when the whole distance shall have been settled, and towns built at convenient distances with good roads connecting them. Our present road would be called a superior one in any State for thirteen hundred miles of its length, and a fair road the remainder of the distance, save twenty-two miles of sand in the Colorado desert, from Cook's Wells to Alamo Mucho.

In the valley of the Rio Grande I had an application from an old mountain man who wanted a situation as guide. This man had trapped beaver in all the principal streams falling into the Gila and Colorado rivers. He said the trappers pronounced our present route across Arizona a good one at all seasons of the year.

I had a good opportunity of knowing the nature of the climate we have to contend with. Leaving San Antonio in August, and going directly through, I passed over the road in the hottest months of the year. Then leaving San Diego October 23, and spending nearly three months returning, I experienced the winter weather over the same country. It was very warm in San Antonio in July, but when

we had once commenced ascending to the table lands of Texas, the heat became comparatively moderated, with nights particularly pleasant. In going down the Gila, where we were descending toward the level of the sea, the heat was very great, so much so that for comfort, and having a full moon, we travelled by night and lay by during the middle of the day. In my experience of the heat on the Gila, which looks so formidable as marked by the thermometer, I suffered much less with that instrument indicating a hundred and over than I have suffered in the Atlantic States with the thermometer at 85 or 90. The air was pure and clear, the heat produced a copious perspiration and gave no feeling of oppression in breathing.

In my plans for returning across the continent, the recollection of the hot days along the Gila or on the Colorado desert never present themselves to me as any serious inconvenience. The heat does not oppress animals any more than it does men. Our mail carriers, who regularly cross the desert, frequently complain of the blinding influence of the sun reflected in their eyes from the bright sands; I never heard any of them complain of unpleasant effects from the heat, and we have a number of men employed who have traversed this desert for several years past. In returning to San Antonio through Arizona and Texas, I experienced the northers a number of times, having been delayed once by snow; but none of our party ever suffered anything more than the natural annoyances incidental to wet feet and damp blankets. I make here some few extracts from my journal about the cold I experienced on our route:

*December 5.*—At El Paso have had a week of cold weather, with an occasional strong north wind during the time. Ice formed in a pond 100 feet across in the rear of the house; ice also made in the acequias, but the river was barely skimmed over once very early in the morning. Only once in a great many years, in El Paso, has the ice been thick enough to put up a few tons in an ice house.

*December 9.*—The mail coach came into El Paso from Tucson, and the conductor reported a norther, accompanied by snow, in the Mimbres. It fell on them the same day we had a norther at El Paso, the 5th, as above; the snow melted as it fell, so that by making a longer morning drive than common he reached the shelter of the trees at the Mimbres; none of his mules were chilled by being exposed without blankets, after unharnessing. The same conductor reports a snow squall on the previous trip, without any detention in either case to the mail and without the snow lying on the ground at all; it melted as it fell both times.

A letter per this mail from our train going west reports the weather cold enough in the night to freeze water in the canteens, but no one suffering from cold by sleeping on the ground. During the day it was bright and warm, forming a pleasant contrast to the night.

At El Paso, December 9, we received advices of the northern wagon road expedition having returned for the winter. I consulted Colonel Leach, superintendent of the El Paso and Fort Yuma wagon road as to his movements; he assured me he had no intention of going into winter quarters, but, on the contrary, should continue on the road

through the winter months ; in fact, he deemed them the best suited to his purposes of shortening and improving the road.

The surgeon of Fort Lancaster, who keeps a meteorological journal, said they had not as much snow in that part of Texas during the whole of the past six years taken together as had fallen during the present winter. The snow which fell on the 3d had so far disappeared from the ground as to allow the animals to graze sufficiently, but I waited in order to accompany a detachment of mounted infantry going on a scout as far as Fort Hudson.

*January 6.*—The snow had entirely disappeared.

*January 7.*—We camped to-night on the Llano Estacado, about half way across it ; there was not a particle of snow on the ground. We found one advantage from the snow—it had melted and run into a natural stone tank, giving us abundance of water for ourselves and stock ; it will last some weeks. An expense of a few hundred dollars in building up the sides of the tank would make it capable of holding several millions of gallons of water.

The Llano Estacado is here very narrow ; we cross the extreme southern portion of it immediately south of us. Not a mile distant, I saw the cañons and broken gulches running eastward to the Devil's river, and westward to the Pecos.

I never had a case of sickness among either men or passengers during my whole trip, excepting a little annoyance from an over-indulgence in fruit in the valley of the Rio Grande. The salubrious air must be conducive to health. Such is the purity and clearness of the atmosphere that the stars shine at night with a brilliancy unknown in this section of the country ; cloudy days or nights are an exception, and the stars at night actually give light enough to enable us, on our night drives, of which we have a considerable number, to find the road. It can be seen for some distance ahead of the mules, very plainly.

#### *Climatic boundary on the West.*

*October 24* —The coast range of mountains, which approaches the sea in San Diego county, is the climatic boundary between California and Arizona. Our stock is kept at Lassator's, 48 miles, nearly due west, from San Diego, in a beautiful valley among the mountains ; in San Diego they have a charming climate the year round, while among the mountains snow falls occasionally during the winter, which in the valley below turns to rain. The snow remains on the ground but a day or two. In California there is no rain from March until October, but showers occasionally fall in these valleys during the summer months, when it is the rainy season in Sonora.

The exploring party I sent over the mountain on the 15th of September were rained on all one night. We saw clouds to the westward, but not one drop of rain fell upon us.

By reference to my journal it will be noticed that rain fell on us at intervals all the way from the opening of the Rio Grande valley until I came near to Fort Yuma. While the coast along the Pacific was, in September and October, parched with a drought, compelling

rancheros to send their cattle into the mountains, our contractor was cutting hay to send over to our station on the desert. Lassator's is twelve miles from the top of the coast range, which we there descend by a mule path for several miles on our way to Vallecito, though a good road can be made with a moderate amount of money. After crossing the desert emigrants usually give their stock a run of the excellent grazing valleys in these mountains before proceeding further on their journey.

It is hardly possible for me to do more than sketch a few of the changes which our road has produced in the country through which we pass.

The War Department uses the facilities offered by our line for a regular semi-monthly correspondence with seven military posts.

Persons interested in mining pursuits are now looking with great interest towards the silver and copper mines of Arizona. Our mail not only carries the correspondence which takes the money to the mining parties, but regularly brings reports of their success, while passengers are, all the while, taking our line to Arizona; our stations afford stopping places and our agents information to all who prefer their own mode of conveyance; such travellers are numerous.

The newly appointed consul for Guyamas takes our stage as far as Tucson, starting from San Antonio, Texas.

Our line is already forming the basis of a new State, rich in minerals, halfway between Texas and California.

United States mail service abroad, as in operation September 30, 1858.

Vol. iii—48

| No of route. | Routes.                                                                                                                                                                                               | Distance        | Number of trips.                                               | Contractors.                                                   | Annual pay. | Remarks.                                                                                                                                                                                                                                                                             |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------------------------------|----------------------------------------------------------------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1            | New York, by Southampton, England, to Bremenhaven, Germany.                                                                                                                                           | Miles.<br>3,700 | Thirteen trips a year....                                      | Not under contract .....                                       | (*)         | Mails regularly transported for the postages, under act of June 14, 1858.                                                                                                                                                                                                            |
| 2            | Charleston, South Carolina, by Savannah, Georgia, and Key West, Florida, to Havana, Cuba.                                                                                                             | 669             | Twice a month .....                                            | M. C. Mordecai.....                                            | \$63,000    | 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 Granada, direct.                                                                                                                                                           | 2,000           | Twice a month.....                                             | M. O. Roberts, B. R. McIlvain, and Moses Taylor.               | 290,000     | 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           |                                                                |                                                                |             |                                                                                                                                                                                                                                                                                      |
| 4            | Havana to Aspinwall.....                                                                                                                                                                              | 1,200           | Twice a month.....                                             | Pacific Mail Steamship Company, William H. Davidge, president. | 348,250     | Under contract with the Secretary of the Navy and Postmaster General, agreeably to acts of Congress of March 3, 1847, March 3, 1851, and June 14, 1858.                                                                                                                              |
|              | Astoria, Oregon, by Port Orford and San Francisco, to Panama, New Granada, (supplying Monterey, San Diego, &c., by a separate coastwise steamer from San Francisco, in due connexion with main line.) | 4,200           |                                                                |                                                                |             |                                                                                                                                                                                                                                                                                      |
| 5            | New York to Liverpool, England.....                                                                                                                                                                   | 3,100           | Twenty trips a year....                                        | E. K. Collins, James Brown, and Stewart Brown.                 | 385,000     | Under contract with the Secretary of the Navy, agreeably to act of Congress of March 3, 1847. Contractors having withdrawn their steamships from the service in February, 1858, mails have since been transported by temporary steamers for the postages under act of June 14, 1858. |
| 6            | New York, by Cowes, England, to Havre, France.                                                                                                                                                        | 3,270           | Thirteen trips a year....                                      | Not under contract.....                                        | (*)         | Mails are regularly transported for the postages under act of June 14, 1858.                                                                                                                                                                                                         |
| 7            | Aspinwall to Panama, New Granada....                                                                                                                                                                  | 48              | Twice a month, or as frequent as the mail service may require. | Panama Railroad Company.....                                   | 100,000     | Under contract with the Postmaster General.                                                                                                                                                                                                                                          |
| 8            | New Orleans to Vera Cruz, Mexico.....                                                                                                                                                                 | 900             | Twice a month.....                                             | Not under contract.....                                        | (*)         | Mails transported for the United States postage, under act of June 14, 1858.                                                                                                                                                                                                         |

(\*) United States postages (sea and inland) on mails conveyed.

HORATIO KING, *First Assistant Postmaster General.*

POSTMASTER GENERAL.

*Statement of the sums paid for the year ending June 30, 1858, on the New York and Liverpool line, the New York and Chagres line, and the Astoria and Panama line, exhibiting in separate columns the whole contract pay, the amount of the 10 per cent. deductions, the sums deducted as fines, on the recommendation of the Postmaster General, and the actual amount paid over.*

|                                                           | Amount of 10 per cent. deductions. | Amount deducted as fines. | Amount paid over. | Amount of interest. |
|-----------------------------------------------------------|------------------------------------|---------------------------|-------------------|---------------------|
| New York and Liverpool line, at \$385,000 per annum ----- | \$38,500 00                        | -----                     | \$204,250 00      | \$7,835 00          |
| New York and Chagres line, at \$290,000 per annum -----   | 29,000 00                          | 1,000 00                  | 255,518 94        | 4,481 06            |
| Astoria and Panama line, at \$348,250 per annum -----     | 19,900 00                          | -----                     | 326,171 37        | 2,178 63            |

A. J. O. BANNON.

TREASURY DEPARTMENT,  
Fourth Auditor's Office, November 23, 1858.

POST OFFICE DEPARTMENT,  
Contract Office, December 1, 1858.

SIR: For a statement of the mail service for the contract year ended 30th of June, 1858, I respectfully refer you to the tables hereto annexed.

Table A exhibits the character of the service, the length of routes, the number of miles of transportation, and the cost thereof as it stood at the close of the year.

Table B shows the number of mail routes in operation, the number of mail contractors, route agents, express agents, local agents, and mail messengers in the service of the department on the 30th of June, 1858.

On the 1st of July last the new service in the northwest and southwest sections, comprising the States of Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Minnesota, Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, Texas, California, and the Territories of Oregon, New Mexico, Utah, Nebraska, Kansas, and Washington, was put in operation, the first quarter of which expired on the 30th of September, 1858.

Table C exhibits the service in these sections as it stood at the close of the contract year, 30th of June, 1858, and at the close of the first quarter of the current year.



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

Table E exhibits the railroad service as in operation on the 30th of June, 1858, also the cost per mile in each State.

Table F exhibits the steamboat service for the current year, showing the particulars of each route.

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

WM. H. DUNDAS,

*Second Assistant Postmaster General.*

Hon. A. V. BROWN,

*Postmaster General.*

## A.

Table of mail service for the year ended June 30, 1858, as exhibited by the state of the arrangements at the close of the year.

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

| States and Territories. | Length of routes.<br><br>Miles. | Annual transportation and cost. |          |           |          |               |          |              |          | Total annual transportation by mode not specified. | Total annual transportation by coach. | Total annual transportation by steamboat. | Total annual transportation by railroad. | Total annual transportation. | Total annual cost. |
|-------------------------|---------------------------------|---------------------------------|----------|-----------|----------|---------------|----------|--------------|----------|----------------------------------------------------|---------------------------------------|-------------------------------------------|------------------------------------------|------------------------------|--------------------|
|                         |                                 | Mode not specified.             |          | In coach. |          | In steamboat. |          | By railroad. |          |                                                    |                                       |                                           |                                          |                              |                    |
|                         |                                 | Miles.                          | Dollars. | Miles.    | Dollars. | Miles.        | Dollars. | Miles.       | Dollars. |                                                    |                                       |                                           |                                          |                              |                    |
| Maine.....              | 4,847                           | 2,425                           | 28,141   | 1,945     | 46,427   | .....         | .....    | 477          | 47,780   | 675,272                                            | 837,564                               | .....                                     | 404,976                                  | 1,917,812                    | 122,348            |
| New Hampshire....       | 1,880                           | 837                             | 10,185   | 554       | 7,910    | 60            | 1,450    | 429          | 37,450   | 274,248                                            | 207,324                               | 31,200                                    | 389,376                                  | 902,148                      | 56,895             |
| Vermont.....            | 2,349                           | 546                             | 7,138    | 1,314     | 19,190   | .....         | .....    | 489          | 56,956   | 175,086                                            | 577,460                               | .....                                     | 320,268                                  | 1,472,814                    | 83,284             |
| Massachusetts.....      | 3,086                           | 912                             | 19,223   | 632       | 15,791   | 240           | 7,250    | 1,302        | 154,035  | 455,648                                            | 348,972                               | 140,400                                   | 1,400,100                                | 2,345,120                    | 196,299            |
| Rhode Island.....       | 403                             | 178                             | 3,340    | 88        | 1,500    | 28            | 800      | 109          | 14,225   | 82,004                                             | 44,200                                | 17,472                                    | 126,984                                  | 270,660                      | 19,859             |
| Connecticut.....        | 2,202                           | 719                             | 14,099   | 478       | 9,136    | 260           | 10,000   | 745          | 84,248   | 281,196                                            | 224,380                               | 162,240                                   | 37,100                                   | 1,404,916                    | 117,483            |
| New York.....           | 13,078                          | 5,055                           | 68,100   | 4,961     | 109,499  | 168           | 7,298    | 2,894        | 333,123  | 1,468,312                                          | 2,430,792                             | 108,944                                   | 3,961,795                                | 7,969,843                    | 518,060            |
| New Jersey.....         | 2,404                           | 606                             | 8,059    | 1,331     | 23,546   | 12            | 1,200    | 455          | 64,144   | 166,396                                            | 617,292                               | 14,976                                    | 543,504                                  | 1,342,168                    | 96,949             |
| Pennsylvania.....       | 13,969                          | 7,194                           | 96,814   | 4,702     | 113,963  | 55            | 3,000    | 1,618        | 160,936  | 1,659,544                                          | 2,224,182                             | 34,320                                    | 1,575,307                                | 5,493,353                    | 374,713            |
| Delaware.....           | 562                             | 174                             | 2,959    | 303       | 9,594    | .....         | .....    | 85           | 12,037   | 54,496                                             | 164,424                               | .....                                     | 106,204                                  | 325,124                      | 24,590             |
| Maryland.....           | 2,950                           | 1,751                           | 43,359   | 451       | 15,679   | .....         | .....    | 748          | *174,808 | 640,874                                            | 200,512                               | .....                                     | 1,091,792                                | 1,933,178                    | 233,846            |
| Ohio.....               | 13,968                          | 8,341                           | 91,641   | 2,184     | 57,936   | 187           | 6,500    | 3,992        | 374,314  | 1,569,062                                          | 912,964                               | 73,812                                    | 3,009,764                                | 5,565,602                    | 530,391            |
| Virginia.....           | 15,141                          | 10,652                          | 92,284   | 2,208     | 52,954   | 1,135         | 44,835   | 1,146        | 164,605  | 1,862,838                                          | 754,680                               | 422,656                                   | 1,029,040                                | 4,069,214                    | 354,678            |
| North Carolina....      | 9,791                           | 7,086                           | 51,507   | 1,986     | 51,638   | 213           | 5,783    | 506          | 81,900   | 999,418                                            | 759,174                               | 64,584                                    | 4,307,192                                | 2,307,192                    | 190,828            |
| South Carolina....      | 6,679                           | 4,534                           | 41,091   | 348       | 12,922   | 880           | 1,800    | 917          | 142,393  | 695,462                                            | 126,282                               | 166,400                                   | 982,514                                  | 1,970,658                    | 198,206            |
| Georgia.....            | 10,371                          | 5,947                           | 56,065   | 1,273     | 41,047   | 1,979         | 19,160   | 1,172        | 164,831  | 908,286                                            | 448,985                               | 284,808                                   | 1,370,581                                | 3,012,656                    | 281,103            |
| Florida.....            | 4,545                           | 1,670                           | 14,449   | 784       | 29,466   | 1,971         | 100,640  | 120          | 9,177    | 188,620                                            | 228,766                               | 182,930                                   | 64,328                                   | 664,644                      | 153,732            |
| Michigan.....           | 7,909                           | 5,502                           | 50,957   | 877       | 16,436   | 650           | 1,760    | 880          | 104,023  | 848,032                                            | 420,160                               | 86,666                                    | 911,144                                  | 2,266,002                    | 173,776            |
| Indiana.....            | 9,273                           | 6,728                           | 68,700   | 1,048     | 23,293   | .....         | .....    | 1,497        | 162,958  | 1,134,264                                          | 354,744                               | .....                                     | 1,479,504                                | 2,968,512                    | 254,951            |
| Illinois.....           | 12,915                          | 8,239                           | 112,815  | 1,992     | 46,073   | 101           | 5,827    | 2,583        | 221,028  | 1,603,124                                          | 656,136                               | 22,256                                    | 3,011,424                                | 5,292,950                    | 385,743            |
| Wisconsin.....          | 7,274                           | 4,517                           | 49,310   | 2,044     | 37,321   | 83            | 2,826    | 630          | 31,044   | 719,333                                            | 544,767                               | 34,528                                    | 1,839,012                                | 120,501                      | 129,501            |
| Iowa.....               | 8,969                           | 6,395                           | 85,262   | 2,183     | 32,929   | 140           | 7,800    | 251          | 14,030   | 1,227,928                                          | 539,682                               | 87,360                                    | 2,075,127                                | 140,021                      | 140,021            |
| Missouri.....           | 14,685                          | 10,710                          | 98,714   | 3,156     | 262,078  | 614           | 100,000  | 205          | 19,625   | 1,632,043                                          | 488,496                               | 345,852                                   | 2,594,311                                | 480,417                      | 480,417            |
| Minnesota.....          | 7,313                           | 4,033                           | 33,525   | 2,600     | 41,421   | 680           | 10,800   | .....        | .....    | 458,775                                            | 459,978                               | 187,460                                   | 1,106,213                                | 85,746                       | 85,746             |
| Kentucky.....           | 9,314                           | 6,838                           | 52,491   | 1,641     | 75,690   | 614           | 137,275  | 221          | 19,366   | 829,322                                            | 92,280                                | 433,922                                   | 2,479,992                                | 184,822                      | 184,822            |
| Tennessee.....          | 9,338                           | 7,398                           | 69,025   | 1,153     | 34,937   | 249           | 7,638    | 538          | 68,051   | 1,294,904                                          | 464,100                               | 58,266                                    | 574,612                                  | 2,391,882                    | 179,651            |
| Alabama.....            | 8,893                           | 7,158                           | 94,118   | 1,187     | 149,188  | 34            | 20,000   | 514          | 61,574   | 1,378,286                                          | 731,536                               | 24,752                                    | 452,972                                  | 2,587,546                    | 324,880            |
| Mississippi.....        | 9,626                           | 7,118                           | 92,661   | 1,202     | 70,801   | 907           | 97,823   | 399          | 25,570   | 1,350,644                                          | 602,106                               | 276,744                                   | 274,196                                  | 2,513,692                    | 286,855            |
| Arkansas.....           | 9,708                           | 7,686                           | 61,987   | 1,186     | 94,310   | 836           | 65,000   | .....        | .....    | 1,054,456                                          | 543,816                               | .....                                     | 1,114,432                                | 221,297                      | 221,297            |
| Louisiana.....          | 8,049                           | 4,707                           | 61,995   | 943       | 51,088   | 2,229         | 181,794  | 170          | 21,100   | 669,760                                            | 279,136                               | 990,288                                   | 115,232                                  | 2,051,416                    | 515,977            |

|                                                     |                |                |                  |               |                  |               |                  |               |                  |                   |                   |                  |                   |                   |                  |
|-----------------------------------------------------|----------------|----------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|-------------------|-------------------|------------------|-------------------|-------------------|------------------|
| Texas .....                                         | 16,836         | 11,589         | 104,366          | 4,068         | 246,277          | 1,140         | 80,657           | 39            | 2,900            | 1,415,544         | 881,120           | 271,060          | 24,336            | 2,592,060         | 434,200          |
| California .....                                    | 4,734          | 2,179          | 44,901           | 1,801         | 57,496           | 1,254         | 174,500          | .....         | .....            | 272,302           | 451,152           | 221,256          | .....             | 944,710           | 276,897          |
| Oregon Territory....                                | 1,222          | 938            | 20,436           | 140           | 5,050            | 144           | 8,100            | .....         | .....            | 94,488            | 14,560            | 29,952           | .....             | 139,000           | 33,586           |
| New Mexico Territ'y                                 | 440            | 70             | 1,150            | 370           | 23,386           | .....         | .....            | .....         | .....            | 7,280             | 17,760            | .....            | .....             | 25,040            | 24,536           |
| Utah Territory .....                                | 1,942          | 1,102          | 31,907           | 140           | 1,200            | .....         | .....            | .....         | .....            | 45,408            | 14,560            | .....            | .....             | 59,968            | 33,107           |
| Nebraska Territory..                                | 2,032          | 1,390          | 10,625           | 642           | 14,010           | .....         | .....            | .....         | .....            | 111,744           | 82,784            | .....            | .....             | 194,528           | 24,635           |
| Kansas Territory....                                | 2,321          | 2,000          | 28,086           | 321           | 8,662            | .....         | .....            | .....         | .....            | 277,680           | 71,864            | .....            | .....             | 349,544           | 36,748           |
| Washington Territory                                | 285            | 105            | 1,908            | .....         | .....            | 180           | 22,400           | .....         | .....            | 5,460             | .....             | 18,720           | .....             | 24,180            | 24,308           |
| <b>Total .....</b>                                  | <b>260,603</b> | <b>165,429</b> | <b>1,823,357</b> | <b>53,700</b> | <b>1,909,844</b> | <b>17,043</b> | <b>1,233,916</b> | <b>24,431</b> | <b>2,828,301</b> | <b>28,876,695</b> | <b>19,555,734</b> | <b>4,569,610</b> | <b>25,763,452</b> | <b>78,765,491</b> | <b>7,795,418</b> |
| Route and local ag'ts,<br>and mail messengers ..... | .....          | .....          | .....            | .....         | .....            | .....         | .....            | .....         | .....            | .....             | .....             | .....            | .....             | .....             | 577,373          |
|                                                     |                |                |                  |               |                  |               |                  |               |                  |                   |                   |                  |                   |                   | 8,372,791        |

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

† This includes steamboat service from Louisville to Cincinnati.

‡ This includes the route from New Orleans to Mobile; also the route from Cairo to New Orleans.

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

POSTMASTER GENERAL.

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## B.

*Number of mail routes, mail contractors, route agents, express agents, local agents, and mail messengers, at the close of the contract year ended on June 30, 1858.*

| Sections.         | Routes. | Contractors. | Route agents. | Express ag'ts. | Local agents | Mail messengers. |
|-------------------|---------|--------------|---------------|----------------|--------------|------------------|
| New England.....  | 868     | 765          | 59            | -----          | 1            | 186              |
| New York.....     | 828     | 702          | 55            | 11             | 2            | 315              |
| Middle.....       | 1,420   | 1,090        | 100           | 17             | 11           | 484              |
| Southern.....     | 1,291   | 1,180        | 78            | -----          | 2            | 106              |
| Northwestern..... | 2,040   | 1,716        | 102           | -----          | 19           | 290              |
| Southwestern..... | 1,841   | 1,584        | 46            | -----          | 7            | 83               |
| Ocean routes..... | 8       | 7            | -----         | -----          | 1            | -----            |
| Total.....        | 8,296   | 7,044        | 440           | 28             | 43           | 1,464            |

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

C.

*Mail service in the States of Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Minnesota, Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, Texas, California, and the Territories of Oregon, New Mexico, Utah, Nebraska, Kansas, and Washington.*

|                                                  | Annual transportation. | Annual cost.   |
|--------------------------------------------------|------------------------|----------------|
| <i>Service as in operation on June 30, 1858.</i> |                        |                |
|                                                  | <i>Miles.</i>          |                |
| Railroad .....                                   | 8, 165, 803            | \$751, 269 00  |
| Steamboat .....                                  | 2, 864, 872            | 1, 024, 200 00 |
| Coach .....                                      | 8, 447, 781            | 1, 291, 646 00 |
| Inferior modes .....                             | 16, 719, 933           | 1, 174, 939 00 |
| Total .....                                      | 36, 198, 389           | 4, 242, 054 00 |
| <i>As in operation on September 30, 1858.</i>    |                        |                |
| Railroad .....                                   | 8, 972, 850            | 1, 022, 437 00 |
| Steamboat .....                                  | 3, 321, 462            | 1, 361, 758 00 |
| Coach .....                                      | 13, 933, 727           | 2, 580, 460 00 |
| Inferior modes .....                             | 18, 997, 016           | 1, 520, 555 00 |
| Total .....                                      | 45, 225, 055           | 6, 485, 210 00 |
|                                                  | 36, 198, 389           | 4, 242, 054 00 |
| Increase .....                                   | 9, 026, 666            | 2, 243, 156 00 |

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

D.

NORTHWEST AND SOUTHWEST SECTIONS.

Railroad service, as in operation on the 30th of September, 1858.

| Number of route. | Termini.                             | Distance. | Total distance in each State. |        | No. of trips per week. | Annual pay. | Annual pay in each State. | Annual cost per mile on each route. | Annual cost of route agencies. | Annual cost of mail messenger service. | Total annual cost on each route. | Total annual cost in each State. | Total annual cost per mile. | Total average cost per mile in each State. |
|------------------|--------------------------------------|-----------|-------------------------------|--------|------------------------|-------------|---------------------------|-------------------------------------|--------------------------------|----------------------------------------|----------------------------------|----------------------------------|-----------------------------|--------------------------------------------|
|                  |                                      |           | Miles.                        | Miles. |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |
| <b>MICHIGAN.</b> |                                      |           |                               |        |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |
| 12501            | Detroit to Chicago.....              | 282½      |                               |        | 12                     | 42,375 00   |                           | 150 00                              | 3,600 00                       | 784 00                                 | 46,759 00                        |                                  | 165 52                      |                                            |
| 12502            | Detroit to Grand Rapids.....         | 157½      |                               |        | 12                     | 15,725 00   |                           | 100 00                              | 2,100 00                       | 1,147 00                               | 18,972 00                        |                                  | 120 64                      |                                            |
| 12503            | Detroit to Toledo.....               | 65        |                               |        | 12                     | 6,500 00    |                           | 100 00                              | 800 00                         | 560 00                                 | 7,860 00                         |                                  | 120 92                      |                                            |
| 12504            | Toledo to Chicago.....               | 242       |                               |        | 12                     | 36,300 00   |                           | 150 00                              | 3,200 00                       | 1,917 00                               | 41,417 00                        |                                  | 171 22                      |                                            |
| 12505            | Adrian to Jackson.....               | 46        |                               |        | 6                      | 2,300 00    |                           | 50 00                               | 700 00                         | 201 00                                 | 3,201 00                         |                                  | 69 58                       |                                            |
| 12506            | Monroe to Adrian.....                | 36        |                               |        | 6                      | 1,800 00    |                           | 50 00                               | 800 00                         |                                        | 2,600 00                         |                                  | 72 22                       |                                            |
| 12507            | White Pigeon to Three Rivers.....    | 13        |                               |        | 6                      | 416 00      |                           | 32 00                               |                                | 200 00                                 | 616 00                           |                                  | 47 39                       |                                            |
|                  |                                      |           |                               | 841½   |                        |             | 105,416 00                |                                     |                                |                                        |                                  | 121,425 00                       |                             | 144 25                                     |
| <b>INDIANA.</b>  |                                      |           |                               |        |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |
| 12001            | Indianapolis to Cincinnati.....      | 113½      |                               |        | 12                     | 13,875 00   |                           | 122 24                              | 1,600 00                       | 365 00                                 | 15,840 00                        |                                  | 183 51                      |                                            |
| 12002            | Indianapolis to Madison.....         | 87        |                               |        | 6                      | 4,350 00    |                           | 50 00                               | 800 00                         | 70 00                                  | 5,220 00                         |                                  | 60 00                       |                                            |
| 12004            | Indianapolis to Terre Haute.....     | 75        |                               |        | 12                     | 9,125 00    |                           | 125 00                              | 800 00                         | 617 00                                 | 10,542 00                        |                                  | 144 41                      |                                            |
| 12007            | Indianapolis to Lafayette.....       | 64        |                               |        | 12                     | 9,600 00    |                           | 150 00                              | 800 00                         | 118 00                                 | 10,518 00                        |                                  | 164 34                      |                                            |
| 12010            | Indianapolis to Peru.....            | 78        |                               |        | 6                      | 3,900 00    |                           | 50 00                               | 800 00                         | 112 00                                 | 4,812 00                         |                                  | 61 69                       |                                            |
| 12011            | Indianapolis to Dayton.....          | 110½      |                               |        | 12                     | 13,812 50   |                           | 125 00                              | 1,600 00                       | 301 00                                 | 15,713 50                        |                                  | 142 20                      |                                            |
| 12020            | Richmond to Logansport.....          | 37        |                               |        | 6                      | 5,500 00    |                           | 50 00                               | 800 00                         | 218 00                                 | 6,522 00                         |                                  | 59 20                       |                                            |
| 12036            | Edinburg to Rushville.....           | 110       |                               |        | 6                      | 1,850 00    |                           | 50 00                               |                                | 193 00                                 | 2,043 00                         |                                  | 55 21                       |                                            |
| 12038            | Franklin to Martinsville.....        | 26        |                               |        | 6                      | 1,200 00    |                           | 46 15                               |                                |                                        | 1,200 00                         |                                  | 46 15                       |                                            |
| 12164            | Cincinnati to Illinoistown.....      | 341       |                               |        | 12                     | 76,725 00   |                           | 225 00                              | 5,950 00                       | 859 00                                 | 83,534 00                        |                                  | 244 96                      |                                            |
| 12081            | Jeffersonville to Indianapolis.....  | 50        |                               |        | 12                     |             |                           | 150 00                              |                                |                                        |                                  |                                  |                             |                                            |
|                  |                                      | 58        |                               |        | 12                     | 11,850 00   |                           | 75 00                               | 2,400 00                       | 180 00                                 | 14,430 00                        |                                  | 133 61                      |                                            |
| 12091            | New Albany to Michigan City.....     | 288       |                               |        | 6                      | 28,800 00   |                           | 100 00                              | 3,200 00                       | 631 00                                 | 32,631 00                        |                                  | 113 30                      |                                            |
| 12122            | Evansville to Terre Haute.....       | 110       |                               |        | 6                      | 8,250 00    |                           | 75 00                               | 1,400 00                       | 410 00                                 | 10,060 00                        |                                  | 91 45                       |                                            |
|                  |                                      |           |                               | 1,546  |                        |             | 188,837 50                |                                     |                                |                                        |                                  | 213,065 50                       |                             | 136 60                                     |
| <b>ILLINOIS.</b> |                                      |           |                               |        |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |
| 11501            | Chicago to Milwaukee, Wisconsin..... | 85        |                               |        | 12                     | 8,500 00    |                           | 100 00                              | 1,400 00                       | 96 00                                  | 9,996 00                         |                                  | 117 60                      |                                            |
| 11502            | Chicago to Jancsville.....           | 91        |                               |        | 12                     | 9,100 00    |                           | 100 00                              | 1,600 00                       | 383 00                                 | 11,083 00                        |                                  | 121 79                      |                                            |

|        |                                                   |        |    |           |        |          |          |           |            |        |
|--------|---------------------------------------------------|--------|----|-----------|--------|----------|----------|-----------|------------|--------|
| 11503  | Chicago to Freeport.....                          | 121    | 12 | 12,100 00 | 100 00 | 1,600 00 | 641 00   | 14,341 00 | 118 50     |        |
| 11504  | Chicago to Fulton.....                            | 136    | 12 | 13,600 00 | 100 00 | 1,600 00 | 765 00   | 15,965 00 | 117 38     |        |
| 11505  | Chicago to Rock Island.....                       | 181    | 12 | 18,100 00 | 100 00 | 2,400 00 | 1,484 00 | 21,984 00 | 115 93     |        |
| 11506  | Chicago to St. Louis, Missouri.....               | 284½   | 12 | 28,475 00 | 100 00 | 3,200 00 | 2,433 00 | 34,108 00 | 132 42     |        |
| 11507  | Chicago to Centralia.....                         | 253    | 12 | 25,300 00 | 100 00 | 2,400 00 | 240 00   | 27,940 00 | 110 39     |        |
| 11509  | Dumleith to Cairo.....                            | 342    | 12 | .....     | 100 00 | .....    | .....    | .....     | .....      |        |
|        |                                                   | 112    | 12 | 51,000 00 | 150 00 | 5,600 00 | 4,148 00 | 60,748 00 | 133 80     |        |
| 11510  | Chicago to East Burlington.....                   | 211    | 12 | 21,100 00 | 100 00 | 2,400 00 | 3,109 00 | 26,609 00 | 120 06     |        |
| 11511  | Turner to St. Charles.....                        | 7      | 6  | 300 00    | 42 85  | .....    | .....    | 309 00    | 42 85      |        |
| 11512  | Elgin to White Water.....                         | 67½    | 6  | 3,375 00  | 50 00  | 600 00   | 287 00   | 4,262 00  | 63 14      |        |
| 11513  | Joliet to Lake Station.....                       | 45     | 6  | 2,250 00  | 50 00  | 700 00   | .....    | 2,950 00  | 65 55      |        |
| 11514  | Belvidere to Footville.....                       | 37     | 6  | 1,850 00  | 50 00  | 400 00   | 110 00   | 2,360 00  | 63 78      |        |
| 11515  | La Salle to Peoria.....                           | 62     | 6  | 3,100 00  | 50 00  | 800 00   | 58 00    | 4,458 00  | 71 90      |        |
| 11516  | State Line to Naples.....                         | 174½   | 12 | 17,475 00 | 100 00 | 2,400 00 | 1,433 00 | 21,308 00 | 121 93     |        |
| 11517  | Terre Haute, Indiana, to St. Louis, Missouri..... | 188    | 12 | 18,800 00 | 100 00 | 3,200 00 | 1,876 00 | 23,876 00 | 126 96     |        |
| 11518  | Chenoa to Burlington.....                         | 143    | 12 | 14,300 00 | 100 00 | 1,400 00 | 2,344 00 | 18,044 00 | 126 15     |        |
| 11519  | Galesburg to Quincy.....                          | 100    | 12 | 10,000 00 | 100 00 | 1,400 00 | 913 00   | 12,313 00 | 123 13     |        |
| 11520  | Quincy to Junction.....                           | 64     | 12 | 6,400 00  | 100 00 | 600 00   | 180 00   | 7,180 00  | 112 18     |        |
|        |                                                   |        |    | 2,705     |        |          |          |           | 319,825 00 | 118 23 |
|        | <b>WISCONSIN.</b>                                 |        |    |           |        |          |          |           |            |        |
| 13001  | Milwaukie to La Crosse.....                       | 201½   | 12 | 20,150 00 | 100 00 | 2,100 00 | 1,820 00 | 24,070 00 | 119 45     |        |
| 13002  | Milton to Janesville.....                         | 9½     | 12 | 925 00    | 100 00 | .....    | .....    | .....     | .....      |        |
|        | Janesville to Monroe.....                         | 34     | 6  | 1,700 00  | 50 00  | 500 00   | 600 00   | 3,725 00  | 86 00      |        |
| 13003  | Milwaukie to Prairie du Chien.....                | 191    | 12 | 19,100 00 | 100 00 | 2,400 00 | 664 00   | 22,164 00 | 116 00     |        |
| 13004  | Milwaukie to Columbus.....                        | 64     | 6  | 3,200 00  | 50 00  | 700 00   | 265 00   | 4,165 00  | 65 00      |        |
| 13 05  | Warren to Mineral Point.....                      | 33     | 6  | 1,650 00  | 50 00  | .....    | .....    | 1,650 00  | 50 00      |        |
| 13006  | Junction to Oshkosh.....                          | 47     | 6  | 2,350 00  | 50 00  | 500 00   | 250 00   | 3,100 00  | 66 00      |        |
| 13007  | Horicon to Berlin.....                            | 43     | 6  | 2,150 00  | 50 00  | 500 00   | 562 00   | 3,212 00  | 74 70      |        |
| 13008  | Racine to Freeport.....                           | 101    | 6  | 5,050 00  | 50 00  | 1,400 00 | 434 00   | 6,884 00  | 68 15      |        |
|        |                                                   |        |    | 723½      |        |          |          |           | 68,970 00  | 95 26  |
|        | <b>IOWA.</b>                                      |        |    |           |        |          |          |           |            |        |
| 14901  | Keokuk to Bentonsport.....                        | 40     | 7  | 2,000 00  | 50 00  | .....    | 30 00    | 2,030 00  | 50 75      |        |
| 10930  | Burlington to Rome.....                           | 36 5-6 | 6  | 1,578 00  | 42 84  | 600 00   | 325 00   | 2,503 00  | 67 95      |        |
| 10946  | Muscatine to Washington.....                      | 40     | 6  | 2,000 00  | 50 00  | .....    | 76 00    | 2,076 00  | 51 90      |        |
| 10949  | Davenport to Iowa City.....                       | 68.7   | 7  | 3,435 00  | 50 00  | .....    | .....    | 3,435 00  | 50 00      |        |
|        | Branch, Wilton Junction to Muscatine.....         |        |    |           |        |          |          |           |            |        |
| 10956  | Fulton to Cedar Rapids.....                       | 84     | 6  | 4,200 00  | 50 00  | .....    | 515 00   | 4,715 00  | 58 13      |        |
| 10979a | Dubuque to Manchester.....                        | 47.8   | 6  | 2,390 00  | 50 00  | 600 00   | 625 00   | 3,615 00  | 75 59      |        |
|        |                                                   |        |    | 317½      |        |          |          |           | 18,374 00  | 57 09  |
|        | <b>MISSOURI.</b>                                  |        |    |           |        |          |          |           |            |        |
| 10401  | St. Louis to Tipton.....                          | 163    | 12 | 24,450 00 | 150 00 | 800 00   | 125 00   | 25,375 00 | 155 67     |        |
| 10404  | St. Louis to Iron Mountain.....                   | 87     | 7  | 6,725 00  | 75 00  | 800 00   | .....    | 7,525 00  | 86 50      |        |
|        |                                                   |        |    | 250       |        |          |          |           | 32,900 00  | 131 60 |
|        | <b>KENTUCKY.</b>                                  |        |    |           |        |          |          |           |            |        |
| 9504   | Louisville to Lexington.....                      | 94     | 12 | 9,400 00  | 100 00 | 1,600 00 | 1,597 00 | 12,597 00 | 134 00     |        |

D—Continued.

| Number of route.    | Termini.                                      | Distance. | Total distance in each State. | No. of trips per week. | Annual pay. | Annual pay to each State. | Annual cost per mile on each route. | Annual cost of route agencies. | Annual cost of mail messenger service. | Total annual cost on each route. | Total annual cost in each State. | Total annual cost per mile. | Total annual cost per mile in each State. |
|---------------------|-----------------------------------------------|-----------|-------------------------------|------------------------|-------------|---------------------------|-------------------------------------|--------------------------------|----------------------------------------|----------------------------------|----------------------------------|-----------------------------|-------------------------------------------|
|                     |                                               | Miles.    | Miles.                        |                        | Dollars.    | Dollars.                  | Dollars.                            | Dollars.                       | Dollars.                               | Dollars.                         | Dollars.                         | Dollars.                    | Dollars.                                  |
| KENTUCKY—Continued. |                                               |           |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                           |
| 9505                | Louisville to Lebanon.....                    | 67½       | .....                         | 6                      | 6,750 00    | .....                     | 100 00                              | 700 00                         | .....                                  | 7,450 00                         | .....                            | 110 37                      | .....                                     |
| 9524                | Nicholasville to Covington.....               | 109¾      | .....                         | 12                     | 10,966 00   | .....                     | 100 00                              | 1,600 00                       | 1,444 00                               | 14,010 00                        | .....                            | 127 75                      | .....                                     |
| 9709                | Paducah to Mayfield.....                      | 30        | .....                         | 6                      | 1,500 00    | .....                     | 50 00                               | .....                          | .....                                  | 1,500 00                         | .....                            | 50 00                       | .....                                     |
|                     |                                               |           | 301 1-6                       | .....                  | .....       | 28,616 00                 | .....                               | .....                          | .....                                  | .....                            | 35,557 00                        | .....                       | 118 00                                    |
| TENNESSEE.          |                                               |           |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                           |
| 10006               | Nashville to Chattanooga.....                 | 153       | .....                         | 14                     | 31,000 00   | .....                     | 200 50                              | 2,400 00                       | 190 00                                 | 33,590 00                        | .....                            | 216 93                      | .....                                     |
|                     |                                               | 8         | .....                         | 7                      | .....       | .....                     | 50 00                               | .....                          | .....                                  | .....                            | .....                            | 50 00                       | .....                                     |
| 10008a              | Nashville to Columbia.....                    | 46.77     | .....                         | 7                      | 2,338 50    | .....                     | 50 00                               | .....                          | 100 00                                 | 2,438 50                         | .....                            | 52 13                       | .....                                     |
| 10063               | Knoxville to Bristol.....                     | 130.7     | .....                         | 7                      | 26,140 00   | .....                     | 200 00                              | 2,400 00                       | 597 00                                 | 29,137 00                        | .....                            | 222 93                      | .....                                     |
| 10064               | Knoxville to Dalton.....                      | 110       | .....                         | 7                      | 22,000 00   | .....                     | 200 00                              | 2,400 00                       | 239 00                                 | 24,639 00                        | .....                            | 224 00                      | .....                                     |
| 10039               | Tullahoma to McMinnville.....                 | 35        | .....                         | 7                      | 1,750 00    | .....                     | 50 00                               | .....                          | .....                                  | 1,750 00                         | .....                            | 50 00                       | .....                                     |
| 10179               | Grand Junction to Jackson.....                | 46.61     | .....                         | 6                      | 2,330 50    | .....                     | 50 00                               | 750 00                         | .....                                  | 3,080 50                         | .....                            | 66 30                       | .....                                     |
| 10219               | Memphis to Brownsville.....                   | 57.32     | .....                         | 7                      | 2,866 00    | .....                     | 50 00                               | 800 00                         | 125 00                                 | 3,791 00                         | .....                            | 66 13                       | .....                                     |
|                     |                                               |           | 587.40                        | .....                  | .....       | 88,425 00                 | .....                               | .....                          | .....                                  | .....                            | 98,426 00                        | .....                       | 167 26                                    |
| ALABAMA.            |                                               |           |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                           |
| 7001                | Montgomery to Columbus, Georgia.....          | 96½       | .....                         | 14                     | 32,000 00   | .....                     | 271 18                              | 1,675 00                       | 200 00                                 | 33,875 00                        | .....                            | 287 07                      | .....                                     |
|                     | Branch, Opelica to West Point, Georgia.....   | 21½       | .....                         | 14                     | .....       | .....                     | .....                               | .....                          | .....                                  | .....                            | .....                            | .....                       | .....                                     |
| 7002                | Columbus to Union Springs.....                | 53        | .....                         | 6                      | 4,543 00    | .....                     | 85 70                               | .....                          | .....                                  | 4,543 00                         | .....                            | 85 70                       | .....                                     |
| 7096                | Memphis to Stevens.....                       | 272½      | .....                         | 7                      | 54,500 00   | .....                     | 200 00                              | 4,800 00                       | 861 00                                 | 10,161 00                        | .....                            | 220 77                      | .....                                     |
|                     | Branch, Moscow, Tennessee, to Somerville..... | 13½       | .....                         | 7                      | 675 00      | .....                     | 50 00                               | .....                          | .....                                  | 675 00                           | .....                            | 50 00                       | .....                                     |
| 7147                | Selma to Talladega.....                       | 112       | .....                         | 6                      | 12,000 00   | .....                     | 107 14                              | 1,400 00                       | 281 00                                 | 13,681 00                        | .....                            | 122 15                      | .....                                     |
|                     |                                               |           | 569                           | .....                  | .....       | 103,718 00                | .....                               | .....                          | .....                                  | .....                            | 62,935 00                        | .....                       | 198 47                                    |
| MISSISSIPPI.        |                                               |           |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                           |
| 7401                | Vicksburg to Greenbush.....                   | 83        | .....                         | 14                     | 12,450 00   | .....                     | 150 00                              | .....                          | .....                                  | 12,450 00                        | .....                            | 150 00                      | .....                                     |
| 7412                | Canton to Goodman's.....                      | 28        | .....                         | 7                      | 20,000 00   | .....                     | 150 00                              | 800 00                         | .....                                  | 20,800 00                        | .....                            | 208 00                      | .....                                     |
|                     | Grand Junction to Water Valley.....           | 72        | .....                         | 7                      | .....       | .....                     | 200 00                              | .....                          | .....                                  | .....                            | .....                            | .....                       | .....                                     |
| 7469                | Mobile to West Point.....                     | 220       | .....                         | 7                      | 44,000 00   | .....                     | 200 00                              | 1,600 00                       | 850 00                                 | 46,450 00                        | .....                            | 211 14                      | (*)                                       |
| 7506                | Memphis to Panola.....                        | 60        | .....                         | 7                      | 4,200 00    | .....                     | 70 00                               | 750 00                         | .....                                  | 4,950 00                         | .....                            | 82 50                       | .....                                     |
| 7566                | St. Francisville to Woodville.....            | 28        | .....                         | 3                      | 1,000 00    | .....                     | 35 71                               | .....                          | .....                                  | 1,000 00                         | .....                            | 35 71                       | .....                                     |



|      |                                    |     |    |           |           |          |          |           |           |  |
|------|------------------------------------|-----|----|-----------|-----------|----------|----------|-----------|-----------|--|
| 7571 | Grand Gulf to Port Gibson.....     | 8   | 7  | 800 00    | 100 00    |          |          | 800 00    | 100 00    |  |
| 7563 | Bolton's Depot to Raymond.....     | 8   | 12 | 700 00    | 87 50     |          |          | 700 00    | 87 50     |  |
|      |                                    |     |    |           |           |          |          |           |           |  |
|      |                                    | 507 |    |           | 83,150 00 |          |          |           | 87,150 00 |  |
|      |                                    |     |    |           |           |          |          |           | 171 88    |  |
|      | LOUISIANA.                         |     |    |           |           |          |          |           |           |  |
| 8152 | New Orleans to Canton.....         | 208 | 7  | 41,600 00 | 200 00    | 3,200 00 | 500 00   | 45,300 00 | 217 78    |  |
| 8154 | Algiers to Brashear.....           | 80  | 7  | 16,000 00 | 200 00    |          | 1,000 00 | 17,000 00 | 212 50    |  |
| 8158 | New Orleans to Lafayette City..... | 3   | 14 | 300 00    | 150 00    |          |          | 300 00    | 150 00    |  |
| 8171 | Baton Rouge to Rosedale.....       | 19  | 6  | 950 00    | 50 00     |          |          | 950 00    | 50 00     |  |
|      |                                    | 309 |    |           | 58,250 00 |          |          |           | 63,550 00 |  |
|      |                                    |     |    |           |           |          |          |           | 205 68    |  |

(\* Pay estimated.

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

POSTMASTER GENERAL.

E.—Railroad service, as in operation on the 30th of June, 1858.

| Number of route.      | Termini.                                    | Distance. | Total distance in each State. | No. of trips per week. | Annual pay. | Annual pay in each State. | Annual cost per mile on each route. | Annual cost of route agencies. | Annual cost of mail messenger service. | Total annual cost on each route. | Total annual cost in each State. | Total annual cost per mile. | Total average cost per mile in each State. |     |          |       |           |        |          |          |        |           |       |        |
|-----------------------|---------------------------------------------|-----------|-------------------------------|------------------------|-------------|---------------------------|-------------------------------------|--------------------------------|----------------------------------------|----------------------------------|----------------------------------|-----------------------------|--------------------------------------------|-----|----------|-------|-----------|--------|----------|----------|--------|-----------|-------|--------|
|                       |                                             | Miles.    | Miles.                        |                        | Dollars.    | Dollars.                  | Dollars.                            | Dollars.                       | Dollars.                               | Dollars.                         | Dollars.                         | Dollars.                    | Dollars.                                   |     |          |       |           |        |          |          |        |           |       |        |
| <b>MAINE.</b>         |                                             |           |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |     |          |       |           |        |          |          |        |           |       |        |
| 9                     | Waterville to Bangor .....                  | 55        | .....                         | 6                      | 5,500 00    | .....                     | 100 00                              | 800 00                         | 392 00                                 | 6,692 00                         | .....                            | 121 67                      | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 108                   | Portland to Portsmouth, N. H. ....          | 52        | .....                         | 12                     | 7,837 50    | .....                     | 150 72                              | 1,324 00                       | 200 00                                 | 9,361 50                         | .....                            | 180 00                      | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 109                   | Portland to Augusta .....                   | 73        | .....                         | 12                     | 7,300 00    | .....                     | 100 00                              | 1,043 00                       | 645 00                                 | 8,988 00                         | .....                            | 123 00                      | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 109 <sub>a</sub>      | Branch, Brunswick to Bath.....              |           |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            | 6   | 3,343 00 | 85 72 | 557 00    | 156 00 | 4,056 00 | 104 00   |        |           |       |        |
| 110                   | Augusta to Skowhegan.....                   |           |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            | 48  | .....    | 12    | .....     | .....  | .....    | .....    | .....  | .....     | ..... | .....  |
| 110                   | Portland to State Line, Vt .....            |           |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            | 117 | .....    | 6     | 16,500 00 | .....  | 100 00   | 1,600 00 | 380 00 | 14,480 00 | ..... | 112 00 |
| 111                   | Portland to Bar Mills .....                 | 18        | .....                         | 6                      | 800 00      | .....                     | 44 44                               | .....                          | .....                                  | 800 00                           | .....                            | 44 44                       | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 131                   | Danville Junction to Waterville.....        | 55        | .....                         | 6                      | 5,500 00    | .....                     | 100 00                              | 800 00                         | 436 00                                 | 6,736 00                         | .....                            | 122 47                      | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 150                   | Leeds Junction to Livermore Falls.....      | 20        | .....                         | 6                      | 1,000 00    | .....                     | 50 00                               | .....                          | 75 00                                  | 1,075 00                         | .....                            | 53 75                       | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
|                       |                                             |           | 477                           | .....                  | .....       | 47,780 50                 | .....                               | .....                          | .....                                  | .....                            | 56,188 50                        | .....                       | 117 80                                     |     |          |       |           |        |          |          |        |           |       |        |
| <b>NEW HAMPSHIRE.</b> |                                             |           |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |     |          |       |           |        |          |          |        |           |       |        |
| 251                   | Concord to Lowell .....                     | 50        | .....                         | 12                     | 7,500 00    | .....                     | 150 00                              | 653 00                         | 470 00                                 | 8,623 00                         | .....                            | 172 00                      | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 252                   | Concord to Portsmouth .....                 | 48        | .....                         | 12                     | 2,400 00    | .....                     | 50 00                               | .....                          | 250 00                                 | 2,650 00                         | .....                            | 55 00                       | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 253                   | Concord to Wells River.....                 | 95        | .....                         | 6                      | 10,000 00   | .....                     | 105 26                              | 1,352 00                       | .....                                  | 11,352 00                        | .....                            | 119 50                      | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 254                   | Concord to White River Junction ..          | 69        | .....                         | 6                      | .....       | .....                     | .....                               | .....                          | .....                                  | .....                            | .....                            | .....                       | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 254                   | Branch, Franklin to Bristol .....           |           |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            | 13  | .....    | 6     | 8,500 00  | .....  | 103 65   | 901 00   | .....  | 9,401 00  | ..... | 114 64 |
| 255                   | Concord to Bradford .....                   | 26        | .....                         | 6                      | 1,500 00    | .....                     | 57 70                               | 220 00                         | .....                                  | 1,720 00                         | .....                            | 66 00                       | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 261                   | Coutocock Village to Hillsboro' Bridge..... | 15        | .....                         | 6                      | 750 00      | .....                     | 50 00                               | .....                          | .....                                  | 750 00                           | .....                            | 50 00                       | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 264                   | Manchester to Henniker.....                 | 28        | .....                         | 6                      | 1,500 00    | .....                     | 53 64                               | 700 00                         | .....                                  | 2,200 00                         | .....                            | 78 57                       | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 274                   | Nashua to Wilton .....                      | 16        | .....                         | 6                      | 900 00      | .....                     | 60 00                               | .....                          | .....                                  | 900 00                           | .....                            | 60 00                       | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 304                   | Dover to Alton Bay.....                     | 28        | .....                         | 12                     | 2,100 00    | .....                     | 75 00                               | .....                          | 86 00                                  | 2,186 00                         | .....                            | 78 00                       | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 305                   | Great Falls to Union.....                   | 20        | .....                         | 6                      | 1,000 00    | .....                     | 50 00                               | .....                          | .....                                  | 1,000 00                         | .....                            | 50 00                       | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 326                   | Littleton to Wells River.....               | 21        | .....                         | 6                      | 1,050 00    | .....                     | 50 00                               | 248 00                         | .....                                  | 1,298 00                         | .....                            | 61 33                       | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
|                       |                                             |           | 429                           | .....                  | .....       | 37,200 00                 | .....                               | .....                          | .....                                  | .....                            | 42,080 00                        | .....                       | 97 62                                      |     |          |       |           |        |          |          |        |           |       |        |
| <b>VERMONT.</b>       |                                             |           |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |     |          |       |           |        |          |          |        |           |       |        |
| 410                   | Burlington to Rouse's Point .....           | 54½       | .....                         | 6                      | 6,843 75    | .....                     | 125 00                              | 800 00                         | 632 00                                 | 8,275 75                         | .....                            | 151 70                      | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 445                   | White River Junction to Barton .....        | 91        | .....                         | 6                      | 8,350 00    | .....                     | 91 75                               | 892 00                         | 717 00                                 | 9,959 00                         | .....                            | 109 44                      | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 452                   | Windsor to Burlington .....                 | 117½      | .....                         | 6                      | 14,687 50   | .....                     | 125 00                              | 1,306 00                       | 555 00                                 | 16,548 50                        | .....                            | 140 84                      | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 465                   | Rutland to North Bennington.....            | 52        | .....                         | 6                      | 5,200 00    | .....                     | 100 00                              | .....                          | .....                                  | .....                            | .....                            | .....                       | .....                                      |     |          |       |           |        |          |          |        |           |       |        |
| 465                   | Branch to Bennington.....                   |           |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            | 5   | .....    | 6     | 250 00    | .....  | 50 00    | 830 00   | 532 00 | 6,812 00  | ..... | 120 00 |

|                |                                               |     |    |           |        |           |          |           |           |  |
|----------------|-----------------------------------------------|-----|----|-----------|--------|-----------|----------|-----------|-----------|--|
| 471            | Bellows' Falls to Windsor.....                | 25  | 6  | 3,125 00  | 125 00 | 187 00    | 150 00   | 3,462 00  | 138 50    |  |
| 472            | Bellows' Falls to Burlington.....             | 120 | 6  | 15,500 00 | 129 17 | 1,635 00  |          | 17,135 00 | 143 00    |  |
| 477            | Brattleboro' to Bellows' Falls.....           | 24  | 6  | 3,000 00  | 125 00 | 180 00    | 236 00   | 3,758 00  | 156 00    |  |
|                |                                               |     |    | 489½      |        | 56,956 25 |          |           | 65,950 25 |  |
| MASSACHUSETTS. |                                               |     |    |           |        |           |          |           |           |  |
| 601            | Boston to Portsmouth, N. H.....               | 54  | 12 | 8,324 00  | 154 00 | 1,376 00  | 25 00    | 9,725 00  | 180 00    |  |
| 602            | Boston to South Berwick Junction.....         | 75  | 12 |           |        |           |          |           |           |  |
|                | Branch, Rollinsford to Great Falls.....       | 3   | 6  | 10,525 00 | 135 00 | 2,400 00  | 216 00   | 13,141 00 | 165 90    |  |
| 603            | Boston to Lowell.....                         | 27  | 18 | 4,050 00  | 150 00 | 340 00    |          | 4,390 00  | 162 60    |  |
| 604            | Boston to Fitchburg.....                      | 52  | 12 | 8,000 00  | 153 86 | 694 00    | 475 00   | 9,169 00  | 176 33    |  |
| 605            | Boston to Worcester.....                      | 45  | 18 | 12,375 00 | 275 00 | 1,050 00  | 1,800 00 | 15,225 00 | 338 33    |  |
| 606            | Boston to Dover.....                          | 18  | 6  | 900 00    | 50 00  |           | 25 00    | 925 00    | 51 40     |  |
| 607            | Boston to Blackstone.....                     | 35  | 6  | 1,700 00  | 50 00  |           | 725 00   | 2,475 00  | 70 70     |  |
| 608            | Boston to Providence, R. I.....               | 46  | 18 | 5,980 00  | 130 00 | 327 00    | 60 00    | 6,287 00  | 136 70    |  |
| 609            | Boston to Plymouth.....                       | 37½ | 12 | 5,400 00  | 144 00 | 117 00    |          | 5,317 00  | 147 00    |  |
| 610            | Boston to Medford.....                        | 5½  | 6  | 275 00    | 50 00  |           |          | 275 00    | 50 00     |  |
| 615            | Boston to Mattapan.....                       | 8½  | 6  | 364 00    | 42 00  |           |          | 364 00    | 42 00     |  |
| 616            | Salem to Lowell.....                          | 24½ | 6  | 1,200 00  | 50 00  |           |          | 1,200 00  | 50 00     |  |
| 617            | Salem to Gloucester.....                      | 16  | 12 | 800 00    | 50 00  |           |          | 800 00    | 50 00     |  |
| 618            | Salem to Marblehead.....                      | 4   | 6  | 200 00    | 50 00  |           |          | 200 00    | 50 00     |  |
| 619            | Salem to Danvers.....                         | 5½  | 12 | 275 00    | 50 00  |           |          | 275 00    | 50 00     |  |
| 620            | Salem to Laurence.....                        | 20  | 6  | 800 00    | 40 00  |           |          | 800 00    | 40 00     |  |
| 626            | Laurence to Manchester.....                   | 28  | 12 | 2,800 00  | 100 00 | 380 00    | 315 00   | 3,495 00  | 125 00    |  |
| 628            | Lowell to Laurence.....                       | 14  | 12 | 1,050 00  | 75 00  |           |          | 1,050 00  | 75 00     |  |
| 630            | Winchester to Woburn.....                     | 3   | 6  | 150 00    | 50 00  |           |          | 150 00    | 50 00     |  |
| 631            | Porter's to Lexington.....                    | 8   | 6  | 400 00    | 50 00  |           |          | 400 00    | 50 00     |  |
| 633            | Railroad Depot to Watertown.....              | 4   | 6  | 200 00    | 50 00  |           |          | 200 00    | 50 00     |  |
| 635            | South Acton Depot to Feltonville.....         | 9   | 6  | 500 00    | 55 55  |           |          | 500 00    | 55 55     |  |
| 636            | Groton Junction to Lowell.....                | 17  | 6  | 900 00    | 53 00  |           |          | 900 00    | 53 00     |  |
| 637            | Groton Junction to Mason Village.....         | 23  | 6  | 1,400 00  | 61 00  |           | 95 00    | 1,495 00  | 65 00     |  |
| 638            | Auburndale Station to Newton Lower Falls..... | 2   | 6  | 100 00    | 50 00  |           |          | 100 00    | 50 00     |  |
| 639            | Natic to Saxonville.....                      | 4   | 6  | 200 00    | 50 00  |           |          | 200 00    | 50 00     |  |
| 640            | South Framingham to Northboro'.....           | 15  | 6  | 750 00    | 50 00  |           |          | 750 00    | 50 00     |  |
| 641            | South Framingham to Millford.....             | 12  | 6  | 600 00    | 50 00  |           |          | 600 00    | 50 00     |  |
| 644            | Grafton Depot to Millbury.....                | 5   | 6  | 250 00    | 50 00  |           |          | 250 00    | 50 00     |  |
| 647            | Boston to Dedham.....                         | 11  | 6  | 550 00    | 50 00  |           |          | 550 00    | 50 00     |  |
| 648            | North Wrentham to Medway.....                 | 4   | 6  | 200 00    | 50 00  |           |          | 200 00    | 50 00     |  |
| 656            | South Braintree Junction to Fall River.....   | 42  | 12 | 5,100 00  | 121 43 | 224 00    |          | 5,324 00  | 126 76    |  |
| 656a           | South Abington to Bridgewater.....            | 8   | 6  | 250 00    | 31 00  |           |          | 250 00    | 31 00     |  |
| 657            | Braintree Depot to Cohasset.....              | 12  | 12 | 900 00    | 75 00  |           |          | 900 00    | 75 00     |  |
| 663            | Middleboro' to Hyannis.....                   | 47  | 12 | 5,500 00  | 117 00 | 459 00    |          | 6,159 00  | 131 00    |  |
| 673            | New Bedford to West Wareham.....              | 16  | 12 | 1,700 00  | 106 25 |           |          | 1,700 00  | 106 25    |  |
| 676            | Taunton to Middleboro'.....                   | 9½  | 6  | 712 50    | 75 00  |           |          | 712 50    | 75 00     |  |
| 677            | Taunton to Mansfield Junction.....            | 12  | 19 | 1,200 00  | 100 00 |           | 115 00   | 1,315 00  | 109 60    |  |
| 678            | Taunton to New Bedford.....                   | 21  | 19 | 2,400 00  | 114 30 |           |          | 2,400 00  | 114 30    |  |
| 684            | Hebronville to Seekonk.....                   | 8   | 6  | 400 00    | 50 00  |           |          | 400 00    | 50 00     |  |
| 685            | Worcester to Nashua.....                      | 46½ | 6  | 4,625 00  | 100 00 | 600 00    | 465 00   | 5,690 00  | 123 00    |  |
| 686            | Worcester to Albany.....                      | 158 | 12 | 33,150 00 | 209 81 | 1,475 00  | 1,261 00 | 36,886 00 | 233 45    |  |
| 6-9            | Sterling Junction to Fitchburg.....           | 14  | 6  | 1,050 00  | 78 00  |           |          | 1,050 00  | 78 00     |  |
| 699            | Fitchburg to Bellows Falls.....               | 64  | 6  | 7,500 00  | 117 20 | 871 00    |          | 8,371 00  | 131 00    |  |
| 691            | Fitchburg to Brattleboro', Vt.....            | 78  | 6  | 6,000 00  | 77 00  | 700 00    | 492 00   | 7,192 00  | 92 00     |  |

E.—Continued.

| Number of route. | Termini.                                 | Distance.     | Total distance in each State. | No. of trips per week. | Annual pay.     | Annual pay in each State. | Annual cost per mile on each route. | Annual cost of route agencies. | Annual cost of mail messenger service. | Total annual cost on each route. | Total annual cost in each State. | Total annual cost per mile. | Total average cost per mile in each State. |
|------------------|------------------------------------------|---------------|-------------------------------|------------------------|-----------------|---------------------------|-------------------------------------|--------------------------------|----------------------------------------|----------------------------------|----------------------------------|-----------------------------|--------------------------------------------|
|                  |                                          | <i>Miles.</i> | <i>Miles.</i>                 |                        | <i>Dollars.</i> | <i>Dollars.</i>           | <i>Dollars.</i>                     | <i>Dollars.</i>                | <i>Dollars.</i>                        | <i>Dollars.</i>                  | <i>Dollars.</i>                  | <i>Dollars.</i>             | <i>Dollars.</i>                            |
| 696              | Palmer to Amherst.....                   | 20            | .....                         | 6                      | 1,060 00        | .....                     | .....                               | .....                          | .....                                  | 1,060 00                         | .....                            | .....                       | .....                                      |
| 702              | Springfield to Keene, N. H.....          | 50            | .....                         | 12                     | .....           | .....                     | 53 00                               | .....                          | .....                                  | .....                            | .....                            | .....                       | .....                                      |
|                  |                                          | 24            | .....                         | 6                      | 7,450 00        | .....                     | 50 00                               | 561 00                         | 452 00                                 | 8,463 00                         | .....                            | 114 36                      | .....                                      |
| 703              | Springfield to Chicopee Falls.....       | 6             | .....                         | 12                     | 300 00          | .....                     | 50 00                               | .....                          | .....                                  | 300 00                           | .....                            | 50 00                       | .....                                      |
| 720              | Pittsfield to North Adams.....           | 21            | .....                         | 6                      | 1,575 00        | .....                     | 75 00                               | .....                          | .....                                  | 1,575 00                         | .....                            | 75 00                       | .....                                      |
| 727              | Boston to West Lynn Depot.....           | 10            | .....                         | 12                     | 300 00          | .....                     | 30 00                               | .....                          | .....                                  | 300 00                           | .....                            | 30 00                       | .....                                      |
|                  | <b>RHODE ISLAND.</b>                     |               | 1,297½                        | .....                  | .....           | 152,440 50                | .....                               | .....                          | .....                                  | .....                            | 171,164 50                       | .....                       | 132 00                                     |
| 801              | Providence to Worcester, Mass.....       | 44            | .....                         | 12                     | 4,400 00        | .....                     | 100 00                              | 600 00                         | 1,500 00                               | 6,500 00                         | .....                            | 147 72                      | .....                                      |
| 802              | Providence to Stonington, Ct.....        | 50            | .....                         | 12                     | 7,500 00        | .....                     | 150 00                              | 364 00                         | 387 00                                 | 8,251 00                         | .....                            | 165 00                      | .....                                      |
| 803              | Providence to Bristol.....               | 15½           | .....                         | 6                      | 775 00          | .....                     | 50 00                               | .....                          | 80 00                                  | 855 00                           | .....                            | 55 00                       | .....                                      |
|                  | <b>CONNECTICUT.</b>                      |               | 109½                          | .....                  | .....           | 12,675 00                 | .....                               | .....                          | .....                                  | .....                            | 15,606 00                        | .....                       | 142 50                                     |
| 925              | Allyn's Point to Worcester, Mass.....    | 7             | .....                         | 6                      | .....           | .....                     | .....                               | .....                          | .....                                  | .....                            | .....                            | .....                       | .....                                      |
| 927              | New London to Palmer, Mass.....          | 59            | .....                         | 12                     | 6,600 00        | .....                     | 100 00                              | 600 00                         | 136 00                                 | 7,336 00                         | .....                            | 111 00                      | .....                                      |
|                  |                                          | 30            | .....                         | 12                     | .....           | .....                     | 75 75                               | 600 00                         | 985 00                                 | 6,585 00                         | .....                            | 100 00                      | .....                                      |
| 934              | Middletown to Berlin Depot.....          | 36            | .....                         | 6                      | 5,000 00        | .....                     | 75 00                               | .....                          | 70 00                                  | 895 00                           | .....                            | 81 00                       | .....                                      |
| 939              | New Haven to New London.....             | 11            | .....                         | 12                     | 825 00          | .....                     | 100 00                              | 600 00                         | 430 00                                 | 6,030 00                         | .....                            | 122 60                      | .....                                      |
| 940              | New Haven to Springfield, Mass.....      | 50            | .....                         | 12                     | 5,000 00        | .....                     | 275 00                              | 2,111 00                       | 1,320 00                               | 21,030 00                        | .....                            | 328 60                      | .....                                      |
| 941              | New Haven to Northampton, Mass.....      | 64            | .....                         | 12                     | 17,600 00       | .....                     | .....                               | .....                          | .....                                  | .....                            | .....                            | .....                       | .....                                      |
|                  | Branch, to Collinsville.....             | 76            | .....                         | 12                     | .....           | .....                     | 75 00                               | 700 00                         | 481 00                                 | 7,443 50                         | .....                            | 89 00                       | .....                                      |
| 942              | New Haven to New York.....               | 7½            | .....                         | 6                      | 6,262 50        | .....                     | 275 00                              | 2,655 00                       | 1,503 00                               | 25,058 00                        | .....                            | 330 00                      | .....                                      |
| 944              | Bridgeport to Winchester.....            | 76            | .....                         | 12                     | 20,900 00       | .....                     | 75 00                               | 700 00                         | 445 00                                 | 5,795 00                         | .....                            | 93 00                       | .....                                      |
| 945              | Bridgeport to Pittsfield, Mass.....      | 62            | .....                         | 12                     | 4,650 00        | .....                     | .....                               | .....                          | .....                                  | .....                            | .....                            | .....                       | .....                                      |
|                  | Branch, Vandusenville to State Line..... | 110           | .....                         | 6                      | .....           | .....                     | 59 40                               | 1,400 00                       | 273 00                                 | 8,859 00                         | .....                            | 73 20                       | .....                                      |
| 947              | South Norwalk to Danbury.....            | 11            | .....                         | 6                      | 7,186 00        | .....                     | 73 40                               | .....                          | 180 00                                 | 1,905 00                         | .....                            | 82 00                       | .....                                      |
| 947              | Waterbury to Providence, R. I.....       | 23½           | .....                         | 6                      | 1,725 00        | .....                     | 69 22                               | 1,400 00                       | 382 00                                 | 10,286 00                        | .....                            | 84 00                       | .....                                      |
| 957              | .....                                    | 122½          | .....                         | 6                      | 8,500 00        | .....                     | .....                               | .....                          | .....                                  | .....                            | .....                            | .....                       | .....                                      |
|                  |                                          |               | 745½                          | .....                  | .....           | 84,248 50                 | .....                               | .....                          | .....                                  | .....                            | 101,219 50                       | .....                       | 135 68                                     |



E.—Continued.

| Number of route.  | Termini.                                      | Distance. | Total distance in each State. | No. of trips per week. | Annual pay. | Annual pay in each State. | Annual cost per mile on each route. | Annual cost of route agencies. | Annual cost of mail messenger service. | Total annual cost on each route. | Total annual cost in each State. | Total annual cost per mile. | Total average cost per mile in each State. |
|-------------------|-----------------------------------------------|-----------|-------------------------------|------------------------|-------------|---------------------------|-------------------------------------|--------------------------------|----------------------------------------|----------------------------------|----------------------------------|-----------------------------|--------------------------------------------|
|                   |                                               | Miles.    | Miles.                        |                        | Dollars.    | Dollars.                  | Dollars.                            | Dollars.                       | Dollars.                               | Dollars.                         | Dollars.                         | Dollars.                    | Dollars.                                   |
| 2803              | New York to Hackettstown .....                | 63        | .....                         | 12                     | 6,300 00    | .....                     | 100 00                              | 800 00                         | 1,338 00                               | 8,438 00                         | .....                            | 133 93                      | .....                                      |
| 2818              | New Brunswick to Philadelphia, Pa. ....       | 54        | .....                         | 19                     | *20,250 00  | .....                     | 375 00                              | 2,340 00                       | 2,167 00                               | 24,757 00                        | .....                            | 458 46                      | .....                                      |
| 2838              | Waterloo to Newton .....                      | 11        | .....                         | 12                     | 550 00      | .....                     | 50 00                               | .....                          | 50 00                                  | 600 00                           | .....                            | 54 54                       | .....                                      |
| 2848              | Jamesburg to Freehold .....                   | 11        | .....                         | 6                      | 572 00      | .....                     | 52 00                               | .....                          | .....                                  | 572 00                           | .....                            | 52 00                       | .....                                      |
| 2857              | Trenton to Belvidere .....                    | 64        | .....                         | 12                     | .....       | .....                     | .....                               | .....                          | .....                                  | .....                            | .....                            | .....                       | .....                                      |
|                   | Branch to Flemington .....                    | 13        | .....                         | 6                      | 3,850 00    | .....                     | 50 00                               | 900 00                         | 674 00                                 | 5,424 00                         | .....                            | 70 44                       | .....                                      |
| 9874              | Philadelphia, Pa., to South Amboy, N. J. .... | 72        | .....                         | 7                      | 9,800 00    | .....                     | 136 11                              | .....                          | 366 00                                 | 10,166 00                        | .....                            | 141 19                      | .....                                      |
| 2884              | Camden to Atlantic City .....                 | 60        | .....                         | 6                      | 2,572 00    | .....                     | 42 85                               | .....                          | 547 00                                 | 3,119 00                         | .....                            | 51 98                       | .....                                      |
| 2888              | Burlington to Mount Holly .....               | 7         | .....                         | 12                     | 350 00      | .....                     | 50 00                               | .....                          | .....                                  | 350 00                           | .....                            | 50 00                       | .....                                      |
|                   |                                               |           | 455                           |                        |             | 64,144 00                 |                                     |                                |                                        |                                  | 78,848                           |                             | 173 29                                     |
| PENNSYLVANIA.     |                                               |           |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |
| 3001              | Philadelphia to Columbia .....                | 70        | .....                         | 14                     | 14,000 00   | .....                     | 200 00                              | 1,177 00                       | 2,111 00                               | 17,288 00                        | .....                            | 246 97                      | .....                                      |
|                   | Branch, Lancaster to Columbia .....           | 13½       | .....                         | 6                      | 675 00      | .....                     | 50 00                               | .....                          | .....                                  | 675 00                           | .....                            | 50 00                       | .....                                      |
| 3002              | Philadelphia to Pottsville .....              | 97        | .....                         | 12                     | 14,218 00   | .....                     | 146 58                              | 1,600 00                       | 4,272 00                               | 20,090 00                        | .....                            | 207 11                      | .....                                      |
| 3012 <sub>a</sub> | Philadelphia to Pennelton .....               | 20        | .....                         | 6                      | 1,000 00    | .....                     | 50 00                               | .....                          | .....                                  | 1,000 00                         | .....                            | 50 00                       | .....                                      |
| 3015              | Westchester to Philadelphia .....             | 34        | .....                         | 12                     | 1,070 00    | .....                     | 35 66                               | .....                          | .....                                  | 1,070 00                         | .....                            | 35 66                       | .....                                      |
| 3029              | Lancaster to Harrisburg .....                 | 37½       | .....                         | 14                     | 7,525 00    | .....                     | 200 00                              | 623 00                         | 170 00                                 | 8,318 00                         | .....                            | 221 97                      | .....                                      |
| 3039              | Columbia to Middletown .....                  | 19        | .....                         | 6                      | 815 00      | .....                     | 42 90                               | .....                          | 440 00                                 | 1,255 00                         | .....                            | 66 05                       | .....                                      |
| 3046              | Reading to Harrisburg .....                   | 54        | .....                         | 6                      | 5,400 00    | .....                     | 100 00                              | 700 00                         | 911 00                                 | 7,011 00                         | .....                            | 129 83                      | .....                                      |
| 3055              | Port Clinton to Williamsport .....            | 119       | .....                         | 12                     | 11,900 00   | .....                     | 100 00                              | 1,275 00                       | 2,297 00                               | 15,472 00                        | .....                            | 130 01                      | .....                                      |
| 3057              | Schuylkill Haven to Tremont .....             | 12        | .....                         | 6                      | 550 00      | .....                     | 45 83                               | .....                          | .....                                  | 550 00                           | .....                            | 45 83                       | .....                                      |
| 3103              | Sunbury to Mount Carmel .....                 | 28        | .....                         | 6                      | 1,400 00    | .....                     | 50 00                               | .....                          | .....                                  | 1,400 00                         | .....                            | 50 00                       | .....                                      |
| 3109              | Easton to Mauch Chunk .....                   | 46        | .....                         | 6                      | 2,300 00    | .....                     | 50 00                               | 700 00                         | 1,415 00                               | 4,415 00                         | .....                            | 95 97                       | .....                                      |
| 3109 <sub>a</sub> | Mauch Chunk to Jeansville .....               | 23½       | .....                         | 6                      | 1,150 00    | .....                     | 50 00                               | .....                          | .....                                  | 1,150 00                         | .....                            | 50 00                       | .....                                      |
| 3158              | Great Bend to New Hampton .....               | 133       | .....                         | 6                      | 7,980 00    | .....                     | 60 00                               | 1,400 00                       | 2,152 00                               | 11,532 00                        | .....                            | 86 70                       | .....                                      |
| 3196              | Harrisburg to Auburn .....                    | 59        | .....                         | 6                      | 1,770 00    | .....                     | 30 00                               | .....                          | .....                                  | 1,770 00                         | .....                            | 30 00                       | .....                                      |
| 3200              | Harrisburg to Chambersburg .....              | 52        | .....                         | 12                     | 5,200 00    | .....                     | 100 00                              | 700 00                         | 125 00                                 | 6,025 00                         | .....                            | 115 86                      | .....                                      |
| 3201              | Harrisburg to Pittsburg .....                 | 250       | .....                         | 14                     | 50,000 00   | .....                     | 200 00                              | .....                          | .....                                  | .....                            | .....                            | .....                       | .....                                      |
|                   | Branch to Hollidaysburg .....                 | 10        | .....                         | 7                      | 500 00      | .....                     | 50 00                               | 3,600 00                       | 4,442 00                               | 59,542 00                        | .....                            | 212 65                      | .....                                      |
|                   | Branch to Indiana .....                       | 20        | .....                         | 7                      | 1,000 00    | .....                     | 50 00                               | .....                          | .....                                  | .....                            | .....                            | .....                       | .....                                      |
| 3219              | Hanover Junction to Hanover .....             | 19        | .....                         | 12                     | 950 00      | .....                     | 50 00                               | .....                          | .....                                  | 950 00                           | .....                            | 50 00                       | .....                                      |
| 3243              | Sunbury to Williamport .....                  | 42        | .....                         | 6                      | 2,100 00    | .....                     | 50 00                               | .....                          | 323 00                                 | 2,423 00                         | .....                            | 57 69                       | .....                                      |
| 3260              | Williamsport to Elmira .....                  | 77        | .....                         | 12                     | 7,700 00    | .....                     | 100 00                              | 825 00                         | 326 00                                 | 8,851 00                         | .....                            | 114 94                      | .....                                      |

|           |                                      |       |         |           |            |          |          |            |           |           |        |        |
|-----------|--------------------------------------|-------|---------|-----------|------------|----------|----------|------------|-----------|-----------|--------|--------|
| 3273      | Blossburg to Corning.....            | 40    | 6       | 2,000 00  | 50 00      | 700 00   | 264 00   | 2,964 00   | 74 10     |           |        |        |
| 3300      | Huntington to Hopewell.....          | 34    | 6       | 1,700 00  | 50 00      |          | 32 00    | 1,732 00   | 50 91     |           |        |        |
| 3410      | Pittsburg to Kittaning.....          | 43    | 6       | 3,150 00  | 73 25      | 700 00   |          | 3,850 00   | 89 53     |           |        |        |
| 3448      | Northville to Erie.....              | 20    | 14      | 4,000 00  | 200 00     |          | 247 00   | 4,247 00   | 212 35    |           |        |        |
| 3480      | Strasburg to Lemon Place.....        | 4     | 6       | 172 00    | 43 00      |          |          | 172 00     | 43 00     |           |        |        |
| 3485      | Scranton to Rupert.....              | 58.1  | 6       | 2,905 00  | 50 00      | 600 00   | 591 00   | 4,096 00   | 70 00     |           |        |        |
| 3510      | Philadelphia to Easton.....          | 54.19 | 6       | 2,756 00  | 42 86      |          |          | 2,756 00   | 42 86     |           |        |        |
|           | Branch to Doylestown.....            | 10.11 | 6       |           |            |          |          |            |           |           |        |        |
| 3511      | Pittsburg to Connellsville.....      | 60    | 6       | 2,400 00  | 40 00      | 700 00   | 425 00   | 3,525 00   | 58 75     |           |        |        |
| 3514      | Harrisburg to Port Treverton.....    | 44    | 6       | 2,200 00  | 50 00      | 1,200 00 | 400 00   | 3,800 00   | 86 36     |           |        |        |
| 3515      | Port Treverton to Treverton.....     | 15    | 6       | 450 00    | 30 00      |          | 200 00   | 650 00     | 43 33     |           |        |        |
|           |                                      |       | 16181-4 |           | 160,936 00 |          |          | 198,579 00 | 123 72    |           |        |        |
| DELAWARE. |                                      |       |         |           |            |          |          |            |           |           |        |        |
| 3818      | Wilmington to Seaford.....           | 85.1  | 12      | 12,037 50 | 12,037 50  | 141 45   | 1,400 00 | 2,885 00   | 16,322 50 | 16,322 50 | 191 80 | 191 80 |
| MARYLAND. |                                      |       |         |           |            |          |          |            |           |           |        |        |
| 3901      | Baltimore to Washington.....         | 40    | 26      | 12,000 00 | 300 00     | 1,972 00 | 704 00   | 14,676 00  | 366 90    |           |        |        |
| 3902      | Baltimore to Wheeling, Va.....       | 179   | 19      | 94,200 00 | 300 00     | 5,400 00 | 2,823 50 | 102,423 50 | 267 42    |           |        |        |
|           | Branch to Frederick.....             | 201   | 7       |           | 200 00     |          |          |            |           |           |        |        |
| 3902a     | Grafton to Parkersburg.....          | 3     | 6       | 10,400 00 | 100 00     | 1,600 00 | 673 00   | 12,673 00  | 131 85    |           |        |        |
| 3903      | Baltimore to Philadelphia, Pa.....   | 104   | 19      | 37,500 00 | 367 64     | 5,028 00 | 1,759 50 | 44,287 50  | 434 18    |           |        |        |
| 3904      | Baltimore to Harrisburg, Pa.....     | 86    | 14      | 17,850 00 | 200 00     | 3,600 00 | 124 50   | 21,574 50  | 217 92    |           |        |        |
|           | Branch to Columbia.....              | 13    | 7       |           | 50 00      |          |          |            |           |           |        |        |
| 3919      | Annapolis to Annapolis Junction..... | 20    | 13      | 2,858 00  | 142 90     |          |          | 2,858 00   | 142 90    |           |        |        |
|           |                                      |       | 748     |           | 174,808 00 |          |          | 198,492 50 | 265 36    |           |        |        |
| OHIO.     |                                      |       |         |           |            |          |          |            |           |           |        |        |
| 9006      | Bel Air to Columbus.....             | 137   | 12      | 27,575 00 | 200 00     | 2,400 00 | 725 00   | 30,700 09  | 224 00    |           |        |        |
| 9010      | Steuenville to Newark.....           | 116   | 6       | 8,700 00  | 75 00      | 1,400 00 | 499 00   | 10,839 00  | 87 41     |           |        |        |
|           | Branch to Cadiz.....                 | 8     | 6       | 240 00    | 30 00      |          |          |            |           |           |        |        |
| 9050      | Pittsburg to La Porte.....           | 413   | 12      | 56,787 50 | 137 50     | 4,800 00 | 1,361 00 | 62,948 50  | 152 40    |           |        |        |
| 9097      | Erie to Cleveland.....               | 96    | 13      | 21,600 00 | 225 00     | 1,800 00 | 899 00   | 24,299 00  | 265 53    |           |        |        |
| 9108      | Cleveland to Wellsville.....         | 58½   | 12      | 12,937 50 | 150 00     | 1,600 00 | 1,019 00 | 15,556 50  | 155 50    |           |        |        |
|           |                                      | 41½   | 6       |           | 100 00     |          |          |            |           |           |        |        |
| 9110      | Cleveland to Toledo.....             | 110   | 12      | 22,000 00 | 200 00     | 1,600 00 | 75 00    | 23,675 00  | 215 22    |           |        |        |
| 9014      | Hudson to Millersburg.....           | 62    | 6       | 1,860 00  | 30 00      | 700 00   | 273 00   | 2,833 00   | 45 69     |           |        |        |
| 9120      | Bayard to New Philadelphia.....      | 32    | 6       | 1,372 00  | 42 86      | 400 00   | 92 00    | 1,864 00   | 58 25     |           |        |        |
| 9121      | Oneyda Mills to Carrollton.....      | 12    | 6       | 360 00    | 30 00      |          |          | 360 00     | 30 00     |           |        |        |
| 9142      | Sandusky to Newark.....              | 124   | 6       | 12,400 00 | 100 00     | 1,400 00 | 688 00   | 14,488 00  | 116 83    |           |        |        |
| 9171      | Columbus to Cleveland.....           | 60    | 12      |           | 225 00     |          |          |            |           |           |        |        |
|           |                                      | 78    | 12      | 29,100 00 | 200 00     | 1,800 00 | 1,040 00 | 31,840 00  | 231 44    |           |        |        |
| 9177      | Columbus to Xenia.....               | 55    | 13      | 12,375 00 | 225 00     | 900 00   | 241 00   | 13,516 00  | 245 74    |           |        |        |

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

† Includes \$1,400 for daily mail to Philadelphia

‡ Includes \$6,900 for ferry at night, and accommodation for agents in night trains.

E—Continued.

| Number of route. | Termini.                            | Distance. | Total distance in each State. |        | No. of trips per week. | Annual pay.       | Annual pay in each State. | Annual cost per mile on each route. | Annual cost of route agencies. | Annual cost of mail messenger service. | Total annual cost on each route. | Total annual cost in each State. | Total annual cost per mile. | Total average cost per mile in each State. |
|------------------|-------------------------------------|-----------|-------------------------------|--------|------------------------|-------------------|---------------------------|-------------------------------------|--------------------------------|----------------------------------------|----------------------------------|----------------------------------|-----------------------------|--------------------------------------------|
|                  |                                     |           | Miles.                        | Miles. |                        |                   |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |
| 9178             | Columbus to Piqua.....              | 73        |                               |        | 6                      | Dollars. 3,129 00 | Dollars.                  | Dollars. 42 86                      | Dollars. 700 00                | Dollars. 300 00                        | Dollars. 4,129 00                | Dollars.                         | Dollars. 56 56              | Dollars.                                   |
| 9188             | Galion to Union City.....           | 119       |                               |        | 12                     | 17,850 00         |                           | 150 00                              | 1,200 00                       | 120 00                                 | 19,170 00                        |                                  | 161 90                      |                                            |
| 9274             | Toledo to Cleveland.....            | 114       |                               |        | 6                      | 5,700 00          |                           | 50 00                               | 1,600 00                       | 781 00                                 | 8,081 00                         |                                  | 77 64                       |                                            |
| 9275             | Toledo to State Line.....           | 244       |                               |        | 12                     | 24,400 00         |                           | 100 00                              | 3,200 00                       | 537 00                                 | 28,137 00                        |                                  | 111 21                      |                                            |
| 9276             | Toledo to Elkhart.....              | 133       |                               |        | 6                      | 6,650 00          |                           | 50 00                               | 1,600 00                       | 238 00                                 | 8,488 00                         |                                  | 63 71                       |                                            |
| 9302             | Cincinnati to Richmond.....         | 73        |                               |        | 6                      | 4,693 00          |                           | 64 29                               | 800 00                         | 836 00                                 | 6,329 00                         |                                  | 86 69                       |                                            |
| 9303             | Cincinnati to Dayton.....           | 60        |                               |        | 12                     | 7,500 00          |                           | 125 00                              | 444 00                         | 994 00                                 | 8,938 00                         |                                  | 144 96                      |                                            |
| 9306             | Cincinnati to Springfield.....      | 19        |                               |        | 6                      | 16,525 00         |                           | 100 00                              | 900 00                         | 1,725 00                               | 19,150 00                        |                                  | 227 97                      |                                            |
| 9324             | Cincinnati to Marietta.....         | 65        |                               |        | 13                     |                   |                           | 225 00                              |                                |                                        |                                  |                                  |                             |                                            |
| 9325             | Blanchester to Hillsboro.....       | 197       |                               |        | 6                      | 19,700 00         |                           | 100 00                              | 2,100 00                       | 1,259 00                               | 23,059 00                        |                                  | 117 50                      |                                            |
| 9329             | Marietta to Zanesville.....         | 21        |                               |        | 6                      | 787 50            |                           | 37 50                               |                                | 49 00                                  | 836 50                           |                                  | 39 83                       |                                            |
| 9330             | Xenia to Dayton.....                | 133       |                               |        | 6                      | 9,975 00          |                           | 75 00                               | 1,600 00                       | 1,029 00                               | 12,604 00                        |                                  | 94 77                       |                                            |
| 9371             | Dayton to Union City.....           | 17        |                               |        | 12                     | 2,125 00          |                           | 125 00                              | 212 00                         |                                        | 2,337 00                         |                                  | 137 47                      |                                            |
| 9373             | Dayton to Lima.....                 | 47        |                               |        | 6                      | 2,350 00          |                           | 50 00                               | 588 00                         | 40 00                                  | 2,978 00                         |                                  | 63 38                       |                                            |
| 9391             | Springfield to Sandusky.....        | 132       |                               |        | 12                     | 13,200 00         |                           | 100 00                              | 600 00                         | 100 00                                 | 14,500 00                        |                                  | 59 21                       |                                            |
| 9392             | Brauch, Cary to Finley.....         | 16        |                               |        | 6                      | 480 00            |                           | 30 00                               |                                |                                        | 480 00                           |                                  | 30 00                       |                                            |
| 9394             | Springfield to Delaware.....        | 50        |                               |        | 6                      | 2,143 00          |                           | 42 86                               |                                | 105 00                                 | 2,248 00                         |                                  | 44 96                       |                                            |
| 9406             | Springfield to Dayton.....          | 24        |                               |        | 12                     | 2,400 00          |                           | 100 00                              | 173 00                         | 205 00                                 | 2,783 00                         |                                  | 115 95                      |                                            |
| 9407             | Portsmouth to Reid's Mills.....     | 56        |                               |        | 6                      | 2,400 00          |                           | 42 86                               | 700 00                         |                                        | 3,100 00                         |                                  | 55 35                       |                                            |
| 9408             | Cleveland to Youngstown.....        | 67        |                               |        | 6                      | 3,350 00          |                           | 50 00                               | 800 00                         | 423 00                                 | 4,573 00                         |                                  | 68 25                       |                                            |
| 9409             | Rochester to Bel Air.....           | 68        |                               |        | 6                      | 5,100 00          |                           | 75 00                               | 700 00                         | 190 00                                 | 5,990 00                         |                                  | 80 80                       |                                            |
| 9409             | Union City to Indianapolis, Ia..... | 85        |                               |        | 12                     | 12,750 00         |                           | 150 00                              | 1,200 00                       | 283 00                                 | 14,233 00                        |                                  | 165 94                      |                                            |
|                  | <b>VIRGINIA.</b>                    |           | 3,292                         |        |                        |                   | 374,314 00                |                                     |                                |                                        |                                  | 429,619 50                       |                             | 130 50                                     |
| 4801             | Aquia Creek to Richmond.....        | 75½       |                               |        | 14                     | 19,950 00         |                           | 264 24                              | 2,600 00                       | 360 00                                 | 22,910 00                        |                                  | 303 44                      |                                            |
| 4802             | Richmond to Petersburg.....         | 24½       |                               |        | 14                     | 7,350 00          |                           | 300 00                              | 1,000 00                       |                                        | 8,350 00                         |                                  | 340 81                      |                                            |
| 4803             | Petersburg to Weldon, N. C.....     | 64        |                               |        | 14                     | 19,200 00         |                           | 300 00                              | 3,000 00                       | 100 00                                 | 22,300 00                        |                                  | 348 43                      |                                            |
| 4831             | Alexandria to Richmond.....         | 165       |                               |        | 14                     | 28,875 00         |                           | 175 00                              | 2,800 00                       | 111 00                                 | 31,786 00                        |                                  | 192 03                      |                                            |
| 4836             | Branch to Warrenton.....            | 9         |                               |        | 7                      | 450 00            |                           | 50 00                               |                                |                                        | 450 00                           |                                  | 50 00                       |                                            |
| 4854             | Tudor Hall to Woodstock.....        | 74½       |                               |        | 6                      | 3,193 15          |                           | 42 86                               | 1,200 00                       | 296 00                                 | 4,689 15                         |                                  | 62 94                       |                                            |
| 4854             | Richmond to Danville.....           | 52        |                               |        | 12                     |                   |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |
| 4855             | Petersburg to Lynchburg.....        | 89½       |                               |        | 6                      | 16,650 00         |                           | 117 67                              | 2,400 00                       | 50 00                                  | 19,100 00                        |                                  | 134 98                      |                                            |
|                  |                                     | 123       |                               |        | 6                      | 15,375 00         |                           | 124 66                              | 1,600 00                       |                                        | 16,975 00                        |                                  | 138 00                      |                                            |



|                 |                                          |                  |             |            |        |          |          |            |        |
|-----------------|------------------------------------------|------------------|-------------|------------|--------|----------|----------|------------|--------|
| 4856            | Lynchburg to Bristol                     | 204              | 6           | 30,600 00  | 180 00 | 3,200 00 | 1,284 00 | 35,084 00  | 172 00 |
| 4903            | Gordonville to Jackson's river           | { 62.15<br>59.20 | 7 }<br>* }  | 10,162 00  | 83 78  | 1,600 00 | 100 00   | 11,862 00  | 97 73  |
| 4957            | Petersburg to City Point                 | 12               | 6           | 600 00     | 50 00  |          |          | 600 00     | 50 00  |
| 4961            | Hicksford to Gaston, N. C.               | 20               | 7           | 1,000 00   | 50 00  |          |          | 1,000 00   | 50 00  |
| 4972            | Pertsmouth to Weldon, N. C.              | 80               | 7           | 8,000 00   | 100 00 | 1,200 00 |          | 9,200 00   | 115 00 |
| 5001            | Winchester to Harper's Ferry             | 32               | 6           | 3,200 00   | 100 00 |          | 40 00    | 3,240 00   | 101 25 |
| NORTH CAROLINA. |                                          |                  |             |            |        |          |          |            |        |
|                 |                                          | 1,146.35         |             | 164,605 15 |        |          |          | 187,546 15 | 163 60 |
| 5601            | Weldon to Wilmington                     | 162              | 14          | 48,600 00  | 300 00 | 3,700 00 | 130 00   | 52,430 00  | 323 46 |
| 5610            | Goldsboro' to Charlotte                  | 223              | 7           | 22,300 00  | 100 00 | 3,200 00 | 1,070 00 | 26,570 00  | 119 17 |
| 5665            | Raleigh to Weldon                        | 99               | 7           | 9,900 00   | 100 00 | 1,600 00 | 124 00   | 11,624 00  | 117 41 |
| 5672            | Clarksville Junction to Clarksville, Va. | 22               | 6           | 1,100 00   | 50 00  |          |          | 1,100 00   | 50 00  |
|                 |                                          | 506              |             | 81,900 00  |        |          |          | 91,724 00  | 181 07 |
| SOUTH CAROLINA. |                                          |                  |             |            |        |          |          |            |        |
| 6001            | Columbia to Greenville and branches      | 166½             | 6           | 15,600 00  | 93 55  | 2,100 00 | 156 00   | 17,856 00  | 107 08 |
| 6002            | Columbia to Charlotte                    | 110              | 6           | 11,700 00  | 106 36 | 1,400 00 | 242 00   | 13,342 00  | 121 29 |
| 6011            | Kingsville to Wilmington, N. C.          | 171              | 14          | 42,750 00  | 250 00 | 4,000 00 | 532 00   | 47,282 00  | 276 50 |
| 6012            | Kingsville to Augusta, Ga.               | 117              | 14          | 27,787 50  | 237 50 | 3,000 00 | 453 00   | 31,240 50  | 267 01 |
|                 | Kingsville to Columbia                   | 27               | 14          | 6,062 50   | 224 53 |          |          | 6,062 50   | 224 53 |
|                 | Kingsville to Camden                     | 39               | 7           | 1,950 00   | 50 00  |          | 150 00   | 2,100 00   | 53 85  |
|                 | Charleston to Branchville                | 64               | 14          | 15,200 00  | 237 50 | 1,000 00 | 72 00    | 16,272 00  | 254 25 |
|                 | Florence to Cheraw                       | 40               | 7           | 2,000 00   | 50 00  | 800 00   | 425 00   | 3,225 00   | 80 62  |
| 6017            | Chester C. H. to Yorkville               | 23½              | 6           | 1,400 00   | 59 57  |          |          | 1,400 00   | 59 57  |
| 6113            | Newberry C. H. to Laurens C. H.          | 31               | 6           | 1,328 57   | 42 86  |          |          | 1,328 57   | 42 86  |
| 6157            | Alston to Simsville                      | 25               | 6           | 1,071 43   | 42 86  |          |          | 1,071 43   | 42 86  |
| 6168            | Charleston to Florence                   | 103½             | 14          | 15,543 75  | 150 00 | 1,600 00 | 837 00   | 17,980 75  | 173 51 |
|                 |                                          | 917½             |             | 142,93 75  |        |          |          | 159,160 75 | 173 40 |
| GEORGIA.        |                                          |                  |             |            |        |          |          |            |        |
| 6301            | Savannah to Macon                        | 192              | 14          | 29,100 00  | 151 55 | 2,400 00 | 140 00   | 31,640 00  | 164 79 |
| 6302            | Macon to Atlanta                         | 102              | 7           | 10,200 00  | 100 00 |          | 235 00   | 10,435 00  | 102 30 |
| 6303            | Macon to Columbus                        | 102              | 14          | 15,300 00  | 150 00 | 1,350 00 | 50 00    | 16,700 00  | 163 72 |
| 6304            | Fort Valley to Albany                    | 79½              | 7           | 5,943 75   | 75 00  | 200 00   | 250 00   | 6,393 75   | 80 67  |
| 6314            | Millin to Augusta                        | 54               | 14          | 8,100 00   | 150 00 | 900 00   | 365 00   | 9,365 00   | 173 42 |
| 6321            | Millidgeville to Gordon                  | 17               | 7           | 1,000 00   | 58 82  |          |          | 1,000 00   | 58 82  |
| 6326            | Millidgeville to Eatonton                | 23               | 7           | 1,150 00   | 50 00  |          |          | 1,150 00   | 50 00  |
| 6391            | Augusta to Atlanta                       | { 174½<br>34     | 14 }<br>7 } | 41,818 00  | 234 60 | 3,000 00 | 180 00   | 44,998 00  | 252 44 |
| 6392            | Branch, Camak to Warrenton               | 86½              | 14          | 20,543 75  | 237 50 | 1,275 00 | 144 00   | 21,962 75  | 253 90 |
| 6393            | Atlanta to Chattanooga, Tenn.            | 140              | 14          | 22,750 00  | 162 50 | 3,200 00 | 384 00   | 26,334 00  | 188 10 |
| 6398            | Double Wells to Washington               | 19               | 6           | 950 00     | 50 00  |          |          | 950 00     | 50 00  |
| 6399            | Union Point to Athens                    | 40               | 6           | 2,000 00   | 50 00  |          |          | 2,000 00   | 50 00  |
| 6465            | Kingston to Rome                         | 19               | 7           | 1,108 00   | 58 31  |          |          | 1,108 00   | 58 31  |

\* 7 times a week 4 months; 3 times a week 8 months.

E—Continued.

| Number of route. | Termini.                           | Distance. | Total distance in each State. | No. of trips per week. | Annual pay. | Annual pay in each State. | Annual cost per mile on each route. | Annual cost of route agencies. | Annual cost of mail messenger service. | Total annual cost on each route. | Total annual cost in each State. | Total annual cost per mile. | Total average cost per mile in each State. |
|------------------|------------------------------------|-----------|-------------------------------|------------------------|-------------|---------------------------|-------------------------------------|--------------------------------|----------------------------------------|----------------------------------|----------------------------------|-----------------------------|--------------------------------------------|
|                  |                                    | Miles.    | Miles.                        |                        | Dollars.    | Dollars.                  | Dollars.                            | Dollars.                       | Dollars.                               | Dollars.                         | Dollars.                         | Dollars.                    | Dollars.                                   |
| 6532             | Brunswick to Satilla .....         | 30½       |                               | 3                      | 907 50      |                           | 30 00                               |                                | 278 00                                 | 1,185 50                         |                                  | 38 86                       |                                            |
| 6534             | Savannah to Zero .....             | 72½       |                               | 6                      | 3,107 00    |                           | 42 86                               |                                |                                        | 3,107 00                         |                                  | 42 86                       |                                            |
| 6547             | Barnesville to Thomaston .....     | 17.07     |                               | 6                      | 853 50      |                           | 50 00                               |                                |                                        | 853 50                           |                                  | 50 00                       |                                            |
| <b>FLORIDA.</b>  |                                    |           | 1,172.07                      |                        |             | 164,831 50                |                                     |                                |                                        |                                  | 179,182 50                       |                             | 152 87                                     |
| 6870             | Tallahassee to St. Mark's .....    | 21¼       |                               | *                      | 1,087 50    |                           | 50 00                               |                                |                                        | 1,087 50                         |                                  | 50 00                       |                                            |
| 6872             | Fernandina to Starke .....         | 73½       |                               | 6                      | 7,325 00    |                           | 100 00                              |                                |                                        | 7,325 00                         |                                  | 100 00                      |                                            |
| 6881             | Tallahassee to Walker's Mill ..... | 25½       |                               | 3                      | 765 00      |                           | 30 00                               |                                |                                        | 765 00                           |                                  | 30 00                       |                                            |
| <b>MICHIGAN.</b> |                                    |           | 120½                          |                        |             | 9,177 50                  |                                     |                                |                                        |                                  | 9,177 50                         |                             | 76 16                                      |
| 13002a           | Detroit to Toledo .....            | 65        |                               | 12                     | 6,500 00    |                           | 100 00                              | 800 00                         | 260 00                                 | 7,560 00                         |                                  | 116 30                      |                                            |
| 13003            | Detroit to Chicago .....           | 282½      |                               | 12                     | 42,375 00   |                           | 150 00                              | 3,600 00                       | 894 00                                 | 46,869 00                        |                                  | 165 90                      |                                            |
| 13003a           | Lake Station to Joliet .....       | 45        |                               | 6                      | 1,929 00    |                           | 42 86                               | 700 00                         | 150 00                                 | 2,779 00                         |                                  | 61 75                       |                                            |
| 13005            | Detroit to Grand Rapids .....      | 157½      |                               | 6                      | 11,794 00   |                           | 75 00                               | 2,100 00                       | 960 00                                 | 14,854 00                        |                                  | 94 45                       |                                            |
| 13018            | Toledo to Chicago .....            | 242       |                               | 12                     | 36,300 00   |                           | 150 00                              | 3,200 00                       | 1,892 00                               | 41,392 00                        |                                  | 170 62                      |                                            |
| 13019            | Monroe to Adrian .....             | 36        |                               | 6                      | 3,086 00    |                           | 85 71                               | 800 00                         |                                        | 3,886 00                         |                                  | 108 00                      |                                            |
| 13020            | White Pigeon to Three Rivers ..... | 13        |                               | 6                      | 325 00      |                           | 25 00                               |                                | 200 00                                 | 525 00                           |                                  | 40 38                       |                                            |
| 13025            | Adrian to Jackson .....            | 40        |                               | 6                      | 1,714 00    |                           | 42 86                               | 700 00                         | 185 00                                 | 2,599 00                         |                                  | 65 00                       |                                            |
| <b>INDIANA.</b>  |                                    |           | 880¾                          |                        |             | 104,023 00                |                                     |                                |                                        |                                  | 120,464 00                       |                             | 136 77                                     |
| 14500            | Indianapolis to Cincinnati .....   | 113½      |                               | 12                     | 11,350 00   |                           | 100 00                              | 1,600 00                       | 437 00                                 | 13,387 00                        |                                  | 117 94                      |                                            |
| 14501            | Indianapolis to Dayton .....       | 112       |                               | 12                     | 14,000 00   |                           | 125 00                              | 1,600 00                       | 231 00                                 | 15,831 00                        |                                  | 141 21                      |                                            |
| 14502            | Indianapolis to Madison .....      | 87        |                               | 6                      | 4,350 00    |                           | 50 00                               | 800 00                         | 107 00                                 | 5,257 00                         |                                  | 60 42                       |                                            |
| 14503            | Indianapolis to Lafayette .....    | 64        |                               | 12                     | 9,600 00    |                           | 150 00                              | 800 00                         | 279 00                                 | 10,679 00                        |                                  | 166 70                      |                                            |
| 14504            | Indianapolis to Terre Haute .....  | 74        |                               | 12                     | 9,250 00    |                           | 125 00                              | 800 00                         | 533 00                                 | 10,583 00                        |                                  | 143 01                      |                                            |
| 14505            | Indianapolis to Peru .....         | 78        |                               | 6                      | 3,900 00    |                           | 50 00                               | 800 00                         | 110 00                                 | 4,800 00                         |                                  | 61 66                       |                                            |
| 14512            | Franklin to Martinsville .....     | 26        |                               | 6                      | 780 00      |                           | 30 00                               |                                |                                        | 780 00                           |                                  | 30 00                       |                                            |
| 14513            | Edinburg to Shelbyville .....      | 17        |                               | 6                      | 728 00      |                           | 42 00                               |                                | 121 00                                 | 849 00                           |                                  | 49 94                       |                                            |
| 14515            | Jeffersonville to Edinburg .....   | 77        |                               | 12                     | 8,925 00    |                           | 225 00                              | 2,300 00                       | 310 00                                 | 11,535 00                        |                                  | 149 80                      |                                            |
| 14516            | New Albany to Michigan City .....  | 61        |                               | 6                      |             |                           | 100 00                              |                                |                                        |                                  |                                  |                             |                                            |
|                  |                                    | 135       |                               | 6                      |             |                           | 50 00                               |                                |                                        |                                  |                                  |                             |                                            |
|                  |                                    | 92        |                               | 12                     | 26,650 00   |                           | 150 00                              | 3,200 00                       | 656 00                                 | 30,506 00                        |                                  | 100 50                      |                                            |

|                   |                                              |           |          |                 |                  |                   |          |                   |                   |
|-------------------|----------------------------------------------|-----------|----------|-----------------|------------------|-------------------|----------|-------------------|-------------------|
| 14529             | Evansville to Terre Haute                    | 110       | 6        | 8,250 00        | 75 00            | 1,400 00          | 325 00   | 9,975 00          | 90 68             |
| 14533             | Cincinnati to Illinoistown                   | 341       | 12       | 59,675 00       | 175 00           | 5,950 00          | 877 00   | 66,502 00         | 195 02            |
| 14783             | Richmond to Lafayette                        | 110       | 6        | 5,500 00        | 50 00            | 800 00            | 293 00   | 6,593 00          | 59 93             |
| <b>ILLINOIS.</b>  |                                              |           |          | <b>1,497½</b>   |                  | <b>162,958 00</b> |          |                   | <b>187,287 00</b> |
| 13252a            | Terre Haute, Indiana, to St. Louis, Missouri | 195½      | 12       | 19,550 00       | 100 00           | 3,000 00          | 821 00   | 23,374 00         | 119 56            |
| 13253             | State Line to Naples                         | 174½      | 12       | 13,107 00       | 75 00            | 2,400 00          | 1,333 00 | 16,840 00         | 96 36             |
| 13264             | Chicago to St. Louis, Missouri               | 292       | 12       | 29,200 00       | 100 00           | 3,200 00          | 1,133 00 | 33,533 00         | 114 84            |
| 13368a            | Quincy to Mt. Sterling                       | 40        | 6        | 2,000 00        | 50 00            | 600 00            | 180 00   | 2,780 00          | 69 50             |
| 13392a            | Chenoa to East Burlington                    | 143       | 12       | 10,725 00       | 75 00            | 1,400 00          | 730 00   | 12,855 00         | 90 00             |
| 13394a            | La Salle to Peoria                           | 62        | 6        | 3,100 00        | 50 00            | 800 00            | 546 00   | 4,446 00          | 71 71             |
| 13438             | Chicago to Rock Island                       | 181       | 12       | 18,100 00       | 100 00           | 2,400 00          | 703 00   | 21,203 00         | 117 14            |
| 13439             | Chicago to Freeport                          | 121       | 12       | 12,100 00       | 100 00           | 1,600 00          | 291 00   | 13,991 00         | 115 63            |
| 13440             | Dunleith to Cairo                            | 454       | 12       | 45,400 00       | 100 00           | 5,600 00          | 4,651 00 | 55,651 00         | 122 58            |
| 13441             | Chicago to Centralia                         | 253       | 6        | 10,843 00       | 42 86            | 2,400 00          | 240 00   | 13,483 00         | 53 30             |
| 13442             | Chicago to Fulton                            | 136       | 6        | 10,200 00       | 75 00            | 1,600 00          | 678 00   | 12,478 00         | 91 75             |
| 13443             | Chicago to Janesville                        | 91        | 12       | 6,460 00        | 60 00            | 1,600 00          | 193 00   | 7,253 00          | 79 70             |
| 13444a            | Chicago to Milwaukee, Wisconsin              | 85        | 12       | 8,500 00        | 100 00           | 1,400 00          | 96 00    | 9,996 00          | 117 60            |
| 13452             | Galesburg to Quincy                          | 101       | 12       | 10,100 00       | 100 00           | 1,400 00          | 749 00   | 12,249 00         | 121 27            |
| 13459             | Turner to St. Charles                        | 7         | 6        | 300 00          | 42 86            |                   |          | 300 00            | 42 86             |
| 13505             | Elgin to Whitewater                          | 67½       | 6        | 2,893 00        | 42 86            | 600 00            | 255 00   | 3,784 00          | 55 53             |
| 13526             | Turner to East Burlington                    | 58<br>122 | 12<br>12 | 19,450 00       | 125 00<br>100 00 | 2,400 00          | 2,524 00 | 24,374 00         | 135 41            |
| <b>WISCONSIN.</b> |                                              |           |          | <b>2,583½</b>   |                  | <b>221,028 00</b> |          | <b>268,754 00</b> | <b>104 01</b>     |
| 13655a            | Racine to Freeport                           | 101       | 6        | 4,329 00        | 42 86            | 1,400 00          | 434 00   | 6,136 00          | 61 00             |
| 13662             | Milwaukee to Prairie du Chien                | 191       | 12       | 11,460 00       | 60 00            | 2,400 00          | 664 00   | 14,524 00         | 76 04             |
| 13684a            | Horicon to Berlin                            | 43        | 6        | 1,843 00        | 42 86            | 500 00            | 562 00   | 2,905 00          | 67 50             |
| 13741             | Milton to Monroe                             | 45        | 12       | 2,700 00        | 60 00            |                   | 600 00   | 3,300 00          | 73 33             |
| 13806a            | Fond du Lac to Junction                      | 30        | 6        | 1,286 00        | 42 86            | 500 00            |          | 1,786 00          | 59 53             |
| 13825             | Milwaukee to Tomah                           | 156       | 6        | 6,685 00        | 42 86            | 1,400 00          | 1,630 00 | 9,715 00          | 62 40             |
| 13826             | Milwaukee to Columbus                        | 64        | 6        | 2,741 00        | 42 86            | 700 00            |          | 3,441 00          | 53 76             |
| <b>IOWA.</b>      |                                              |           |          | <b>630 00</b>   |                  | <b>31,044 00</b>  |          | <b>41,834 00</b>  | <b>66 40</b>      |
| 9300a             | Keokuk to B ntonsport                        | 40        | 7        | 2,000 00        | 50 00            |                   | 30 00    | 2,030 00          | 50 75             |
| 9321a             | Burlington to Rome                           | 36 5 6    | 6        | 1,578 00        | 42 84            | 600 00            | 325 00   | 2,503 00          | 67 95             |
| 9339a             | Muscatine to Columbus City                   | 22        | 7        | 1,100 00        | 50 00            |                   | 26 00    | 1,126 00          | 51 00             |
| 9343a             | Davenport to Iowa City                       | 55½       | 14       | 5,152 00        | 75 00            |                   |          | 5,152 00          | 75 60             |
|                   | Branch                                       | 13 1 5    |          |                 |                  |                   |          |                   |                   |
| 9347a             | Fulton, Illinois, to Cedar Rapids            | 84        | 6        | 4,200 00        | 50 00            |                   | 156 00   | 4,356 00          | 51 85             |
| <b>MISSOURI.</b>  |                                              |           |          | <b>251 8 15</b> |                  | <b>14,030 00</b>  |          | <b>15,167 00</b>  | <b>60 00</b>      |
| 9030              | St. Louis to Jefferson City                  | 125       | 7        | 15,625 00       | 125 00           | 1,660 00          | 195 00   | 17,420 00         | 139 36            |
| 8815:             | St. Louis to Pilot Knob                      | 80        | 7        | 4,000 00        | 50 00            |                   | 400 00   | 4,400 00          | 35 00             |
|                   |                                              |           |          | <b>205 00</b>   |                  | <b>19,625 00</b>  |          | <b>21,820 00</b>  | <b>106 00</b>     |

\* 6 times a week 7 mos.; 3 times a week 5 mos.

E.—Continued.

| Number of route.    | Termini.                                       | Distances. | Total distance in each State. | No. of trips per week. | Annual pay. | Annual pay in each State. | Annual cost per mile on each route. | Annual cost of route agencies. | Annual cost of mail messenger service. | Total annual cost on each route. | Total annual cost in each State. | Total annual cost per mile. | Total average cost per mile in each State. |
|---------------------|------------------------------------------------|------------|-------------------------------|------------------------|-------------|---------------------------|-------------------------------------|--------------------------------|----------------------------------------|----------------------------------|----------------------------------|-----------------------------|--------------------------------------------|
|                     |                                                | Miles.     | Miles.                        |                        | Dollars.    | Dollars.                  | Dollars.                            | Dollars.                       | Dollars.                               | Dollars.                         | Dollars.                         | Dollars.                    | Dollars.                                   |
| <b>KENTUCKY.</b>    |                                                |            |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |
| 8202                | Louisville to Lexington.....                   | 94         | .....                         | 12                     | 8,100 00    | .....                     | 86 17                               | 1,600 00                       | 1,597 00                               | 11,297 00                        | .....                            | 120 18                      | .....                                      |
| 8215                | Lexington to Covington.....                    | 97½        | .....                         | 14                     | 9,766 00    | .....                     | 100 00                              | 1,600 00                       | 1,218 00                               | 12,584 00                        | .....                            | 128 47                      | .....                                      |
| 8359a               | Paducah to Mayfield.....                       | 30         | .....                         | 6                      | 1,500 00    | .....                     | 50 00                               | .....                          | .....                                  | 1,500 00                         | .....                            | 50 00                       | .....                                      |
|                     |                                                |            | 221½                          | .....                  |             |                           | 19,366 00                           |                                |                                        |                                  |                                  | 25,381 00                   | 114 50                                     |
| <b>TENNESSEE.</b>   |                                                |            |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |
| 8455                | Nashville to Chattanooga.....                  | 159        | .....                         | 14                     | 25,000 00   | .....                     | 157 22                              | 2,400 00                       | 190 00                                 | 27,590 00                        | .....                            | 173 52                      | .....                                      |
| 8496                | Knoxville to Dalton.....                       | 110        | .....                         | 14                     | 16,500 00   | .....                     | 150 00                              | 2,400 00                       | 239 42                                 | 19,139 42                        | .....                            | 174 00                      | .....                                      |
| 8499                | Russellville to Bristol.....                   | 82 1-5     | .....                         | 6                      | 12,330 00   | .....                     | 150 00                              | .....                          | .....                                  | 12,330 00                        | .....                            | 150 00                      | .....                                      |
| 8595a               | Grand Junction to Jackson.....                 | 46.61      | .....                         | 7                      | 2,330 50    | .....                     | 50 00                               | 750 00                         | .....                                  | 3,080 50                         | .....                            | 66 09                       | .....                                      |
| 8635                | Memphis to Brownsville.....                    | 57.32      | .....                         | 7                      | 2,866 00    | .....                     | 50 00                               | 800 00                         | 125 00                                 | 3,791 00                         | .....                            | 66 13                       | .....                                      |
| 8665                | Tullahoma to McMinnville.....                  | 35         | .....                         | 7                      | 1,750 00    | .....                     | 50 00                               | .....                          | .....                                  | 1,750 00                         | .....                            | 50 00                       | .....                                      |
| 8666                | Knoxville to Russellville.....                 | 48½        | .....                         | 6                      | 7,275 00    | .....                     | 150 00                              | 2,400 00                       | 247 00                                 | 9,922 00                         | .....                            | 205 60                      | .....                                      |
|                     |                                                |            | 538.63                        | .....                  |             |                           | 68,051 50                           |                                |                                        |                                  |                                  | 77,602 92                   | 144 00                                     |
| <b>ALABAMA.</b>     |                                                |            |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |
| 7001                | Opelika to West Point, Ga.....                 | 21½        | .....                         | 14                     | 5,106 25    | .....                     | 237 50                              | 325 00                         | .....                                  | 5,431 25                         | .....                            | 252 61                      | .....                                      |
| 7020                | Columbus, Ga., to Monterey, Ala.....           | 96½        | .....                         | 14                     | 24,125 00   | .....                     | 250 00                              | 1,350 00                       | 240 00                                 | 25,715 00                        | .....                            | 268 47                      | .....                                      |
| 7023                | Columbus, Ga., to Guerryton, Ala.....          | 40         | .....                         | 7                      | 1,482 00    | .....                     | 37 05                               | .....                          | .....                                  | 1,482 00                         | .....                            | 37 05                       | .....                                      |
| 7073                | Memphis, Tenn., to Stevenson.....              | 271        | .....                         | 7                      | 27,100 00   | .....                     | 100 00                              | 4,800 00                       | 822 00                                 | 32,722 00                        | .....                            | 120 74                      | .....                                      |
| 7114                | Branch, Macon, Tenn., to Somerville, Tenn..... | 13½        | .....                         | 7                      | 675 00      | .....                     | 50 00                               | .....                          | .....                                  | 675 00                           | .....                            | 50 00                       | .....                                      |
|                     | Selma to Columbiana.....                       | 72         | .....                         | 6                      | 3,086 00    | .....                     | 42 86                               | .....                          | .....                                  | 3,086 00                         | .....                            | 42 86                       | .....                                      |
|                     |                                                |            | 514½                          | .....                  |             |                           | 61,574 25                           |                                |                                        |                                  |                                  | 69,111 25                   | 134 32                                     |
| <b>MISSISSIPPI.</b> |                                                |            |                               |                        |             |                           |                                     |                                |                                        |                                  |                                  |                             |                                            |
| 7302                | Jackson to Brandon.....                        | 13½        | .....                         | 7                      | 1,350 00    | .....                     | 100 00                              | .....                          | .....                                  | 1,350 00                         | .....                            | 100 00                      | .....                                      |
| 7304                | Jackson to Vicksburg.....                      | 46         | .....                         | 7                      | 4,600 00    | .....                     | 100 00                              | .....                          | .....                                  | 4,600 00                         | .....                            | 100 00                      | .....                                      |
| 7318                | Bolton's Depot to Raymond.....                 | 8          | .....                         | 6                      | 600 00      | .....                     | 75 00                               | .....                          | .....                                  | 600 00                           | .....                            | 75 00                       | .....                                      |
| 7315a               | Jackson to Canton.....                         | 24         | .....                         | 7                      | 2,400 00    | .....                     | 100 00                              | .....                          | .....                                  | 2,400 00                         | .....                            | 100 00                      | .....                                      |
| 7319a               | Grand Gulf to Port Gibson.....                 | 8          | .....                         | 6                      | 500 00      | .....                     | 62 50                               | .....                          | .....                                  | 500 00                           | .....                            | 62 50                       | .....                                      |
| 7412                | St. Francisville to Woodville.....             | 28         | .....                         | 3                      | 1,000 00    | .....                     | 35 70                               | .....                          | .....                                  | 1,000 00                         | .....                            | 35 70                       | .....                                      |
| 7422                | Mobile to Macon, Wis.....                      | 232        | .....                         | 6                      | 13,920 00   | .....                     | 60 00                               | 1,400 00                       | .....                                  | 15,320 00                        | .....                            | 66 00                       | .....                                      |

|      |                                    |    |       |       |           |       |        |          |       |           |       |           |        |
|------|------------------------------------|----|-------|-------|-----------|-------|--------|----------|-------|-----------|-------|-----------|--------|
| 7485 | Memphis, Tenn., to Batesville..... | 40 | ..... | 6     | 1,200 00  | ..... | 30 00  | 1,500 00 | ..... | 2,700 00  | ..... | 67 25     | .....  |
|      |                                    |    | 399½  | ..... | .....     | ..... | .....  | .....    | ..... | .....     | ..... | 28,470 00 | .....  |
|      | LOUISIANA.                         |    |       | ..... | .....     | ..... | .....  | .....    | ..... | .....     | ..... | .....     | 63 92  |
| 7805 | New Orleans to Osyka .....         | 88 | ..... | 7     | 8,800 00  | ..... | 100 00 | 1,600 00 | ..... | 10,400 00 | ..... | 118 18    | .....  |
| 7808 | New Orleans to Tigersville.....    | 82 | ..... | 6     | 12,300 00 | ..... | 150 00 | .....    | ..... | 12,300 00 | ..... | 150 00    | .....  |
|      |                                    |    | 170   | ..... | .....     | ..... | .....  | .....    | ..... | .....     | ..... | 22,700 00 | .....  |
|      | TEXAS.                             |    |       | ..... | .....     | ..... | .....  | .....    | ..... | .....     | ..... | .....     | 133 52 |
| 8074 | Harrisburg to Richmond.....        | 32 | ..... | 6     | 1,500 00  | ..... | 43 50  | .....    | ..... | 1,500 00  | ..... | 43 50     | .....  |
|      | Houston to Junction .....          | 7  | ..... | 6     | 350 00    | ..... | 50 00  | .....    | ..... | 350 00    | ..... | 50 00     | .....  |
|      |                                    |    | 39    | ..... | .....     | ..... | .....  | .....    | ..... | .....     | ..... | 1,850 00  | .....  |
|      |                                    |    |       | ..... | .....     | ..... | .....  | .....    | ..... | .....     | ..... | .....     | 47 43  |

\* Under coach contract.

WM. H. DUNDAS,  
Second Assistant Postmaster General.

POSTMASTER GENERAL.

F.

Steamboat service as in operation on the 30th of September, 1858.

| States.             | Number of route.                     | Termini.                                                         | Distance. | Total distance in each State. | Number of trips per week. | Annual pay. | Total annual pay in each State. | Remarks.                                                      |
|---------------------|--------------------------------------|------------------------------------------------------------------|-----------|-------------------------------|---------------------------|-------------|---------------------------------|---------------------------------------------------------------|
|                     |                                      |                                                                  | Miles.    | Miles.                        |                           | Dollars.    | Dollars.                        |                                                               |
| New Hampshire ..... | 311                                  | Alton Bay to Wolfboro and to Centre harbor and Meredith Village. | 10        | .....                         | 6                         | 800 00      | .....                           | During navigation between Centre Harbor and Meredith Village. |
|                     | 318                                  | Weir's Bridge to Centre Harbor.....                              | 20        | .....                         | 3                         | .....       | .....                           |                                                               |
|                     |                                      |                                                                  | 30        | .....                         | 6                         | 650 00      | .....                           | During navigation.                                            |
|                     |                                      |                                                                  |           | 60                            |                           |             | 1,450 00                        |                                                               |
| Massachusetts.....  | 669                                  | Hyannis to Nantucket.....                                        | 30        | .....                         | 6                         | 2,500 00    | .....                           | Mails to be carried six times a week when boats run so often. |
|                     | 672                                  | New Bedford to Edgartown.....                                    | 30        | .....                         | 3                         | 1,250 00    | .....                           |                                                               |
|                     | 680                                  | Fall River to New York.....                                      | 180       | .....                         | 6                         | 3,500 00    | .....                           |                                                               |
|                     |                                      |                                                                  |           | 240                           |                           |             | 7,250 00                        |                                                               |
| Rhode Island.....   | 804                                  | Providence to Newport.....                                       | 28        | .....                         | 6                         | 800 00      | .....                           | Mails to be carried 12 times a week when boats run so often.  |
|                     |                                      |                                                                  |           | 28                            |                           |             | 800 00                          |                                                               |
| Connecticut .....   | 926                                  | Allyn's Point to New York..                                      | 135       | .....                         | 6                         | 3,000 00    | .....                           |                                                               |
|                     | 931                                  | Stonington to New York.....                                      | 125       | .....                         | 6                         | 7,000 00    | .....                           |                                                               |
|                     |                                      |                                                                  |           | 260                           |                           |             | 10,000 00                       |                                                               |
| New York.....       | 1004                                 | New York to Manhasset.....                                       | 18        | .....                         | 6                         | 300 00      | .....                           | Part of railroad contract.                                    |
|                     | 1076                                 | Albany to New Baltimore.....                                     | 15        | .....                         | 6                         | 485 00      | .....                           |                                                               |
|                     | 1108                                 | Whitehall to Plattsburgh.....                                    | 95        | .....                         | (*) 6                     | 4,800 00    | .....                           |                                                               |
|                     | 1375                                 | Ithaca to Cayuga.....                                            | 40        | .....                         | 6                         | 1,713 00    | .....                           |                                                               |
|                     |                                      |                                                                  |           | 168                           |                           |             | 7,298 00                        |                                                               |
| New Jersey .....    | 2802                                 | New York to Elizabethport.....                                   | 12        | .....                         | 12                        | 1,200 00    | .....                           |                                                               |
|                     |                                      |                                                                  |           | 12                            |                           |             | 1,200 00                        |                                                               |
| Pennsylvania.....   | 3409                                 | Pittsburg to Brownsville.....                                    | 55        | .....                         | 6                         | 3,000 00    | .....                           |                                                               |
|                     |                                      |                                                                  |           | 55                            |                           |             | 3,000 00                        |                                                               |
| Ohio .....          | 9232                                 | Portsmouth to Cincinnati.....                                    | 123       | .....                         | 3                         | 2,500 00    | .....                           |                                                               |
|                     | 9309                                 | Cincinnati to Maysville.....                                     | 64        | .....                         | 6                         | 4,000 00    | .....                           |                                                               |
|                     |                                      |                                                                  |           | 187                           |                           |             | 6,500 00                        |                                                               |
| Virginia.....       | 4801                                 | Washington to Aquia Creek .....                                  | 55½       | .....                         | 14                        | 14,437 50   | .....                           |                                                               |
|                     | (part.)                              |                                                                  |           |                               |                           |             |                                 |                                                               |
|                     | 4946                                 | Richmond to Norfolk.....                                         | 148       | .....                         | 6                         | 4,000 00    | .....                           |                                                               |
|                     | 4973                                 | Norfolk to Baltimore.....                                        | 200       | .....                         | 6                         | 16,500 00   | .....                           |                                                               |
|                     | 4974                                 | Norfolk to New York.....                                         | 300       | .....                         | 1                         | 520 00      | .....                           |                                                               |
|                     | 4975                                 | Norfolk to Old Point Comfort.....                                | 21        | .....                         | 6                         | 1,248 00    | .....                           |                                                               |
| 4976                | Norfolk to Matthews Court-house..... | 60                                                               | .....     | 2                             | 850 00                    | .....       |                                 |                                                               |

|                      |       |                                          |       |        |     |           |            |                                       |
|----------------------|-------|------------------------------------------|-------|--------|-----|-----------|------------|---------------------------------------|
|                      | 4979  | Norfolk to Eastville .....               | 57    | .....  | 3   | 3,300 00  | .....      | Seven miles land service.             |
|                      | 4984  | Baltimore to Yorktown.....               | 200   | .....  | 1   | 780 00    |            |                                       |
|                      | 5088  | Wheeling to Parkersburg.....             | 94    | .....  | 3   | 3,200 00  |            |                                       |
|                      | 5325  | Parkersburg to Pomeroy, Ohio.....        | 60    | .....  | 3   | 1,400 00  |            |                                       |
| North Carolina.....  | 5608  | Greenville to Washington.....            | 24    | 1,195½ | 6   | 968 00    | 46,235 50  |                                       |
| (part.)              | 5623  | Wilmington to Smithville.....            | 30    | .....  | 2   | 800 00    |            |                                       |
|                      | 5661  | Franklin Depot to Plymouth.....          | 99    | .....  | 3   | 2,500 00  |            |                                       |
|                      | 5852  | Plymouth to Hamilton.....                | 60    | .....  | 3   | 1,515 00  |            |                                       |
|                      | 5882  | Newbern to Wysoking.....                 | 125   | .....  | 1   | 1,050 00  |            |                                       |
| South Carolina ..... | 6041  | Charleston to Savannah, Ga.....          | 160   | 338    | 1   | 1,300 00  | 6,833 00   |                                       |
|                      | 3226  | Charleston to New York.....              | 720   | .....  | 2   | 500 00    |            |                                       |
| Georgia .....        | 6307  | Savannah to Pilatka, Fla.....            | 379½  | 880    | 3   | 15,000 00 | 1,800 00   |                                       |
|                      | 0309  | Savannah to New York .....               | 800   | .....  | 1   | 2,080 00  |            |                                       |
|                      | 6310  | Savannah to Philadelphia.....            | 800   | .....  | 1   | 2,080 00  |            |                                       |
| Florida.....         | 6801  | Charleston, S. C., to Pilatka.....       | 300   | 1,979½ | 1   | 3,640 00  | 19,160 00  |                                       |
|                      | 6805  | Pilatka to Mellonville.....              | 125   | .....  | 1   | 2,500 00  |            |                                       |
|                      | 6842  | Bainbridge, Ga., to Apalachicola.....    | 206   | .....  | (†) | 15,000 00 |            |                                       |
|                      | 6852  | New Orleans, La., to Key West.....       | 1,000 | .....  | (†) | 70,000 00 |            |                                       |
|                      | 6853  | Pensacola to Milton .....                | 30    | .....  | 6   | 2,500 00  |            |                                       |
|                      | 6857  | Alligator to Bay Port.....               | 310   | .....  | (‡) | 7,000 00  |            |                                       |
| Michigan.....        | 12509 | Detroit to Ontonagon.....                | 640   | 1,971  | 2   | 7,000 00  | 100,640 00 |                                       |
| Illinois.....        | 11772 | Rock Island to Galena and Dubuque .....  | 100   | 640    | 6   | 6,837 00  | 7,000 00   | During navigation.                    |
| Wisconsin.....       | 13167 | Oshkosh to New London.....               | 75    | 100    | 6   | 600 00    | 6,837 00   | Do.                                   |
| Iowa.....            | 10903 | Keokuk to Davenport.....                 | 140   | 75     | 6   | 14,040 00 | 600 00     | Do.                                   |
| Missouri.....        | 10407 | St. Louis, Mo., to Keokuk, Iowa.....     | 239   | 140    | 6   | 20,000 00 | 14,040 00  | Pay estimated at \$45 the round trip. |
|                      | 10409 | J. ferson City to St. Joseph.....        | 375   | .....  | 3   | 29,900 00 |            | During navigation.                    |
|                      | 10696 | St. Louis to Memphis, Tenn.....          | 420   | .....  | 3   | 39,750 00 |            |                                       |
| Minnesota .....      | 13500 | Prairie du Chien, Wis., to St. Paul..... | 247   | 1,034  | 6   | 9,200 00  | 89,650 00  |                                       |
|                      | 13501 | Galena, Ill., to St. Paul .....          | 373   | .....  | 6   | 46,000 00 |            | Do.                                   |
| Kentucky .....       | 9501  | Louisville to Cairo, Ill .....           | 376   | 620    | 3   | 21,700 00 | 55,200 00  |                                       |
|                      | 9503  | Louisville to Cincinnati, Ohio. ....     | 135   | .....  | 7   | 9,000 00  |            |                                       |
|                      | 9672  | Hawesville to Canelton, Ia.....          | 2     | .....  | 14  | 200 00    |            |                                       |
|                      | 9702  | Paducah to Cairo, Ill.....               | 50    | .....  | 7   | 7,945 00  |            |                                       |
|                      | 9703  | Paducah to Evansville, Ia.....           | 140   | .....  | 3   | 12,000 00 |            |                                       |
|                      | 9704  | Paducah to Juka, Miss.....               | 289   | .....  | 3   | 12,970 00 |            |                                       |
|                      |       |                                          |       | 992    |     |           | 66,815 00  |                                       |

\* Eleven times a week, seven months.

† Three times a week 8 months; twice a week 4 months.

‡ Twice a month

|| Twice a month; land service to Shoaltown, 50 miles.

F—Continued.

| States and Territories. | Number of route. | Termini.                               | Distance.                     |        | Number of trips per week. | Annual pay. | Total annual pay in each State. | Remarks. |
|-------------------------|------------------|----------------------------------------|-------------------------------|--------|---------------------------|-------------|---------------------------------|----------|
|                         |                  |                                        | Miles.                        | Miles. |                           |             |                                 |          |
| Tennessee.....          | 10010            | Nashville to Memphis.....              | 489                           | 489    | 3                         | \$39,000 00 | \$39,000 00                     |          |
| Alabama.....            | 7002             | Stockton to Mobile.....                | 36                            | 36     | 7                         | 11,878 17   | 11,878 17                       |          |
| Mississippi.....        | 7402             | Vicksburg to Greenwood.....            | 276                           | 506    | 2                         | 16,375 00   | 18,375 00                       |          |
|                         |                  | Vicksburg to Yazoo City.....           | 110                           |        | 1                         |             |                                 |          |
|                         |                  | New Orleans to Gainesville.....        | 120                           |        | 1                         |             |                                 |          |
| Arkansas.....           | 7813             | Napoleon to Pine Bluff.....            | 165                           | 1,010  | 3                         | 11,750 00   | 47,125 00                       |          |
|                         | 7814             | Napoleon to Jacksonport.....           | 435                           |        | 2                         | 15,875 00   |                                 |          |
|                         |                  | Napoleon to Aberdeen.....              | 160                           |        | 1                         | 9,000 00    |                                 |          |
|                         | 7841             | Helena to Wittsburg.....               | 150                           |        | 1                         | 2,000 00    |                                 |          |
|                         | 7856             | Jacksonport to Pocahontas.....         | 100                           |        | 2                         | 8,500 00    |                                 |          |
| Louisiana.....          | 8151             | New Orleans to Mobile, Ala.....        | 183                           | 6,472  | 7                         | 36,500 00   | 571,808 00                      |          |
|                         | 8153             | New Orleans to Shreveport.....         | 670                           |        | 3                         | 7,800 00    |                                 |          |
|                         | 8156             | New Orleans to Southwest Pass.....     | 150                           |        | 1                         | 4,500 00    |                                 |          |
|                         | 8157             | New Orleans to Covington.....          | 60                            |        | 3                         | 2,500 00    |                                 |          |
|                         | 8162             | New Orleans to San Francisco, Cal..... | 3,100                         |        | (*)                       | 286,000 00  |                                 |          |
|                         | 8164             | New Orleans to St. Francisville.....   | 170                           |        | 4                         | 33,400 00   |                                 |          |
|                         | 8165             | New Orleans to Vicksburg, Miss.....    | 397                           |        | 3                         | 40,000 00   |                                 |          |
|                         | 8166             | New Orleans to Memphis, Tenn.....      | 835                           |        | 3                         | 104,900 00  |                                 |          |
|                         | 8167             | New Orleans to Napoleon, Ark.....      | 230                           |        | 3                         | 22,463 00   |                                 |          |
|                         | 8168             | Napoleon, Ark., to Memphis, Tenn.....  | 217                           |        | 4                         | 20,000 00   |                                 |          |
|                         | 8188             | Brashear to New Iberia.....            | 60                            |        | 3                         | 5,945 00    |                                 |          |
|                         | 8283             | New Orleans to Camden, Ark.....        | 400                           |        | 3                         | 7,800 00    |                                 |          |
|                         | Texas.....       | 8501                                   | New Orleans to Indianola..... |        | 540                       | 2,308       |                                 |          |
| 8502                    |                  | New Orleans to Brazos Santiago.....    | 800                           | (*)    | 25,130 00                 |             |                                 |          |
| 8503                    |                  | Brashear, La., to Galveston.....       | 245                           | 1      | 45,000 00                 |             |                                 |          |
| 8504                    |                  | Brashear, La., to Indianola.....       | 400                           | 2      | 45,000 00                 |             |                                 |          |
| 8509                    |                  | Galveston to Houston.....              | 80                            | 6      | 20,600 00                 |             |                                 |          |
| 8511                    |                  | Galveston to Liberty.....              | 110                           | 3      | 11,900 00                 |             |                                 |          |
| 8612                    |                  | Sabine City to Wiess' Bluff.....       | 133                           | 1      | 2,800 00                  |             |                                 |          |



|                           |        |                                                   |       |       |       |            |            |
|---------------------------|--------|---------------------------------------------------|-------|-------|-------|------------|------------|
| California.....           | 12502  | San Francisco to Olympia, Washington Territory .. | 950   | ..... | ( * ) | 122,500 00 |            |
|                           | 12503  | San Francisco to Sacramento City.....             | 120   | ..... | 6     | 30,000 00  |            |
|                           | 12504  | San Francisco to Stockton.....                    | 120   | ..... | 6     | 33,000 00  |            |
|                           | 12506  | San Francisco to Petaluma.....                    | 50    | ..... | 3     | 3,500 00   |            |
|                           | 12517  | San Francisco to Napa City.....                   | 30    | ..... | 3     | 2,000 00   |            |
|                           | 12540  | Sacramento City to Marysville.....                | 45    | ..... | 6     | 4,500 00   |            |
|                           |        |                                                   |       |       |       |            | 195,500 00 |
| Oregon Territory .....    | 12701  | Astoria to Oregon City.....                       | 144   | ..... | 2     | 8,100 00   |            |
|                           |        |                                                   |       | 144   |       |            | 8,100 00   |
| Washington Territory..... | 12730a | Olympia to Camp Simeahinco.....                   | } 180 | ..... | 1     | 23,700 00  |            |
|                           |        |                                                   |       | 30    | ..... |            | ( † )      |
|                           | 12751  | Portland to Wascopum.....                         | 130   | ..... | 3     | 4,000 00   |            |
|                           |        |                                                   |       | 340   |       |            | 27,700 00  |

\* Twice a month.

† Once in two weeks.

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

POSTMASTER GENERAL.

## G.

A table showing the increase and decrease of mail transportation and cost in each State and Territory, during the year ending June 30, 1858.

| States.             | RAILROAD.        |           |                        |           |              |           | COACH.           |           |                        |           |              |           | INFERIOR MODES.  |           |
|---------------------|------------------|-----------|------------------------|-----------|--------------|-----------|------------------|-----------|------------------------|-----------|--------------|-----------|------------------|-----------|
|                     | Length of route. |           | Annual transportation. |           | Annual cost. |           | Length of route. |           | Annual transportation. |           | Annual cost. |           | Length of route. |           |
|                     | Decrease.        | Increase. | Decrease.              | Increase. | Decrease.    | Increase. | Decrease.        | Increase. | Decrease.              | Increase. | Decrease.    | Increase. | Decrease.        | Increase. |
| Maine.....          | 12               |           | 101,088                |           | \$930        |           | 334              |           | 85,332                 |           | \$3,480      |           |                  | 327       |
| New Hampshire.....  |                  | 1         | 101,036                |           | \$6,110      |           | 235              |           | 95,316                 |           | \$1,210      |           |                  | 28        |
| Vermont.....        |                  | 32        | 247,572                |           | 10,862       |           |                  | 44        | 14,716                 |           | 3,935        |           | 52               |           |
| Massachusetts.....  |                  | 34        | 156,364                |           | 28,945       |           | 174              |           | 103,423                |           | 1,407        |           |                  | 118       |
| Rhode Island.....   |                  |           | 9,048                  |           | 4,699        |           | 9                |           | 3,432                  |           | 279          |           |                  | 38        |
| Connecticut.....    |                  | 6         | 110,170                |           | 14,867       |           | 11               |           | 208                    |           | 346          |           |                  | 1         |
| New York.....       |                  | 44        |                        | 373,824   |              | 15,803    |                  | 160       | 131,456                |           | 13,836       |           | 3                |           |
| New Jersey.....     |                  |           |                        |           |              |           | 12               |           | 11,860                 |           | 133          |           | 14               |           |
| Pennsylvania.....   |                  | 231       |                        | 147,736   |              | 14,415    |                  | 173       | 2,042                  |           | 3,313        |           |                  | 347       |
| Delaware.....       |                  |           |                        |           | 5,635        |           | 64               |           | 36,816                 |           | 1,194        |           |                  |           |
| Maryland.....       |                  |           |                        |           |              |           | 22               |           | 1,352                  |           | 1,365        |           |                  | 93        |
| Ohio.....           |                  | 197       | 33,072                 |           | 14,800       |           | 172              |           | 48,604                 |           | 3,503        |           |                  | 187       |
| Virginia.....       |                  | 14        |                        | 32,591    |              | 11,839    |                  | 101       |                        | 42,354    |              | 8,766     |                  | 135       |
| North Carolina..... |                  |           |                        |           | 156          |           | 77               |           | 13,104                 |           | 3,012        |           |                  | 261       |
| South Carolina..... |                  | 103       |                        | 150,878   |              | 15,543    |                  | 42        | 26,208                 |           | 4,450        |           |                  |           |
| Georgia.....        |                  | 139       |                        | 78,875    |              | 6,237     |                  | 125       | 69,385                 |           | 9,222        |           | 7                |           |
| Florida.....        |                  | 99        |                        | 53,586    |              | 8,090     |                  | 123       | 44,478                 |           | 11,864       |           | 28               |           |
| Michigan.....       |                  | 72        |                        | 54,704    |              | 6,403     |                  | 4         | 12,948                 |           | 252          |           |                  | 746       |
| Indiana.....        |                  | 370       |                        | 400,608   |              | 60,796    |                  | 131       | 114,608                |           | 23,813       |           |                  | 101       |
| Illinois.....       |                  | 48        |                        | 269,584   |              | 11,172    |                  | 144       | 40,040                 |           | 2,790        |           |                  | 86        |
| Wisconsin.....      |                  | 106       |                        | 94,224    |              | 5,226     |                  | 228       | 5,893                  |           | 131          |           | 58               |           |
| Iowa.....           |                  | 221       |                        | 201,541   |              | 12,752    |                  | 215       | 126,516                |           | 6,895        |           |                  | 282       |
| Missouri.....       |                  | 80        |                        | 49,920    |              | 4,000     |                  | 1,298     | 134,876                |           | 202,615      |           |                  | 682       |
| Minnesota.....      |                  |           |                        |           |              |           |                  | 1,775     | 226,952                |           | 24,136       |           | 269              |           |
| Kentucky.....       |                  | 30        |                        | 174,408   |              | 1,500     |                  | 84        | 15,896                 |           | 3,052        |           |                  | 500       |
| Tennessee.....      |                  | 129       |                        | 85,475    |              | 19,510    |                  | 58        | 64,532                 |           | 1,054        |           |                  | 87        |
| Alabama.....        |                  |           |                        |           |              |           | 80               |           | 90,376                 |           | 41,597       |           |                  | 85        |
| Mississippi.....    |                  | 32        |                        | 44,928    |              |           |                  | 127       | 21,048                 |           | 14,840       |           |                  | 435       |
| Arkansas.....       |                  |           |                        |           |              |           | 202              |           | 8,736                  |           | 2,000        |           |                  | 801       |
| Louisiana.....      |                  | 14        |                        | 29,952    |              | 8,900     |                  | 36        | 20,232                 |           | 1,638        |           |                  | 640       |

|                       |    |             |         |                      |        |                   |       |                |         |                      |         |                   |       |               |
|-----------------------|----|-------------|---------|----------------------|--------|-------------------|-------|----------------|---------|----------------------|---------|-------------------|-------|---------------|
| Texas .....           | 7  |             | 11,024  |                      | 1,528  |                   | 2,193 |                | 291,752 |                      | 176,327 |                   | 1,919 |               |
| California .....      |    |             |         |                      |        |                   | 45    |                | 4,680   |                      | 1,400   |                   | 700   |               |
| Oregon .....          |    |             |         |                      |        | 540               |       | 4,080          |         | 10,114               |         |                   | 70    |               |
| New Mexico .....      |    |             |         |                      |        |                   |       |                |         |                      |         |                   | 85    |               |
| Utah .....            |    |             |         |                      |        | 57                |       | 3,640          |         | 140                  |         |                   | 986   |               |
| Nebraska .....        |    |             |         |                      |        |                   |       |                | 23,088  |                      | 2,229   |                   | 517   |               |
| Kansas .....          |    |             |         |                      |        |                   |       |                |         |                      |         |                   | 105   |               |
| Washington .....      |    |             |         |                      |        |                   |       |                |         |                      |         |                   |       |               |
| Deduct decrease ..... | 60 | 1,961<br>60 | 758,350 | 2,252,858<br>758,350 | 12,102 | 280,556<br>12,102 | 2,366 | 6,737<br>2,366 | 737,590 | 1,202,394<br>737,590 | 43,660  | 542,678<br>43,660 | 431   | 10,363<br>431 |
| Increase .....        |    | 1,901       |         | 1,494,508            |        | 268,454           |       | 4,871          |         | 464,804              |         | 499,018           |       | 9,932         |

POSTMASTER GENERAL

G--Continued.

| State               | INFERIOR MODES.        |           |              |           | STEAMBOAT.       |           |                       |           |              |           | TOTAL ANNUAL TRANSPORTATION. |               | TOTAL COST.  |               |
|---------------------|------------------------|-----------|--------------|-----------|------------------|-----------|-----------------------|-----------|--------------|-----------|------------------------------|---------------|--------------|---------------|
|                     | Annual transportation. |           | Annual cost. |           | Length of route. |           | Annual transportation |           | Annual cost. |           | Net increase                 | Net decrease. | Net increase | Net decrease. |
|                     | Decrease.              | Increase. | Decrease.    | Increase. | Decrease.        | Increase. | Decrease.             | Increase. | Decrease.    | Increase. |                              |               |              |               |
| Maine.....          |                        | 206,066   |              | \$12,555  |                  |           |                       |           |              |           | 19,646                       |               | \$15,105     |               |
| New Hampshire.....  |                        | 73,164    |              | 2,594     |                  |           |                       | 3,120     |              | \$1,017   |                              | 120,068       |              | 8,511         |
| Vermont.....        |                        | 9,466     |              | 696       |                  |           |                       |           |              |           |                              | 223,390       |              | 15,493        |
| Massachusetts.....  |                        | 105,894   |              | 4,681     | 20               |           |                       | 12,480    |              | 2,750     |                              | 166,378       |              | 34,969        |
| Rhode Island.....   |                        | 8,268     |              | 669       | 31               |           |                       | 11,960    |              | 201       |                              | 9,308         |              | 5,290         |
| Connecticut.....    |                        | 6,792     |              | 2,032     |                  | 248       |                       |           |              | 9,400     |                              | 51,166        |              | 26,645        |
| New York.....       | 26,705                 |           |              | 7,472     | 234              |           |                       | 161,664   |              | \$7,501   |                              | 53,999        |              | 29,610        |
| New Jersey.....     | 31,152                 |           |              | 474       |                  |           |                       |           |              |           |                              | 19,292        |              | 607           |
| Pennsylvania.....   |                        | 141,332   |              | 9,218     |                  |           |                       |           |              |           | 237,026                      |               | 26,946       |               |
| Delaware.....       |                        |           |              |           |                  |           |                       |           |              |           |                              | 36,816        |              | 4,461         |
| Maryland.....       |                        | 51,454    |              | 4,598     |                  |           |                       |           |              |           | 55,806                       |               | 5,983        |               |
| Ohio.....           |                        | 18,523    |              | 2,017     |                  |           |                       | 4,500     |              |           |                              | 67,650        |              | 13,314        |
| Virginia.....       |                        | 62,040    |              | 3,836     |                  |           |                       |           |              | 6,112     | 136,975                      |               | 30,553       |               |
| North Carolina..... |                        | 52,446    |              | 3,530     |                  |           |                       | 16,240    |              |           | 49,310                       |               | 6,498        |               |
| South Carolina..... | 22,638                 |           | \$2,721      |           |                  |           |                       |           |              |           | 154,448                      |               | 17,272       |               |
| Georgia.....        |                        | 23,816    |              | 1,408     |                  |           |                       |           |              | 39,468    | 211,544                      |               | 21,867       |               |
| Florida.....        | 17,380                 |           | 1,088        |           |                  |           |                       |           |              |           | 80,684                       |               | 18,866       |               |
| Michigan.....       |                        | 99,620    |              | 7,472     | 120              |           |                       | 49,920    |              | 2,500     | 91,456                       |               | 11,627       |               |
| Indiana.....        |                        | 29,770    |              | 2,335     |                  |           |                       |           |              |           | 315,770                      |               | 39,318       |               |
| Illinois.....       |                        | 19,984    |              | 708       |                  |           |                       |           |              | 1,456     | 331,064                      |               | \$7,674      |               |
| Wisconsin.....      | 2,820                  |           | 1,185        |           |                  |           |                       |           |              |           | 97,297                       |               | 4,172        |               |
| Iowa.....           |                        | 39,498    |              | 4,428     |                  |           |                       |           |              |           | 367,555                      |               | 24,075       |               |
| Missouri.....       |                        | 57,934    |              | 5,169     |                  |           |                       |           |              |           | 242,730                      |               | 211,784      |               |
| Minnesota.....      |                        | 36,306    |              | 6,641     |                  |           |                       |           |              |           | 263,278                      |               | 30,777       |               |
| Kentucky.....       |                        | 56,868    |              | 4,218     |                  |           |                       | 429       |              | 36,400    | 210,772                      |               | 31,039       |               |
| Tennessee.....      |                        | 23,992    |              | 56        |                  |           |                       |           |              |           | 173,999                      |               | 20,620       |               |
| Alabama.....        |                        | 92,196    |              | 14,092    |                  |           |                       |           |              |           | 1,820                        |               | 65,331       |               |
| Mississippi.....    |                        | 89,696    |              | 8,492     |                  |           |                       | 230       |              | 47,840    | 20,001                       |               | 45,232       |               |
| Arkansas.....       |                        | 102,752   |              | 8,555     |                  |           |                       | 196       |              | 38,848    | 20,000                       |               | 26,555       |               |
| Louisiana.....      |                        | 72,800    |              | 7,526     |                  |           |                       | 3,533     |              |           | 55,168                       |               | 18,972       |               |
| Texas.....          |                        | 238,848   |              | 14,470    | 30               |           |                       |           |              |           | 607,704                      |               | 202,062      |               |
| California.....     |                        | 51,496    |              | 10,600    |                  |           |                       | 950       |              |           | 97,096                       |               | 143,100      |               |
| Oregon.....         |                        | 4,161     |              | 334       |                  |           |                       |           |              |           | 8,844                        |               | 1,734        |               |

|                      |         |           |       |         |     |       |         |         |        |         |           |         |           |
|----------------------|---------|-----------|-------|---------|-----|-------|---------|---------|--------|---------|-----------|---------|-----------|
| New Mexico.....      |         |           |       |         |     |       |         |         |        |         | 4,080     |         | 10,114    |
| Utah.....            |         | 8,840     |       | 640     |     |       |         |         |        |         | 8,840     | 640     |           |
| Nebraska.....        |         | 65,360    |       | 6,246   |     |       |         |         |        |         | 61,720    | 6,106   |           |
| Kansas.....          |         | 100,468   |       | 9,506   |     |       |         |         |        |         | 123,556   | 11,735  |           |
| Washington.....      |         | 5,460     |       | 1,908   |     | 180   |         | 18,720  |        | 22,400  | 24,180    | 24,308  |           |
|                      | 100,695 | 1,948,316 | 4,994 | 168,976 | 435 | 2,233 | 335,545 | 387,036 | 10,001 | 251,919 | 4,506,406 | 646,982 | 1,191,160 |
| Deduct decrease..... |         | 100,695   |       | 4,999   |     | 435   |         | 335,545 |        | 10,001  | 646,982   |         | 17,788    |
| Increase.....        |         | 1,847,621 |       | 163,982 |     | 1,798 |         | 51,491  |        | 241,918 | 3,859,424 |         | 1,773,372 |

## H.

*Detailed statement of routes on which improvements have been made and additional expense incurred.*

## NEW ENGLAND SECTION.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers :

|               |   |   |   |   |   |   |                |
|---------------|---|---|---|---|---|---|----------------|
| June 30, 1858 | - | - | - | - | - | - | \$649,627      |
| June 30, 1857 | - | - | - | - | - | - | 544,659        |
| Difference    | - | - | - | - | - | - | <u>104,968</u> |

Caused in great part by the additional sums demanded for railroad service on the following routes, viz :

## NEW HAMPSHIRE.

|                                          |   |   |   |   |   |         |
|------------------------------------------|---|---|---|---|---|---------|
| Concord to Lowell, Massachusetts         | - | - | - | - | - | \$1,171 |
| Concord to Portsmouth                    | - | - | - | - | - | 257     |
| Concord to Wells River, Vermont          | - | - | - | - | - | 2,875   |
| Concord to White River Junction, Vermont | - | - | - | - | - | 1,043   |
| Concord to Bradford                      | - | - | - | - | - | 200     |
| Dover to Alton Bay                       | - | - | - | - | - | 700     |
| Great Falls to Milton                    | - | - | - | - | - | 214     |

## VERMONT.

|                                                                             |   |   |   |   |   |       |
|-----------------------------------------------------------------------------|---|---|---|---|---|-------|
| Windsor to Burlington                                                       | - | - | - | - | - | 2,984 |
| Burlington to Rouse's Point                                                 | - | - | - | - | - | 1,497 |
| White River Junction to St. Johnsbury, and extension to Barton, during year | - | - | - | - | - | 3,121 |
| Bellows' Falls to Windsor                                                   | - | - | - | - | - | 625   |
| Bellows' Falls to Burlington                                                | - | - | - | - | - | 3,500 |
| Brattleboro' to Bellows' Falls                                              | - | - | - | - | - | 600   |
| Montpelier to Bradford, changed and additional service                      | - | - | - | - | - | 286   |
| Bakerfield to St. Alban's, three additional trips                           | - | - | - | - | - | 247   |
| Troy to Barton, three additional trips                                      | - | - | - | - | - | 79    |
| Three trips from Hancock to Ripton, extension                               | - | - | - | - | - | 129   |

## MASSACHUSETTS.

|                                         |   |   |   |   |   |         |
|-----------------------------------------|---|---|---|---|---|---------|
| Boston to Portsmouth, New Hampshire     | - | - | - | - | - | \$1,114 |
| Boston to South Berwick Junction, Maine | - | - | - | - | - | 2,710   |
| Boston to Lowell                        | - | - | - | - | - | 450     |
| Boston to Fitchburg                     | - | - | - | - | - | 1,475   |
| Boston to Worcester                     | - | - | - | - | - | 2,153   |
| Boston to Dover                         | - | - | - | - | - | 400     |
| Boston to Providence, Rhode Island      | - | - | - | - | - | 1,332   |

POSTMASTER GENERAL.

785

|                                                             |   |   |   |   |         |
|-------------------------------------------------------------|---|---|---|---|---------|
| Boston to Plymouth                                          | - | - | - | - | \$2,175 |
| Lawrence to Manchester, New Hampshire                       | - | - | - | - | 1,400   |
| Lowell to Lawrence                                          | - | - | - | - | 350     |
| Groton Junction to Mason Village, New Hampshire             | - | - | - | - | 414     |
| South Braintree Junction to Fall River                      | - | - | - | - | 1,300   |
| Middleboro' to Hyannis                                      | - | - | - | - | 1,458   |
| New Bedford to West Wareham                                 | - | - | - | - | 900     |
| Taunton to New Bedford                                      | - | - | - | - | 300     |
| Taunton to Middleboro', (ordered during year)               | - | - | - | - | 712     |
| Fitchburg to Bellows' Falls, Vermont                        | - | - | - | - | 1,000   |
| Fitchburg to Brattleboro', Vermont                          | - | - | - | - | 1,363   |
| Palmer to Amherst                                           | - | - | - | - | 203     |
| Worcester to Albany, New York                               | - | - | - | - | 6,650   |
| Worcester to Nashua, New Hampshire                          | - | - | - | - | 1,156   |
| Springfield to Keene, New Hampshire                         | - | - | - | - | 1,250   |
| Pittsfield to South Adams                                   | - | - | - | - | 575     |
| Six additional trips from Boston to Roxbury                 | - | - | - | - | 110     |
| Three additional trips from Newburyport to Exeter           | - | - | - | - | 50      |
| Extension from Mendon to Uxbridge                           | - | - | - | - | 150     |
| Taunton to Swansea, failure of contractor                   | - | - | - | - | 107     |
| Extension from North Attleboro' to Wrentham                 | - | - | - | - | 100     |
| Six additional trips from Charleston Depot to Globe Village | - | - | - | - | 100     |

RHODE ISLAND.

|                                        |   |   |   |   |       |
|----------------------------------------|---|---|---|---|-------|
| Providence to Stonington               | - | - | - | - | 2,500 |
| Providence to Worcester, Massachusetts | - | - | - | - | 1,100 |
| Providence to Bristol                  | - | - | - | - | 263   |

CONNECTICUT.

|                                                       |   |   |   |   |       |
|-------------------------------------------------------|---|---|---|---|-------|
| Allyn's Point to Worcester, Massachusetts             | - | - | - | - | 543   |
| New London to Palmer, Massachusetts                   | - | - | - | - | 628   |
| Middletown to Berlin Depot                            | - | - | - | - | 325   |
| New Haven to New London                               | - | - | - | - | 715   |
| New Haven to Springfield, Massachusetts               | - | - | - | - | 1,767 |
| New Haven to Northampton, Massachusetts               | - | - | - | - | 2,141 |
| New Haven to New York, New York                       | - | - | - | - | 1,400 |
| Bridgeport to Winchester                              | - | - | - | - | 1,525 |
| Bridgeport to Pittsfield                              | - | - | - | - | 2,043 |
| South Norwalk to Danbury                              | - | - | - | - | 418   |
| Waterbury to Providence, Rhode Island                 | - | - | - | - | 2,363 |
| Service on routes established by act of March 3, 1857 | - | - | - | - | 2,690 |
| Additional route agents appointed, viz:               |   |   |   |   |       |
| One, Portland to Skowhegan                            | - | - | - | - | 800   |
| Two, Boston to New York, each \$900                   | - | - | - | - | 1,800 |
| One, Brattleboro' to Bellow's Falls                   | - | - | - | - | 800   |

Temporary agent between Campville and Winchester, at \$1 a day.

Mail messengers, additional pay, principal items:

|                                                                             |   |   |   |   |         |
|-----------------------------------------------------------------------------|---|---|---|---|---------|
| At Boston, Massachusetts                                                    | - | - | - | - | \$1,050 |
| At Norwich, Connecticut                                                     | - | - | - | - | 625     |
| At Manchester, New Hampshire                                                | - | - | - | - | 400     |
| Transfer of two steamboat routes from New York to New England section, viz: |   |   |   |   |         |
| Stonington to New York                                                      | - | - | - | - | 7,000   |
| Allyn's Point to New York                                                   | - | - | - | - | 3,000   |
| Extension, Newtown to South Britain                                         | - | - | - | - | 100     |

MAINE.

Additional service ordered during the year, principal items:

|                                                                                        |   |   |   |   |       |
|----------------------------------------------------------------------------------------|---|---|---|---|-------|
| Rockland to Bath, failing contractor                                                   | - | - | - | - | 2,195 |
| Additional trip, Augusta to Belgrade                                                   | - | - | - | - | 190   |
| Three additional trips between Skowhegan and Norridgewock                              | - | - | - | - | 112   |
| Extension from Harmony to Athens                                                       | - | - | - | - | 133   |
| Six additional trips between Dexter and Newport                                        | - | - | - | - | 200   |
| Additional trip between Springfield and Topsfield                                      | - | - | - | - | 63    |
| Two additional trips between Oldtown and Milo                                          | - | - | - | - | 94    |
| Three additional trips between East Pittsfield and Cambridge, and extension to Harmony | - | - | - | - | 150   |
| Three additional trips, Exeter to Etna                                                 | - | - | - | - | 54    |
| Three additional trips, Kennebunk Depot to Alfred                                      | - | - | - | - | 175   |
| Extension from Biddeford to Limerick                                                   | - | - | - | - | 352   |
| Extension from Temple Mills to Farmington                                              | - | - | - | - | 126   |

Balance occasioned by advanced prices demanded by bidders for coach and horse service at the lettings for the term from July 1, 1857, to June 30, 1861.

NEW YORK.

Aggregate cost of mail transportation, including route agents, local agents and mail messengers:

|               |   |   |   |   |   |           |
|---------------|---|---|---|---|---|-----------|
| June 30, 1858 | - | - | - | - | - | \$609,370 |
| June 30, 1857 | - | - | - | - | - | 565,313   |
| Difference    | - | - | - | - | - | 44,057    |

This difference is accounted for, in part, by increased pay demanded on railroad routes, as follows, viz:

|                              |   |   |   |   |   |         |
|------------------------------|---|---|---|---|---|---------|
| Brooklyn to Greenport        | - | - | - | - | - | \$1,775 |
| Hudson to West Stockbridge   | - | - | - | - | - | \$750   |
| Rouse's Point to Ogdensburg  | - | - | - | - | - | 2,975   |
| Elmira to Niagara Falls      | - | - | - | - | - | 3,298   |
| Buffalo to Hornellsville     | - | - | - | - | - | 1,120   |
| Suspension Bridge to Detroit | - | - | - | - | - | 2,560   |



|                                                                                                                                                                                                                                                                                                 |             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| New routes (length 151 miles) put in operation during the year                                                                                                                                                                                                                                  | -2,697      |
| Increased expense for route agents, including 11 express agents on the Erie railroad, travelling between New York and Cincinnati; also additional expense for messenger service at the city of New York, and other points in the State                                                          | 16,447      |
|                                                                                                                                                                                                                                                                                                 | <hr/> <hr/> |
| Balance occasioned by increased rate of cost of transportation on horseback and coach routes, resulting from the higher rates of the accepted bids at the general lettings for the State, held in April, 1857, (service to commence July 1, 1857,) as compared with the previous contract term. |             |

NEW JERSEY.

|                                                                                                          |             |
|----------------------------------------------------------------------------------------------------------|-------------|
| Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers: |             |
| June 30, 1858                                                                                            | \$111,251   |
| June 30, 1857                                                                                            | 109,362     |
|                                                                                                          | <hr/>       |
| Difference                                                                                               | 1,889       |
|                                                                                                          | <hr/> <hr/> |

This difference is accounted for by the following improvements ordered during the year:

|                                                                     |             |
|---------------------------------------------------------------------|-------------|
| New routes established by act of Congress approved August 18, 1856  | \$500       |
| Route from Pedricktown to Sweedsboro', (tri-weekly)                 | 250         |
| Route from New York to Hackensack, second daily trip ordered        | 100         |
| Route from Denville to Boonton, second daily trip ordered           | 100         |
| Route from Newton to Milford, three additional trips to Branchville | 140         |
| Route from Freehold to Imlaystown, extended to Allentown,           | 116         |
| Route from Absecon to Port Republic, three additional trips,        | 120         |
| Additional allowance to messenger at Jersey City                    | 250         |
| Additional allowance to messenger at Trenton                        | 250         |
|                                                                     | <hr/> <hr/> |

Additional allowances for supply of new offices on regular routes, where distance has been increased, &c., not enumerated.

PENNSYLVANIA.

|                                                                                                          |             |
|----------------------------------------------------------------------------------------------------------|-------------|
| Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers: |             |
| June 30, 1858                                                                                            | \$426,922   |
| June 30, 1857                                                                                            | 387,750     |
|                                                                                                          | <hr/>       |
| Difference                                                                                               | 39,172      |
|                                                                                                          | <hr/> <hr/> |

This difference is accounted for, in part, by the following improvements, ordered during the year :

|                                                                                                  |          |
|--------------------------------------------------------------------------------------------------|----------|
| New routes established by act of Congress approved August 18, 1856                               | \$14,266 |
| Route from Philadelphia to Newtown, service ordered up to six times a week the year round        | 100      |
| Route from Philadelphia to Chadd's Ford, new service                                             | 1,050    |
| Route from Westchester to Philadelphia, for delivering mail twice a week at Paoli                | 50       |
| Route from Gap to Piquea, new service                                                            | 210      |
| Route from Reading to Harrisburg, service transferred to railroad                                | 4,400    |
| Route from Reading to Fredericksburg, three additional weekly trips                              | 300      |
| Route from Reading to Manatawny, two additional weekly trips                                     | 174      |
| Route from Birdsborough to Morgantown, three additional weekly trips                             | 266      |
| Route from Spring Haven to Hereford, service improved to six trips a week                        | 367      |
| Route from Morgantown to Piquea, for extension of route                                          | 100      |
| Route from Rehersburg to Stouchburg, for increased distance, and one additional trip             | 86       |
| Route from Muncy to New Albany, 50 per cent. additional for led horse                            | 87       |
| Route from Mauch Chunk to Jeansville, new service                                                | 1,150    |
| Route from Allentown to Rehersburg, three additional weekly trips to Hamburg                     | 426      |
| Route from Moselem to Pricetown, new service                                                     | 55       |
| Route from Allentown to Mertztown, new service                                                   | 600      |
| Route from Kutzville to Reading, second weekly trip                                              | 124      |
| Route from Stroudsburg to Mauch Chunk, for increased distance                                    | 61       |
| Route from Wilkesbarre to Depot, new service                                                     | 300      |
| Route from Honesdale to Pleasant Mount, route extended, and service improved to six trips a week | 350      |
| Route from White Haven to Saylorburg, route extended, and second weekly trip ordered             | 250      |
| Route from Athens to Troy, two additional weekly trips                                           | 238      |
| Route from Troy to Mansfield, third weekly trip                                                  | 75       |
| Route from Montrose to Binghamton, additional allowance for led horse and extension of route     | 264      |
| Route from Carlisle to Stoughstown, second weekly trip                                           | 125      |
| Route from Herndon to Minersville, extension of route                                            | 51       |
| Route from Hanover Junction to Hanover, extended to New Oxford                                   | 300      |
| Route from Danville to Northumberland, new service                                               | 487      |
| Route from Sunbury to Williamsport, new service                                                  | 1,500    |
| Route from Bloomsburg to Cambria, three additional weekly trips                                  | 250      |

|                                                                                                                                                         |       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Route from Bloomsburg to Whitehall, extended to Turbotville                                                                                             | \$137 |
| Route from Dewart to Elimspport, new service                                                                                                            | 125   |
| Route from Williamsport to Bellefonte, second daily trip to Lockhaven                                                                                   | 494   |
| Route from Elkland to Lawrenceville, extended by commencing at Westfield, 14 miles further, and improving service to six times a week over entire route | 340   |
| Route from Donaldson to Millersburg, changed by commencing at Tremont and ending at Dalmatia, and improving service to six times a week                 | 171   |
| Route from Elkland to Middleburg Centre, second weekly trip                                                                                             | 70    |
| Route from Crescent to Smith's Mills, third weekly trip between Loretto and St. Augustine                                                               | 106   |
| Route from Saltsburg to Freeport, two additional weekly trips                                                                                           | 258   |
| Route from Greensburg to Salem Cross Roads, service changed and improved                                                                                | 225   |
| Route from Mahoning to Newman's Mill, second weekly trip                                                                                                | 137   |
| Route from McKean's Old Stand to Tinker Run, contractor failed, and service performed under special arrangement                                         | 142   |
| Route from Waynesburg to West Alexander, offices embraced                                                                                               | 107   |
| Route from West Alexander to West Finley, new service                                                                                                   | 125   |
| Route from Bellefonte to Tyrone, three additional weekly trips                                                                                          | 98    |
| Route from Caledonia to Karthaus, new service                                                                                                           | 300   |
| Route from Clearfield to Clarion, relet, (contractor having failed,) increasing cost                                                                    | 1,017 |
| Route from Clearfield to Ridgeway, new contract, (contractor having failed,) increasing cost                                                            | 550   |
| Route from Clearfield to Keating, 50 per cent. additional for led horse                                                                                 | 212   |
| Route from Mercer to Lawrenceburg, second weekly trip to Harrisville                                                                                    | 87    |
| Route from Titus to Perry, third weekly trip                                                                                                            | 58    |
| Route from Pittsburg to Independence, third weekly trip                                                                                                 | 248   |
| Route from Dunningville to Herriottsville, extended to Pittsburg, and third weekly trip ordered over entire route                                       | 216   |
| Route from Harmony to Mercer, three additional weekly trips                                                                                             | 650   |
| Route from Erie to Meadville, contractor failed and new contract ordered, increasing cost                                                               | 600   |
| Route from Pittsburg to Waterford, three additional weekly trips to Union Mills                                                                         | 651   |
| Route from Russellsburg to Germany, new service                                                                                                         | 100   |
| Route from Smithport to Warren, second weekly trip                                                                                                      | 230   |

|                                                                              |   |   |   |   |   |   |       |
|------------------------------------------------------------------------------|---|---|---|---|---|---|-------|
| Route from Sinnamahoning to Smithport, two additional trips on part of route | - | - | - | - | - | - | \$259 |
| Route from Scranton to Kingston (railroad) extended to Rupert                | - | - | - | - | - | - | 2,365 |

Additional allowances for supply of new officers on regular routes where distance has been increased, &c., not enumerated.

## DELAWARE.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

|               |   |   |   |   |   |   |          |
|---------------|---|---|---|---|---|---|----------|
| June 30, 1858 | - | - | - | - | - | - | \$30,072 |
| June 30, 1857 | - | - | - | - | - | - | 25,336   |
| Difference    | - | - | - | - | - | - | 4,733    |

This difference is accounted for by new service, and extension of ailroad service on the route from Wilmington to Sea'ord.

## MARYLAND.

Aggregate annual cost of mail transportation:

|               |   |   |   |   |   |   |           |
|---------------|---|---|---|---|---|---|-----------|
| June 30, 1858 | - | - | - | - | - | - | \$233,846 |
| June 30, 1857 | - | - | - | - | - | - | 227,883   |
| Difference    | - | - | - | - | - | - | 5,963     |

This difference is accounted for mainly by service placed on new routes established by act of Congress approved August 18, 1856.

## VIRGINIA.

Aggregate annual cost of mail transportation, including route agents, local agents and mail messengers:

|               |   |   |   |   |   |   |           |
|---------------|---|---|---|---|---|---|-----------|
| June 30, 1858 | - | - | - | - | - | - | \$387,068 |
| June 30, 1857 | - | - | - | - | - | - | 350,880   |
| Difference,   | - | - | - | - | - | - | 36,188    |

The following are the principal items of increase during the year:

|                                                                                                                                                                                          |   |   |   |   |   |   |            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|---|---|---|------------|
| New service put in operation under the act of August 18, 1856, amounting to                                                                                                              | - | - | - | - | - | - | \$3,420 00 |
| Transfer of the great southern mail from the Orange and Alexandria, and Virginia Central railroads, to the Richmond, Fredericksburg, and Potomac railroad during nine months in the year | - | - | - | - | - | - | 2,512 00   |
| Three additional weekly trips between Piedmont Station and Upperville, on route from Piedmont Station to Winchester                                                                      | - | - | - | - | - | - | 50 00      |

|                                                                                                                                                                                                                                                   |           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Route from Fredericksburg to Beaver Dam Depot, changed to supply Clover Green and Andrews - - -                                                                                                                                                   | \$75 00   |
| Improvement of service on Richmond and Danville, South Side, and Virginia and Tennessee railroad, providing for increased expedition and the conveyance of the southwestern through mails - - -                                                   | 15,775 00 |
| Extension of service on Virginia Central railroad, from Millboro' to Jackson's River - - -                                                                                                                                                        | 1,314 00  |
| Four-horse coach service from Virginia Central railroad terminus, by Covington, to Callaghan's - - -                                                                                                                                              | 362 00    |
| Route from Charlottesville to Lynchburg, improved from three times a week to daily service, with expedited schedule, and to convey southwestern through mail -                                                                                    | 4,700 00  |
| Route from Harrisonville to Bath Alum, established by act of March 3, 1857, put under contract for tri-weekly service six months of the year in two-horse coaches, at net cost over superseded service of - - -                                   | 900 00    |
| Route from Guyandotte to Catlettsburg, Kentucky, improved from twice a week to three times a week service                                                                                                                                         | 350 00    |
| Third weekly trip between Accomac Court-House and Locust Mount - - - - -                                                                                                                                                                          | 72 50     |
| Third weekly trip between Cherrystone Landing and Capeville - - - - -                                                                                                                                                                             | 60 00     |
| Route from Old Church to King and Queen Court-House extended, to commence at Richmond - - -                                                                                                                                                       | 210 00    |
| Second weekly trip from Harrisburg, by Green Mount, &c., to New Market - - - - -                                                                                                                                                                  | 175 00    |
| Second weekly trip between Clarksburg and Shinnston -                                                                                                                                                                                             | 50 00     |
| Curtailment of route from Cox's Mills to Ritchie Court-House, to end at Oxford, and two additional weekly trips                                                                                                                                   | 93 00     |
| Two additional weekly trips between West Union and Webb's Mills - - - - -                                                                                                                                                                         | 298 00    |
| Increased grade of service on the route from Abingdon to Cumberland Gap, from two-horse to four-horse coaches, under re-advertisement - - - - -                                                                                                   | 2,375 00  |
| Semi-weekly service between Chatham Hill and Marion                                                                                                                                                                                               | 104 00    |
| Increase over cost of temporary service between Concord Depot and Danville - - - - -                                                                                                                                                              | 102 00    |
| Tri-weekly service between Shawsville and Simpson's -                                                                                                                                                                                             | 120 00    |
| Daily service between the terminus of the Virginia Central railroad and Sweet Springs during the watering season - - - - -                                                                                                                        | 100 00    |
| Mail messenger service between the Baltimore and Ohio and Northwestern Virginia railroads and post offices in Virginia, not included in the Virginia report of June 30, 1857, being mostly included in the Maryland report of that year - - - - - | 5,658 00  |

NOTE.—The sum of these items is greater than the net increase for the year; this excess, as well as the cost of supplying new offices and other items not specified, being balanced by the amount saved

by the curtailment or discontinuance of unnecessary or superseded service.

## NORTH CAROLINA.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

|               |   |   |   |   |   |   |              |
|---------------|---|---|---|---|---|---|--------------|
| June 30, 1858 | - | - | - | - | - | - | \$202,154    |
| June 30, 1857 | - | - | - | - | - | - | 193,969      |
| Difference    | - | - | - | - | - | - | <u>8,185</u> |

The following are the principal items of increase:

|                                                                                                                                                                                     |   |   |   |   |   |   |            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|---|---|---|------------|
| New service put in operation under the act of 18th of August, 1856, amounting to                                                                                                    | - | - | - | - | - | - | \$1,992 50 |
| Additional route agent between Weldon and Goldsboro'                                                                                                                                | - | - | - | - | - | - | 700 00     |
| Route agent between Portsmouth, Virginia, and Plymouth, North Carolina                                                                                                              | - | - | - | - | - | - | 800 00     |
| Second weekly trip between Everettsville and Strabane                                                                                                                               | - | - | - | - | - | - | 83 00      |
| Weekly service between Greenville and Bethel                                                                                                                                        | - | - | - | - | - | - | 110 00     |
| Second weekly trip between Bath and Leechville                                                                                                                                      | - | - | - | - | - | - | 163 00     |
| Second weekly trip between Washington and Campbell's Creek                                                                                                                          | - | - | - | - | - | - | 400 00     |
| Third weekly trip between Plymouth and Columbia                                                                                                                                     | - | - | - | - | - | - | 50 00      |
| Weekly service between Columbia and Gum Neck                                                                                                                                        | - | - | - | - | - | - | 124 00     |
| Change of route from Oxford to Clarksville, with an additional weekly trip                                                                                                          | - | - | - | - | - | - | 148 00     |
| Daily service between Hillsboro' and Chapel Hill restored                                                                                                                           | - | - | - | - | - | - | 255 00     |
| Grade of service between Salisbury and Morgantown, changed by re-advertising from two to four-horse coaches, and extended to Ashville                                               | - | - | - | - | - | - | 1,660 00   |
| Second weekly trip between Charlotte and Beattie's Ford                                                                                                                             | - | - | - | - | - | - | 190 00     |
| Semi-weekly service between Goldsboro' and Hookertown changed to tri-weekly service between Mosely Hall and Hookertown, and weekly service ordered between Goldsboro' and Bull Head | - | - | - | - | - | - | 90 00      |
| Tri-weekly two-horse coach service between Salisbury and Mocksville                                                                                                                 | - | - | - | - | - | - | 700 00     |
| Tri-weekly service in two-horse coaches between Danville, Virginia, and Haw River                                                                                                   | - | - | - | - | - | - | 997 00     |
| Tri-weekly service between Greensboro' and Yanceyville                                                                                                                              | - | - | - | - | - | - | 695 00     |

NOTE.—The last two items are in lieu of service costing \$1,325, discontinued 1st of June, 1857, and consequently not included in the report of the 30th of June of that year; and also of \$744 deducted on discontinuance of three of the weekly trips on the route from Greensboro', by Reidsville, to Danville, Virginia.

SOUTH CAROLINA.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

|               |   |   |   |   |   |   |             |
|---------------|---|---|---|---|---|---|-------------|
| June 30, 1858 | - | - | - | - | - | - | \$215,607   |
| June 30, 1857 | - | - | - | - | - | - | 194,316     |
|               |   |   |   |   |   |   | <hr/>       |
| Difference    | - | - | - | - | - | - | 21,291      |
|               |   |   |   |   |   |   | <hr/> <hr/> |

The following are the principal items of increase:

|                                                                                                                                                                    |   |   |   |   |   |   |                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|---|---|---|-------------------|
| For extension of route from Adamsville to Bennettsville, 9½ miles, to commence at Clio                                                                             | - | - | - | - | - | - | \$60 00           |
| For extension of route from Edgefield Court-House to Longmire's Store, 8 miles, to end at Shatterfield                                                             | - | - | - | - | - | - | 88 00             |
| For an additional trip per week from Barnwell Court-House to Allendale                                                                                             | - | - | - | - | - | - | 150 00            |
| For increase of pay on route from Winnsboro' to Pinckneysville, under act of 7th June, 1858                                                                        | - | - | - | - | - | - | 195 00            |
| For an additional trip per week from Laurens Court-House to Glenn Springs                                                                                          | - | - | - | - | - | - | 233 00            |
| For new railroad service from Charleston to Florence, after deducting the amount saved on service superseded, net                                                  | - | - | - | - | - | - | 13,883 00         |
| For daily mail from Georgetown to Gourdin's Turnout, in lieu of service from Georgetown to Charleston, after deducting the amount saved on service superseded, net | - | - | - | - | - | - | 1,977 00          |
| For tri-weekly service from Cheraw to Chesterfield Court-House, in lieu of inferior service hereafter connected with North Carolina section                        | - | - | - | - | - | - | 200 00            |
| For an additional route agent between Greenville and Columbia                                                                                                      | - | - | - | - | - | - | 700 00            |
| For three route agents between Charleston, Florence, and Cheraw                                                                                                    | - | - | - | - | - | - | 2,400 00          |
| For new mail messenger service on the route from Charleston to Florence                                                                                            | - | - | - | - | - | - | 837 00            |
| For new service put in operation under act of 18th of August, 1856, after deducting amount saved on service superseded, net                                        | - | - | - | - | - | - | 538 00            |
|                                                                                                                                                                    |   |   |   |   |   |   | <hr/> <hr/> <hr/> |

GEORGIA.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

|               |   |   |   |   |   |   |             |
|---------------|---|---|---|---|---|---|-------------|
| June 30, 1858 | - | - | - | - | - | - | \$294,844   |
| June 30, 1857 | - | - | - | - | - | - | 272,200     |
|               |   |   |   |   |   |   | <hr/>       |
| Increase      | - | - | - | - | - | - | 22,644      |
|               |   |   |   |   |   |   | <hr/> <hr/> |

The following are the principal items of increase:

|                                                               |   |   |   |   |   |   |         |
|---------------------------------------------------------------|---|---|---|---|---|---|---------|
| For three additional trips per week from Albany to Bainbridge | - | - | - | - | - | - | \$2,367 |
|---------------------------------------------------------------|---|---|---|---|---|---|---------|

|                                                                                                                                      |         |
|--------------------------------------------------------------------------------------------------------------------------------------|---------|
| For an additional trip per week from Savannah to Pilatka, Florida - - - - -                                                          | \$5,000 |
| For excess paid new contractor (old one having failed) on route from Griffin to Greenville - - - - -                                 | 276     |
| For three additional trips per week from Jonesboro' to Fayetteville - - - - -                                                        | 180     |
| For three additional trips per week from Perry to Hawkinsville - - - - -                                                             | 476     |
| For an additional trip per week from Perry to Henderson                                                                              | 70      |
| For an additional trip per week from Washington to Abbeville, South Carolina - - - - -                                               | 246     |
| For semi-weekly service from Hiawassee to Blairsville -                                                                              | 208     |
| For two additional trips per week from Newnan to Franklin, after deducting the amount saved on service superseded, net - - - - -     | 158     |
| For new service put in operation under act of August 18, 1856, after deducting the amount saved on service superseded, net - - - - - | 9,027   |
| For new railroad service from Brownsville to Satilla, net                                                                            | 359     |
| For new railroad service from Savannah to Zero, net                                                                                  | 1,236   |
| For new tri-weekly coach service from Zero to Waresboro'                                                                             |         |
| For daily mail, during watering season, from Forsyth to Indian Springs - - - - -                                                     | 100     |
| For railroad service (in lieu of coach) from Barnesville to Thomaston, net - - - - -                                                 | 384     |
| For new mail messenger service on railroad route from Fort Valley to Albany - - - - -                                                | 250     |
| For two conductor route agents on same route - - -                                                                                   | 200     |
| For new mail messenger service on railroad route from Brunswick to Satilla - - - - -                                                 | 278     |

## FLORIDA.

Aggregate annual cost of mail transportation, including route and local agents, mail messengers, &c.:

|                         |           |
|-------------------------|-----------|
| June 30, 1858 - - - - - | \$153,115 |
| June 30, 1857 - - - - - | 135,014   |
| Increase - - - - -      | 18,101    |

The following items of increase exhibit an aggregate greater than the above sum. Amounts saved by the discontinuance of unnecessary service will account for the difference:

|                                                                                                                |         |
|----------------------------------------------------------------------------------------------------------------|---------|
| For an additional trip per week from Ocala to Tampa -                                                          | \$1,442 |
| For excess paid new contractor (old one having failed) on route from Tampa to Manatee - - - - -                | 345     |
| For weekly service from Tallahassee to Ridleysville -                                                          | 400     |
| For new service under act of August 18, 1856 - - -                                                             | 900     |
| For new railroad service from Fernandina to Starke -                                                           | 7,325   |
| For a weekly mail from Augusta to Pierceville - - -                                                            | 60      |
| For tri-weekly coach service from Starke to Ocala, after deducting the amount saved on service superseded, net | 6,172   |



|                                                                         |             |
|-------------------------------------------------------------------------|-------------|
| For tri-weekly coach service from Starke to Newnansville,<br>net        | \$1,542     |
| For tri-weekly service from Trail Ridge to Middlebury, net              | 706         |
| For tri-weekly coach service from Callahan to Trader's<br>Hill, Georgia | 1,200       |
|                                                                         | <hr/> <hr/> |

ALABAMA.

Aggregate annual cost of mail transportation, including route agents,  
local agents, and mail messengers :

|               |             |
|---------------|-------------|
| June 30, 1858 | \$331,857   |
| June 30, 1857 | 266,403     |
|               | <hr/>       |
| Increase      | 65,454      |
|               | <hr/> <hr/> |

The following items of increase show an aggregate greater than the  
above sum. Amounts saved by the discontinuance of unnecessary  
service will account for the difference :

|                                                                                                                        |             |
|------------------------------------------------------------------------------------------------------------------------|-------------|
| Excess paid for temporary service from Montgomery to Mobile, (con-<br>tractor having failed)                           | \$58,625    |
| Excess paid new contractor (old one having failed) on<br>route from Tuscaloosa to Columbus, Miss.                      | 649         |
| Excess paid for temporary service (contractors having<br>failed) on route from Columbus to Talladega                   | 4,998       |
| For extension of Barryton and Machesville, Miss., route<br>10½ miles, to Quitman, Miss.                                | 111         |
| For weekly mail from Andalusia to William's Mill                                                                       | 125         |
| For weekly mail from Mount Meigs to Line Creek                                                                         | 200         |
| For an additional trip per week from West Point, Ga., to<br>Wedowee                                                    | 270         |
| For two additional trips per week from Wetumpka to<br>Childersburg                                                     | 505         |
| For a semi-weekly mail from Butler to Quitman, Miss.                                                                   | 650         |
| For a semi-weekly mail from Russellville to Tuscumbia                                                                  | 324         |
| For a semi-weekly mail from Russellville to Pikeville                                                                  | 600         |
| Aggregate annual cost of mail transportation, including route agents,<br>mail messengers, &c., on 30th September, 1858 | \$356,180   |
| Ditto, 30th June, 1858                                                                                                 | 331,857     |
|                                                                                                                        | <hr/>       |
|                                                                                                                        | 24,323      |
|                                                                                                                        | <hr/> <hr/> |

The following items of increase show an aggregate of \$64,729 greater  
than the above sum. The amounts saved by dispensing with the  
expensive temporary arrangements on the routes from Montgomery  
to Mobile, and from Columbiana to Talladega, and by the discontinu-  
ance of unnecessary service, will account for the difference :

|                                                                       |       |
|-----------------------------------------------------------------------|-------|
| For two additional trips per week from Guntersville to<br>Bluntsville | \$800 |
| For an additional trip per week from Huntsville to Clays-<br>ville    | 187   |
| For three additional trips per week from Courtland to<br>Moulton      | 708   |

|                                                                                                                                                                                                                               |        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| For extension of Burnt Corn and St. Stephen's route, to commence at Sparta and end at State Line Station, Mississippi, after deducting the amount saved on service superseded, net - - - - -                                  | \$738  |
| For two additional trips per week from Cokerville to Camden - - - - -                                                                                                                                                         | 780    |
| For three additional trips per week from Eufaula to Clayton - - - - -                                                                                                                                                         | 475    |
| For a daily branch mail from Eufaula to Cuthbert, Ga.,                                                                                                                                                                        | 1,948  |
| For a daily coach route from Lauderdale Springs, Miss., to Greensboro', Ala., transferred from the Mississippi section, and improved by the addition of a daily branch from Bluffport, <i>via</i> Demopolis, to Uniontown - - | 12,120 |
| For new service under act of 3d March, 1857 - - -                                                                                                                                                                             | 2,142  |
| For two new route agents between Selma and Talladega,                                                                                                                                                                         | 1,400  |
| For new mail messenger service on the same route -                                                                                                                                                                            | 281    |
| For excess of new over old contract pay on leading routes, as follows:                                                                                                                                                        |        |
| Montgomery to Columbus, Ga., and West Point, Ga. -                                                                                                                                                                            | 2,769  |
| Montgomery to Mobile - - - - -                                                                                                                                                                                                | 5,000  |
| Columbus, Georgia, to Union Springs, Alabama -                                                                                                                                                                                | 2,543  |
| Huntsville to Monteavalla - - - - -                                                                                                                                                                                           | 3,349  |
| Courtland to Tuscaloosa - - - - -                                                                                                                                                                                             | 1,180  |
| Memphis, Tennessee, to Stevenson, Alabama, comprising part of the new route for the great northern and southern mails - - - - -                                                                                               | 27,400 |
| Tuscaloosa to Greensboro' - - - - -                                                                                                                                                                                           | 1,322  |
| Greensboro' to Columbus, Mississippi - - - - -                                                                                                                                                                                | 5,752  |
| Selma to Talladega - - - - -                                                                                                                                                                                                  | 7,672  |
| Seal's Station to Fort Gaines, Georgia - - - - -                                                                                                                                                                              | 2,767  |

## MISSISSIPPI.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

|                         |           |
|-------------------------|-----------|
| June 30, 1858 - - - - - | \$285,705 |
| June 30, 1857 - - - - - | 241,603   |
| Difference - - - - -    | 44,102    |

This difference is accounted for as follows:

|                                                                          |       |
|--------------------------------------------------------------------------|-------|
| Route from Coffeerville to Pontotoc, relet - - -                         | \$249 |
| Route from Jackson to Aberdeen, three additional trips ordered - - - - - | 1,327 |
| Route from Jacinto to Burnsville, new service - -                        | 400   |
| Route from Macon to West Point, railroad extended -                      | 1,920 |

New routes, mostly established by act of Congress approved August 18, 1856:

|                                                |       |
|------------------------------------------------|-------|
| Route from Hillsboro' to Garlandville - - -    | \$300 |
| Route from Ocean Spring to Dwyer's Ferry - - - | 295   |

|                                                       |        |
|-------------------------------------------------------|--------|
| Route from Okalona to Sarepta - - - -                 | \$450  |
| Route from Paulding to Oakohay - - - -                | 450    |
| Route from Shoobata to Errata - - - -                 | 170    |
| Route from Okalona to Ellistown - - - -               | 450    |
| Route from Hillsboro' to Philadelphia - - - -         | 299    |
| Route from Westville to Harrisville - - - -           | 75     |
| Route from Macon to Carrollton - - - -                | 6,140  |
| Route from Grenada to Big Mound - - - -               | 500    |
| Route from Pittsboro' to Graysport - - - -            | 240    |
| Route from Hernando to Austin - - - -                 | 949    |
| Route from Canton to Hillsboro' - - - -               | 450    |
| Route from Cooksville to Scoober - - - -              | 575    |
| Route from Carthage to Kosciusko - - - -              | 500    |
| Route from Friar's Point to Hopson's - - - -          | 225    |
| Route from Vicksburg to Napoleon, Ark., (steamboat) - | 20,000 |
| Route from Canton to Carthage - - - -                 | 1,747  |
| Route from West Point to Aberdeen - - - -             | 2,000  |
| Appointment of route agent—Memphis to Oxford -        | 800    |
| Appointment of route agent—Vicksburg to Canton -      | 800    |
| Appointment of route agent—Memphis to Grand Junction  | 750    |
| Appointment of route agent—Memphis to Grenada -       | 750    |
| Appointment of mail messenger at Macon - - - -        | 336    |
| Appointment of mail messenger at Tatesville - - - -   | 250    |
| Appointment of mail messenger at Marion - - - -       | 130    |
| Appointment of mail messenger at Hurricane - - - -    | 250    |
| Appointment of mail messenger at Farmington - - - -   | 150    |
| Mail messenger at Pascagoula, increased pay - - - -   | 120    |
| Mail messenger at Lobdell's, increased pay - - - -    | 56     |

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

|                                                                        |           |
|------------------------------------------------------------------------|-----------|
| Year ending June 30, 1859, as ascertained September 30, 1858 - - - - - | \$373,255 |
| June 30, 1858 - - - - -                                                | 285,705   |
| Difference - - - - -                                                   | 87,550    |

This difference is accounted for as follows:

|                                                                                                                                                                                                                                                                                        |          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| Route from Grand Junction, Tennessee, to Canton, Mississippi, increased compensation at lettings over corresponding service under old contract, which expired June 30, 1858, and carrying the great through mail - - - -                                                               | \$36,400 |
| Route from Vicksburg to Brandon, increased compensation at lettings and an additional trip daily - - - -                                                                                                                                                                               | 6,400    |
| Route from Vicksburg to Yazoo City, increased compensation at lettings and extension to Greenwood - - - -                                                                                                                                                                              | 7,375    |
| Route from Brandon to Clinton and Greenboro', until July 1, 1858, service cost \$8,301; since July 1, 1858, service from Brandon to Schoober, Schoober to Clinton, Herbert to Lauderdale Springs, and from Lauderdale Springs to Greenboro', and cost \$28,800, being an increase of - | 21,499   |

|                                                                                                 |   |   |                   |
|-------------------------------------------------------------------------------------------------|---|---|-------------------|
| Route from Juka to Columbus, increased compensation at lettings, and conveyance of through mail | - | - | \$10,233          |
| Route from New Orleans to Gainesville, new service                                              | - | - | 2,000             |
| Route from Panola to Grenada, increased compensation at lettings                                | - | - | 3,101             |
|                                                                                                 |   |   | <u>          </u> |

## ARKANSAS.

Aggregate annual cost of mail transportation, including route agents, local agents and mail messengers:

|               |   |   |   |   |   |                   |
|---------------|---|---|---|---|---|-------------------|
| June 30, 1858 | - | - | - | - | - | \$221,297         |
| June 30, 1857 | - | - | - | - | - | 194,742           |
|               |   |   |   |   |   | <u>          </u> |
| Difference    | - | - | - | - | - | 26,555            |
|               |   |   |   |   |   | <u>          </u> |

This difference is accounted for, as follows:

|                                                                                         |   |   |   |   |                   |
|-----------------------------------------------------------------------------------------|---|---|---|---|-------------------|
| Route from Napoleon to Pine Bluff, change of service from four-horse coach to steamboat | - | - | - | - | \$10,000          |
| Route from Gaster's Landing to Washington, three additional weekly trips                | - | - | - | - | 8,100             |
|                                                                                         |   |   |   |   | <u>          </u> |

The following routes mostly established by act of Congress approved August 18, 1856, put in operation, viz:

|                            |   |   |   |   |                   |
|----------------------------|---|---|---|---|-------------------|
| Des Arc to Fort Smith      | - | - | - | - | \$4,100           |
| Pocahontas to Poplar Bluff | - | - | - | - | 447               |
| Pocahontas to Doniphan     | - | - | - | - | 169               |
| St. Charles to Brownsville | - | - | - | - | 725               |
| Danville to Waldron        | - | - | - | - | 269               |
| Chickela to Roseville      | - | - | - | - | 199               |
| Mt. Ida to Dallas          | - | - | - | - | 150               |
| Holly Point to Monticello  | - | - | - | - | 576               |
| Pine Bluff to Aberdeen     | - | - | - | - | 740               |
| Sylamore to Locust Grove   | - | - | - | - | 200               |
| Barrowsville to Dover      | - | - | - | - | 299               |
| Bloomington to Neoca       | - | - | - | - | 270               |
| Canton to Antoine          | - | - | - | - | 375               |
|                            |   |   |   |   | <u>          </u> |

Aggregate annual cost of mail transportation, including route agents, local agents and mail messengers:

|                                                                     |   |   |   |   |                   |
|---------------------------------------------------------------------|---|---|---|---|-------------------|
| For the year ended June 30, 1858, as ascertained September 30, 1858 | - | - | - | - | \$290,829         |
| For the year ended June 30, 1857                                    | - | - | - | - | 221,297           |
|                                                                     |   |   |   |   | <u>          </u> |
| Difference                                                          | - | - | - | - | 69,532            |
|                                                                     |   |   |   |   | <u>          </u> |

Thus accounted for:

|                                                                                                                                                           |   |   |          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|----------|
| Route from Little Rock to Clarkesville, increased compensation at the lettings over corresponding service under old contract, which expired June 30, 1858 | - | - | \$15,600 |
| Route from Little Rock to Batesville, ditto, ditto                                                                                                        | - | - | 3,250    |

|                                                                             |           |         |
|-----------------------------------------------------------------------------|-----------|---------|
| Route from Jacksonport to Pocahontas, new service                           | -         | \$8,500 |
| Route from Batesville to Pocahontas, increased compensation at lettings, &c | - - - - - | 4,389   |
| Route from Fort Smith to Fayetteville, ditto                                | - - - - - | 2,410   |
| Route from Paraclifta to Doaksville                                         | - - - - - | 4,042   |
| Route from Hot Springs to Paris, Texas, new service                         | - - - - - | 1,399   |
| Route from Camden to Rockport, increased compensation at lettings, &c.      | - - - - - | 3,961   |
| Route from Camden to Trenton, Louisiana, ditto                              | - - - - - | 4,907   |
| Route from Monticello to Monroe, Louisiana, ditto                           | - - - - - | 2,202   |
| Route from Hillsboro' to Monroe, Louisiana, ditto                           | - - - - - | 850     |
| Route from Hamburg to Columbia, new service                                 | - - - - - | 1,200   |
| Route from Columbia to Lake Valley, ditto                                   | - - - - - | 450     |
| Route from Grand Lake to Lake Village, ditto                                | - - - - - | 300     |
| Route from Hamburg to Eldorado, ditto                                       | - - - - - | 650     |
| Route from Little Rock to Pine Bluff, ditto                                 | - - - - - | 1,200   |
| Route from Des Arc to Fort Smith, increased compensation at lettings, &c.   | - - - - - | 7,700   |
| Route from Grand Lake to Hamburg, ditto                                     | - - - - - | 880     |
| Route from Lisbon to Lewisville, ditto                                      | - - - - - | 567     |
| Route from Hampton to El Dorado                                             | - - - - - | 346     |
| Route from Little Rock to Fort Smith                                        | - - - - - | 452     |
| Route from Napoleon to Monticello                                           | - - - - - | 876     |
| Route from Murfreesboro' to Adams, new service                              | - - - - - | 490     |
| Route from Eldorado to Warren, increased compensation at lettings, &c.      | - - - - - | 239     |
| Route from Eldorado to Minden, Louisiana, ditto                             | - - - - - | 1,210   |
| Route from Cut-Off to Bastrop, ditto                                        | - - - - - | 889     |
| Route from Little Rock to Hot Springs, new service                          | - - - - - | 199     |

LOUISIANA.

Aggregate cost of mail transportation, including route agents, local agents, and mail messengers:

|               |           |               |
|---------------|-----------|---------------|
| June 30, 1858 | - - - - - | \$515,932     |
| June 30, 1857 | - - - - - | 497,029       |
| Difference    | - - - - - | <u>18,903</u> |

This difference is accounted for as follows:

|                                                                             |           |              |
|-----------------------------------------------------------------------------|-----------|--------------|
| Route from New Orleans to Berwich, railroad, extended and service increased | - - - - - | \$8,900      |
| Route from New Orleans to Shreveport, service by the trip                   | - - - - - | <u>1,225</u> |

The following routes mostly established by act of Congress approved August 18, 1856, put into operation, viz:

|                                       |           |       |
|---------------------------------------|-----------|-------|
| Route from Vermillion to Mermenton    | - - - - - | \$250 |
| Route from Lake Providence to Bastrop | - - - - - | 620   |
| Route from Pecan Grove to Floyd       | - - - - - | 700   |
| Route from Marion to Homer            | - - - - - | 640   |
| Route from Harrisburg to Good Water   | - - - - - | 400   |

|                                           |   |   |   |          |
|-------------------------------------------|---|---|---|----------|
| Route from Clinton to Prospect Hill       | - | - | - | \$ 1,638 |
| Route from Natchitoches to Shreveport     | - | - | - | 1,495    |
| Route from Bastrop to Ashton              | - | - | - | 570      |
| Route from Columbia to Alexandria         | - | - | - | 800      |
| Route from Lake Providence to Pecan Grove | - | - | - | 550      |
| Route from Franklinton to Davidson        | - | - | - | 295      |
| Route from Moreauville to Alexandria      | - | - | - | 666      |

Aggregate annual cost of mail transportation including route agents, local agents, and mail messengers—

|                                                                                  |   |   |   |   |           |
|----------------------------------------------------------------------------------|---|---|---|---|-----------|
| For the year ending June 30, 1859, as ascertained on the<br>30th September, 1858 | - | - | - | - | \$848,854 |
| For the year ended June 30, 1858                                                 | - | - | - | - | 515,922   |
| Difference                                                                       | - | - | - | - | 332,922   |

The above difference is accounted for as follows :

|                                                                                                                                                                                                                               |   |   |   |   |          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|---|----------|
| Route from New Orleans to Jackson, Mississippi, increased compensation at lettings, over corresponding service under old contract, which expired June 30, 1868 ; extension of railroad service and conveyance of through mail |   |   |   |   | \$20,950 |
| Route from Cheyneyville to Huntsville, Texas, new service                                                                                                                                                                     |   |   |   |   | 20,500   |
| Route from New Orleans, Louisiana, <i>via</i> Tehuantepec, to San Francisco, California, new service                                                                                                                          | - | - | - | - | 286,000  |
| Route from New Orleans to Brashear, increased compensation at lettings, with mail messenger service                                                                                                                           | - | - | - | - | 4,900    |

#### TEXAS.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

|               |   |   |   |   |         |
|---------------|---|---|---|---|---------|
| June 30, 1858 | - | - | - | - | 259,300 |
| June 30, 1857 | - | - | - | - | 232,138 |
| Difference    | - | - | - | - | 27,162  |

This difference is accounted for by putting into operation new routes established by act of Congress approved August 18, 1856, viz :

|                                                      |   |   |   |   |        |
|------------------------------------------------------|---|---|---|---|--------|
| Route from Austin to Sisterdale                      | - | - | - | - | 500    |
| Route from Wheelock to Springfield                   | - | - | - | - | 800    |
| Route from Galveston to Crockett, <i>via</i> Liberty | - | - | - | - | 10,000 |
| Route from Dallas to Fort Belknap                    | - | - | - | - | 1,700  |
| Route from Kaufman to Bonham                         | - | - | - | - | 596    |
| Route from Alton to Weatherford                      | - | - | - | - | 700    |
| Route from Camden to Tyler                           | - | - | - | - | 398    |
| Route from New Braunfels to Fredericksburg           | - | - | - | - | 580    |
| Route from Palestine to Alto Springs                 | - | - | - | - | 698    |
| Route from Crockett to Nacogdoches                   | - | - | - | - | 600    |

|                                        |   |   |   |       |
|----------------------------------------|---|---|---|-------|
| Route from Clarksville to Quitman      | - | - | - | \$644 |
| Route from Henderson to Palestine      | - | - | - | 1,200 |
| Route from Austin to Fredericksburg    | - | - | - | 640   |
| Route from Austin to Waco Village      | - | - | - | 751   |
| Route from La Grange to Richmond       | - | - | - | 5,000 |
| Route from Coffeerville to Quitman     | - | - | - | 493   |
| Route from Austin to Hamilton          | - | - | - | 380   |
| Route from Bennett to Austin           | - | - | - | 900   |
| Route from Fredericksburg to San Saber | - | - | - | 500   |

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers, for the year ending June 30, 1859, as ascertained—

|                          |   |   |   |   |                |
|--------------------------|---|---|---|---|----------------|
| September 30, 1858       | - | - | - | - | \$604,363      |
| Year ended June 30, 1850 | - | - | - | - | 359,300        |
| Difference               | - | - | - | - | <u>246,063</u> |

This difference is accounted for as follows:

|                                                                                                                                                                                   |   |          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|----------|
| Route from New Orleans to Indianola, new service                                                                                                                                  | - | \$55,000 |
| Route from New Orleans to Brazos Santiago, increased compensation at lettings over corresponding service under old contract, which expired June 30, 1858, and embracing Indianola | - | 10,130   |
| Route from Brashear to Indianola, increased compensation at lettings, &c.                                                                                                         | - | 5,000    |
| Route from Brashear to Galveston, new service                                                                                                                                     | - | 45,000   |
| Route from Galveston to Houston, increased compensation at lettings, &c., with three additional trips                                                                             | - | 9,600    |
| Route from Galveston to Liberty, new service (steamboat)                                                                                                                          | - | 11,900   |
| Route from Houston to Austin, increased compensation at lettings, &c.                                                                                                             | - | 2,070    |
| Route from Galveston to Matagorda, increased compensation at lettings, with additional weekly trip                                                                                | - | 1,500    |
| Route from Galveston to Matagorda <i>via</i> Velasco, increased compensation at lettings, with additional trip                                                                    | - | 750      |
| Route from Houston to Sandy Point, new service                                                                                                                                    | - | 500      |
| Route from Cypress to Huntsville, new service                                                                                                                                     | - | 2,470    |
| Route from Hempstead to Waco Village, increased compensation at lettings, with an additional trip                                                                                 | - | 2,400    |
| Route from Hempstead to Washington, new service                                                                                                                                   | - | 1,140    |
| Route from Hempstead to Hodges, new service                                                                                                                                       | - | 600      |
| Route from Brenham to Georgetown, new service                                                                                                                                     | - | 974      |
| Route from Brenham to Austin, new service                                                                                                                                         | - | 672      |
| Route from Washington to Livingston, increased compensation at lettings, with two additional trips                                                                                | - | 2,325    |
| Route from Richmond to Velasco, increased compensation at lettings, with two additional trips                                                                                     | - | 1,250    |
| Route from Richmond to Victoria, increased compensation at lettings, with two additional trips                                                                                    | - | 1,400    |

|                                                                                                                                              |         |
|----------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Route from Richmond to San Antonio, increased compensation at lettings, with improvement of service from three times a week to daily - - - - | \$6,470 |
| Route from Columbus to La Grange, increased compensation at lettings, with additional trips - - -                                            | 650     |
| Route from Columbus to Cainey, partly new service -                                                                                          | 1,500   |
| Route from Bastrop to Seguin, partly new service -                                                                                           | 960     |
| Route from Gonzales to La Grange, increased compensation at lettings, with two additional trips - -                                          | 600     |
| Route from Gonzales to Goliad, new service - -                                                                                               | 447     |
| Route from Austin to Lampassas, new service - -                                                                                              | 695     |
| Route from Austin to Fredericksburg, increased compensation at lettings, with two additional trips - -                                       | 835     |
| Route from Austin to Caldwell, increased compensation at lettings, with two additional trips - - -                                           | 500     |
| Route from San Antonio to Indianola, increased compensation at lettings, service improved to daily - -                                       | 2,293   |
| Route from San Antonio to Eagle Pass, increased compensation at lettings, with an additional trip - -                                        | 750     |
| Route from San Antonio to Corpus Christi, increased compensation at lettings, with an additional trip - -                                    | 1,850   |
| Route from San Antonio to Fredericksburg, increased compensation at lettings, with two additional trips -                                    | 1,251   |
| Route from San Antonio to Waco Village, increased compensation at lettings, with increased service - -                                       | 2,208   |
| Route from Waco Village to Clarksville, increased compensation at lettings, with increased service - -                                       | 8,967   |
| Route from Georgetown to Fort Worth, partly new -                                                                                            | 1,030   |
| Route from Fredericksburg to Fort McKavett, new service                                                                                      | 1,000   |
| Route from Eagle Pass to Fort Clark, new service -                                                                                           | 590     |
| Route from Burnet Court-House to Fredericksburg, new service - - - - -                                                                       | 897     |
| Route from Sabine City to Weiss' Bluff, new service -                                                                                        | 2,800   |
| Route from Weiss' Bluff to Nacogdoches, new service -                                                                                        | 4,000   |
| Route from Nacogdoches to Waco Village, increased compensation at lettings, with increased service - -                                       | 3,476   |
| Route from Seguin to Fredericksburg, increased compensation at lettings, with increased service - -                                          | 1,450   |
| Route from Seguin to Fredericksburg, <i>via</i> new offices, new service - - - - -                                                           | 700     |
| Route from Mission Valley to Yorktown, new service -                                                                                         | 675     |
| Route from Saluria to Corpus Christi, increased compensation at lettings, with increased service - -                                         | 4,000   |
| Route from Texana to Columbia, partly new - -                                                                                                | 526     |
| Route from Corpus Christi to Rio Grande, new service -                                                                                       | 890     |
| Route from Brownsville to Laredo, increased compensation at lettings, with increased service - - -                                           | 1,195   |
| Route from Liberty to Crockett, increased compensation at lettings, with increased service - - - -                                           | 7,300   |
| Route from Independence to Waco Village, increased compensation at lettings, with increased service - -                                      | 850     |



|                                                                                                      |       |         |
|------------------------------------------------------------------------------------------------------|-------|---------|
| Route from Crockett to Tyler, increased compensation at lettings, with increased service             | - - - | \$2,160 |
| Route from Nacogdoches to Tyler, increased compensation at lettings, with increased service          | - - - | 1,400   |
| Route from Nacogdoches to Brenham, increased compensation at lettings, with increased service        | - - - | 2,674   |
| Route from Nacogdoches to Mount Pleasant, increased compensation at lettings, with increased service | - - - | 2,800   |
| Route from San Augustine to Marshall, increased compensation at lettings, with increased service     | - - - | 1,700   |
| Route from Waco Village to Lampassas, new service                                                    | - - - | 634     |
| Route from Waco Village to Weatherford, new service                                                  | - - - |         |
| Route from Alto Springs to Chambers' Creek, nearly new                                               | - - - | 2,994   |
| Route from Palestine to Dallas, nearly new                                                           | - - - | 5,424   |
| Route from Henderson to Waco Village, increased compensation at lettings, with increased service     | - - - | 4,360   |
| Route from Tyler to Paris, increased compensation at lettings, with increased service                | - - - | 3,900   |
| Route from Dallas to Fort Belknap, increased compensation at lettings, with increased service        | - - - | 900     |

OHIO.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

|                                           |       |           |
|-------------------------------------------|-------|-----------|
| For the year ended June 30, 1858          | - - - | \$591,096 |
| For the year ended June 30, 1857          | - - - | 575,573   |
| Difference                                | - - - | 15,523    |
| Add, by reason of error in report of 1857 | - - - | 2,40      |
| Total difference                          | - - - | 17,923    |

This difference is accounted for by the following improvements, ordered during the year :

|                                                                                          |       |         |
|------------------------------------------------------------------------------------------|-------|---------|
| New routes established by act of Congress, approved August 18, 1856                      | - - - | \$7,150 |
| Route from Barnesville to Woodsfield, improved from horse to coach                       | - - - | 52      |
| Route from Freedom to Hiram, three additional trips between Garrettsville and Hiram      | - - - | 67      |
| Route from Elyria to Elyria, one additional trip                                         | - - - | 65      |
| Route from Delaware to Prospect, extended to Richmond                                    | - - - | 95      |
| Route from Circleville to Adelphi, five additional trips between Circleville and Tarlton | - - - | 632     |
| Route from Bucyrus to Bucyrus, one additional trip                                       | - - - | 90      |
| Route from Toledo to Goshen, Indiana, railroad, extended to Elkhart, Indiana             | - - - | 3,900   |
| Route from Dayton to Sidney, railroad, extended to Lima                                  | - - - | 1,700   |

|                                                                                             |   |   |   |       |
|---------------------------------------------------------------------------------------------|---|---|---|-------|
| Route from Columbus to Portsmouth, six additional trips between Circleville and Chillicothe | - | - | - | \$500 |
| Route from Jacksonville to Loramies, new service                                            | - | - | - | 70    |
| Mail messenger, appointed at Piqua                                                          | - | - | - | 100   |
| Mail messenger, appointed at Newark                                                         | - | - | - | 180   |
| Mail messenger, appointed at Steubenville                                                   | - | - | - | 150   |
| Mail messenger, appointed at Swanton                                                        | - | - | - | 50    |
| Mail messenger, appointed at Barton                                                         | - | - | - | 50    |
| One route agent, appointed on route from Toledo to Elkhart                                  | - | - | - | 800   |
| One route agent, appointed on route from Dayton to Lima                                     | - | - | - | 600   |

Additional allowances for the supply of new offices on regular routes, where the distance has been increased, &c., not enumerated.

## KENTUCKY.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

|                                   |   |   |   |           |
|-----------------------------------|---|---|---|-----------|
| For the year ending June 30, 1858 | - | - | - | \$194,927 |
| For the year ending June 30, 1857 | - | - | - | 163,001   |
| Difference                        | - | - | - | 31,926    |

Thus accounted for :

|                                                                                                                                                 |   |   |   |          |
|-------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|----------|
| Letting to contract new mail routes created by the act of August 18, 1856, to go into operation July 1, 1857                                    | - | - | - | \$19,331 |
| Steamboat service: Paducah to Evansville, let to contract September 28, 1857                                                                    | - | - | - | 8,000    |
| Additional expense incurred in reletting the route from Louisville, Kentucky, to Shawneetown, Illinois, under advertisement of February 6, 1857 | - | - | - | 7,891    |

There are deductions for unnecessary service during the year not here enumerated, which will account for the excess.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

|                                                                               |   |   |   |           |
|-------------------------------------------------------------------------------|---|---|---|-----------|
| For the year ending June 30, 1859, as ascertained on the 30th September, 1858 | - | - | - | \$288,898 |
| For the year ending June 30, 1858                                             | - | - | - | 194,927   |
| Difference                                                                    | - | - | - | 93,971    |

Accounted for thus :

|                                                                                                                                                   |   |   |   |          |
|---------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|----------|
| Putting in operation the steamboat route between Louisville, Kentucky, and Cairo, Illinois, 376 miles, three times a week                         | - | - | - | \$24,700 |
| Route from Louisville to Lexington, increased compensation at lettings over corresponding service under old contract, which expired June 30, 1858 | - | - | - | 1,300    |

|                                          |   |   |   |         |
|------------------------------------------|---|---|---|---------|
| Route from Louisville to Nashville       | - | - | - | \$9,720 |
| Route from Louisville to New Haven       | - | - | - | 6,750   |
| Route from Louisville to Chaplin         | - | - | - | 250     |
| Route from Mount Washington to Chaplin   | - | - | - | 303     |
| Route from New Haven to Lebanon          | - | - | - | 104     |
| Route from Shelbyville to La Grange      | - | - | - | 125     |
| Route from Nicholasville to Covington    | - | - | - | 1,200   |
| Route from Lexington to Covington        | - | - | - | 400     |
| Route from Lexington to Owingsville, &c. | - | - | - | 1,992   |
| Route from Lexington to Loudon           | - | - | - | 4,600   |
| Route from Nicholasville to Harrodsburg  | - | - | - | 500     |
| Route from Georgetown to Owenton         | - | - | - | 191     |
| Route from Jericho to Bedford            | - | - | - | 63      |
| Route from Warsaw to Williamstown        | - | - | - | 156     |
| Route from Augusta to Brookville         | - | - | - | 75      |
| Route from Mount Sterling to Marysville  | - | - | - | 450     |
| Route from Mount Sterling to Piketon     | - | - | - | 400     |
| Route from Owingsville to Orangeville    | - | - | - | 499     |
| Route from Owingsville to Cattlesburg    | - | - | - | 300     |
| Route from Maysville to Cattlesburg      | - | - | - | 200     |
| Route from Grayson to Havrehill          | - | - | - | 143     |
| Route from Piketon to Osborn's Ford      | - | - | - | 100     |
| Route from Richmond to Irvine            | - | - | - | 219     |
| Route from Stanford to Bryantsville      | - | - | - | 1,000   |
| Route from Stanford to Albany            | - | - | - | 3,000   |
| Route from Danville to Loudon            | - | - | - | 2,035   |
| Route from Danville to Lebanon           | - | - | - | 825     |
| Route from Elizabethtown to Columbia     | - | - | - | 321     |
| Route from Lebanon to Glasgow            | - | - | - | 4,900   |
| Route from Columbia to Burkesville       | - | - | - | 747     |
| Route from Columbia to Monticello        | - | - | - | 314     |
| Route from Campbellton to Columbia       | - | - | - | 1,446   |
| Route from Glasgow to Albany             | - | - | - | 225     |
| Route from Glasgow to Columbia           | - | - | - | 250     |
| Route from Scottsville to Bowling Green  | - | - | - | 132     |
| Route from Franklin to Columbus          | - | - | - | 1,070   |
| Route from Bowling Green to Hartford     | - | - | - | 377     |
| Route from Elkton to Greenville          | - | - | - | 369     |
| Route from Russellville to Hartford      | - | - | - | 100     |
| Route from Greenville to Hardinsburg     | - | - | - | 100     |
| Route from Hartford to Owensboro'        | - | - | - | 390     |
| Route from Brandenburg to Cedar Grove    | - | - | - | 80      |
| Route from Morganfield to Uniontown      | - | - | - | 60      |
| Route from Cloverport to Worthington     | - | - | - | 50      |
| Route from Hawesville to Cannellton      | - | - | - | 60      |
| Route from Owensboro' to Madisonville    | - | - | - | 80      |
| Route from Owensboro' to Russellville    | - | - | - | 315     |
| Route from Elkton to Clarksville         | - | - | - | 330     |
| Route from Hopkinsville to Henderson     | - | - | - | 1,985   |
| Route from Paducah to Huntingdon         | - | - | - | 2,250   |
| Route from Paducah to Smithland          | - | - | - | 252     |

|                                                                                          |   |   |   |   |              |
|------------------------------------------------------------------------------------------|---|---|---|---|--------------|
| Route from Princeton to Cadiz                                                            | - | - | - | - | \$145        |
| Route from Marion to Morganfield                                                         | - | - | - | - | 106          |
| Route from Salem to Golconda                                                             | - | - | - | - | 81           |
| Route from Paducah to Hickman                                                            | - | - | - | - | 149          |
| Route from Paducah to Murray                                                             | - | - | - | - | 433          |
| Route from Paducah to Cairo                                                              | - | - | - | - | 1,645        |
| Route from Paducah to Evansville                                                         | - | - | - | - | 4,000        |
| For new mail routes established by Congress and put into operation on the 1st July, 1858 | - | - | - | - | 6,403        |
| Items under \$50 not enumerated.                                                         |   |   |   |   | <u>6,403</u> |

## TENNESSEE.

Aggregate annual cost of mail transportation including route agents, local agents, and mail messengers—

|                               |   |   |   |   |                  |
|-------------------------------|---|---|---|---|------------------|
| Year ended June 30, 1858      | - | - | - | - | \$190,232 00     |
| Same year ended June 30, 1857 | - | - | - | - | 168,682 00       |
| Difference                    | - | - | - | - | <u>21,550 00</u> |

Thus accounted for:

|                                                                                                                                                                                                                                                     |   |   |   |   |                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|---|----------------|
| Letting to contract new mail routes created by act of Congress of August 18, 1856, to go into operation July 1, 1857                                                                                                                                | - | - | - | - | \$4,163 00     |
| Short estimate of expense in putting up service in railroad cars and four-horse coaches daily between Bristol and Russellville at \$150 per mile per annum                                                                                          | - | - | - | - | 3,450 00       |
| Route from Rutledge to Dandridge, additional weekly trip                                                                                                                                                                                            | - | - | - | - | 153 50         |
| Route from Kingsport to Jonesboro', additional weekly trip                                                                                                                                                                                          | - | - | - | - | 96 00          |
| Route from Bluntsville to Bristol, let to contract                                                                                                                                                                                                  | - | - | - | - | 300 00         |
| Route from McMinnville to Pelham, to supply Bersheba Springs, (4 months,)                                                                                                                                                                           | - | - | - | - | 100 00         |
| Route from Fayetteville to Salem, additional trip per week                                                                                                                                                                                          | - | - | - | - | 180 00         |
| Route from Trenton to Dresden, additional trip per week                                                                                                                                                                                             | - | - | - | - | 148 00         |
| Route from Sharon to Covington, let to contract                                                                                                                                                                                                     | - | - | - | - | 250 00         |
| Route from Dover to Hopkinsville, let to contract                                                                                                                                                                                                   | - | - | - | - | 300 00         |
| Route from Copper Mines to Murphy, additional trip                                                                                                                                                                                                  | - | - | - | - | 356 00         |
| Route from Knoxville to Russellville, increased pay to \$150 a mile, (old pay \$50) for daily service by accelerated schedule and to take the great through mails, &c.                                                                              | - | - | - | - | 4,850 00       |
| Appointment of a route agent on railroad between Memphis and Brownsville                                                                                                                                                                            | - | - | - | - | 750 00         |
| Charged to Tennessee in report of June 30, 1858, as her portion of expense for consolidated service, (route 9505a,) between Louisville and Nashville, the sum of \$9,256, against \$2,853, which was her portion in the previous report. Difference | - | - | - | - | <u>\$6,403</u> |

|                                                                                                                                                                       |         |               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------------|
| Aggregate annual cost of mail transportation, including local agents, route agents, and mail messengers, for year ending June 30, 1859, as ascertained Sept. 30, 1858 | -       | \$275,603     |
| Same, year ended June 30, 1858                                                                                                                                        | - - - - | 190,232       |
| Difference                                                                                                                                                            | - - - - | <u>85,371</u> |

Thus accounted for :

|                                                                                                                                                |         |               |
|------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------------|
| Route from Nashville to Lebanon, increased compensation at lettings over corresponding service under old contract, which expired June 30, 1858 | - - - - | \$1,000       |
| Route from Nashville to Chattanooga, expired June 30, 1858                                                                                     | - - - - | 6,000         |
| Route from Columbia to Tuscumbia, expired June 30, 1858                                                                                        | - - - - | 1,725         |
| Route from Nashville to Cairo, extended to Memphis, expired June 30, 1858                                                                      | - - - - | 31,362        |
| Route from Lebanon to Loudon, expired June 30, 1858                                                                                            | - - - - | 3,159         |
| Route from Knoxville to Bristol, expired June 30, 1858                                                                                         | - - - - | 6,535         |
| Route from Knoxville to Dalton, expired June 30, 1858                                                                                          | - - - - | 5,500         |
| Route from Rutledge to Dandridge, expired June 30, 1858                                                                                        | - - - - | 1,193         |
| Route from Taylorsville to Abingdon, expired June 30, 1858                                                                                     | - - - - | 2,380         |
| Route from Greenville to Ashville, expired June 30, 1858                                                                                       | - - - - | 2,000         |
| Route from Columbia to Morr's station, expired June 30, 1858                                                                                   | - - - - | 7,066         |
| Route from Camden to Hickman, expired June 30, 1858                                                                                            | - - - - | 2,180         |
| Route from Huntingdon to Jackson, expired June 30, 1858                                                                                        | - - - - | 1,603         |
| Route from Waynesboro' to Corinth, expired June 30, 1858                                                                                       | - - - - | 2,700         |
| Route from Waynesboro' to Jackson, expired June 30, 1858                                                                                       | - - - - | 1,900         |
| For new mail routes established by Congress and put in operation on the 1st of July, 1858                                                      | - - - - | <u>11,601</u> |

MISSOURI.

|                                                                                                                                   |         |                |
|-----------------------------------------------------------------------------------------------------------------------------------|---------|----------------|
| Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers, year ended June 30, 1858 | - - - - | \$485,962      |
| Same, year ended June 30, 1857                                                                                                    | - - - - | 273,663        |
| Difference                                                                                                                        | - - - - | <u>212,299</u> |

Thus accounted for :

|                                                                                                                      |         |         |
|----------------------------------------------------------------------------------------------------------------------|---------|---------|
| Letting to contract new mail routes created by act of August 18, 1856, to go into operation on the 1st of July, 1857 | - - - - | \$9,996 |
| Route from St. Joseph's to Council Bluffs, four additional trips per week, ordered at <i>pro rata</i>                | - - - - | 5,937   |
| Route from St. Joseph's to Salt Lake city, contract ordered for once a week, service in four-mule coaches, at        | - - - - | 190,000 |
| Route from Warsaw to Springfield, additional weekly trip                                                             | - - - - | 831     |
| Route from Frémont to Fort Scott, two additional trips                                                               | - - - - | 726     |

|                                                                                                                                                                                    |           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Route from Springfield to Fayetteville, Arkansas, three additional weekly trips - - - - -                                                                                          | \$1,749   |
| Route from Quincy, Illinois, to St. Joseph's, Missouri; three additional weekly trips ordered - - -                                                                                | 9,000     |
|                                                                                                                                                                                    | <hr/>     |
| Aggregate annual cost of mail transportation, including local agents, route agents, and mail messengers, year ending June 30, 1859, as ascertained on September 30, 1858 - - - - - | \$623,286 |
| Same, year ended June 30, 1858 - - - - -                                                                                                                                           | 485,962   |
|                                                                                                                                                                                    | <hr/>     |
| Difference - - - - -                                                                                                                                                               | 137,324   |
|                                                                                                                                                                                    | <hr/>     |

Thus accounted for :

Amount of increased compensation at the late lettings over that for the service which expired on the 30th June last, arising from various causes, viz :

|                                                     |         |
|-----------------------------------------------------|---------|
| Route from St. Louis to Tipton - - - - -            | \$8,825 |
| Route from St. Louis to Mexico - - - - -            | 4,290   |
| Route from St. Louis to Keokuk - - - - -            | 5,000   |
| Route from Jefferson City to Booneville - - - - -   | 1,460   |
| Route from Jefferson City to Warsaw - - - - -       | 1,710   |
| Route from Jefferson City to Tuscumbia - - - - -    | 587     |
| Route from Jefferson City to Little Piney - - - - - | 531     |
| Route from Jefferson City to Glasgow - - - - -      | 800     |
| Route from Port William to Little Prairie - - - - - | 669     |
| Route from St. Charles to Hannibal - - - - -        | 1,500   |
| Route from Labaddie to Hamburg - - - - -            | 534     |
| Route from Fulton to Shelbina - - - - -             | 900     |
| Route from Paris to Kirksville - - - - -            | 768     |
| Route from Quincy to St. Joseph - - - - -           | 3,200   |
| Route from Hannibal to Paris - - - - -              | 479     |
| Route from Canton to Trenton - - - - -              | 1,160   |
| Route from Canton to Lancaster - - - - -            | 748     |
| Route from Alexandria to Memphis - - - - -          | 400     |
| Route from Bloomington to Huntsville - - - - -      | 500     |
| Route from Glasgow to Liberty - - - - -             | 5,906   |
| Route from Brunswick to Chillicothe - - - - -       | 398     |
| Route from Brunswick to Linneus - - - - -           | 457     |
| Route from Princeton to Chillicothe - - - - -       | 390     |
| Route from Chillicothe to Bethany - - - - -         | 283     |
| Route from Richmond to Gallatin - - - - -           | 698     |
| Route from Crab Orchard to Plattsburg - - - - -     | 352     |
| Route from St. Joseph to Council Bluffs - - - - -   | 4,390   |
| Route from St. Joseph to Albany - - - - -           | 751     |
| Route from Liberty to Weston - - - - -              | 2,250   |
| Route from Independence to St. Joseph - - - - -     | 3,330   |
| Route from Independence to Santa Fé - - - - -       | 6,999   |
| Route from Independence to Harrisonville - - - - -  | 2,000   |
| Route from Independence to Liberty - - - - -        | 648     |
| Route from Warrensburg to Lexington - - - - -       | 450     |

|                                                                                         |   |   |   |               |
|-----------------------------------------------------------------------------------------|---|---|---|---------------|
| Route from Lexington to Calhoun                                                         | - | - | - | \$300         |
| Route from Booneville to Independence                                                   | - | - | - | 4,910         |
| Route from Booneville to Fayette                                                        | - | - | - | 373           |
| Route from Booneville to Versailles                                                     | - | - | - | 750           |
| Route from California to Georgetown                                                     | - | - | - | 3,098         |
| Route from Georgetown to Marshall                                                       | - | - | - | 500           |
| Route from Georgetown to Clinton                                                        | - | - | - | 374           |
| Route from Georgetown to Pleasant Hill                                                  | - | - | - | 5,556         |
| Route from Warsaw to Springfield                                                        | - | - | - | 2,000         |
| Route from Bolivar to Fort Scott                                                        | - | - | - | 500           |
| Route from Oeola to Fort Scott                                                          | - | - | - | 657           |
| Route from Springfield to St. Leger                                                     | - | - | - | 350           |
| Route from Springfield to Fayetteville                                                  | - | - | - | 1,000         |
| Route from Springfield to Neosho                                                        | - | - | - | 810           |
| Route from Springfield to Forsyth                                                       | - | - | - | 280           |
| Route from Springfield to Greenfield                                                    | - | - | - | 227           |
| Route from Iron Mountain to Cape Girardeau                                              | - | - | - | 1,163         |
| For new mail routes established by Congress, and put in operation on the 1st July, 1858 | - | - | - | <u>61,225</u> |

The excess is caused by curtailments of expenses not enumerated on routes where the present cost is less than under the old contract.

IOWA.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

|                          |   |   |   |   |               |
|--------------------------|---|---|---|---|---------------|
| Year ended June 30, 1858 | - | - | - | - | \$141,398     |
| Year ended June 30, 1857 | - | - | - | - | 116,297       |
| Difference               | - | - | - | - | <u>25,101</u> |

Thus accounted for :

|                                                                                                                                                |   |   |   |   |         |
|------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|---|---------|
| Letting to contract new mail routes created by act of August 18, 1856, to go into operation July 1, 1857                                       | - | - | - | - | \$8,882 |
| Additional expense for railroad service on route from Keokuk to Bentonsport cost \$2,000, and saved \$1,000 by curtailment of 9300, difference | - | - | - | - | 1,000   |
| Route from Iowa City to Montezuma, extended to end at Grennell, cost additional                                                                | - | - | - | - | 740     |
| Route from Iowa City to Des Moines, three additional weekly trips                                                                              | - | - | - | - | 2,000   |
| Route from Muscatine to Columbus City, contract ordered with railroad company                                                                  | - | - | - | - | 1,100   |
| Route from Davenport to Iowa City, with branch Welton Junction to Muscatine, contract ordered                                                  | - | - | - | - | 3,435   |
| Route from Fulton to Cedar rapids, contract ordered with Chicago, Iowa, and Nebraska Railroad Company                                          | - | - | - | - | 4,200   |
| Route from Dubuque to Delhi, three additional trips per week                                                                                   | - | - | - | - | 300     |
| Route from Delhi to Independence, three additional trips per week                                                                              | - | - | - | - | 300     |

|                                                                                                                                                               |             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| Route from Centreville to Clarendo, one additional trip<br>per week - - - - -                                                                                 | \$667       |
| Route from Adell to Magnolia, 50 per cent. additional<br>compensation for an additional horse, the mails being<br>too heavy to be conveyed by one horse - - - | 580         |
|                                                                                                                                                               | <hr/> <hr/> |

There are other minor items of cost not here enumerated.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

|                                                                                    |             |
|------------------------------------------------------------------------------------|-------------|
| For the year ended June 30, 1859, as ascertained Septem-<br>ber 30, 1858 - - - - - | \$214,564   |
| Same, year ended June 30, 1857 - - - - -                                           | 141,398     |
|                                                                                    | <hr/>       |
| Difference - - - - -                                                               | 73,166      |
|                                                                                    | <hr/> <hr/> |

Thus accounted for :

|                                                                                                                                                              |         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Route from Keokuk to Rock Island, increased compensa-<br>tion at lettings over corresponding service under old<br>contract which expired June 30, 1858 - - - | \$6,240 |
| Route from Keokuk to Burlington, ditto, ditto - - -                                                                                                          | 710     |
| Route from Charleston to Mount Pleasant, ditto, ditto - - -                                                                                                  | 600     |
| Route from Keosauqua to Memphis, ditto, ditto - - -                                                                                                          | 50      |
| Route from Mount Sterling to Alexandria, ditto, ditto - - -                                                                                                  | 245     |
| Route from Rome to Fairfield, ditto, ditto - - -                                                                                                             | 4,090   |
| Route from Fairfield to Bloomfield, ditto, ditto - - -                                                                                                       | 605     |
| Route from Mount Pleasant to Washington, ditto, ditto - - -                                                                                                  | 62      |
| Route from Salem to Columbus City, ditto, ditto - - -                                                                                                        | 85      |
| Route from Burlington to Muscatine, ditto, ditto - - -                                                                                                       | 510     |
| Route from Iowa City to Fairfield, ditto, ditto - - -                                                                                                        | 540     |
| Route from Iowa City to Dubuque, ditto, ditto - - -                                                                                                          | 502     |
| Route from Iowa City to Des Moines, ditto, ditto - - -                                                                                                       | 4,175   |
| Route from Iowa City to Sigourney, ditto, ditto - - -                                                                                                        | 158     |
| Route from Muscatine to Davenport, ditto, ditto - - -                                                                                                        | 133     |
| Route from Davenport to Walnut Fork, ditto, ditto - - -                                                                                                      | 123     |
| Route from Wilton Junction to Iowa City, ditto, ditto - - -                                                                                                  | 188     |
| Route from Tipton to Dewitt, ditto, ditto - - -                                                                                                              | 212     |
| Route from Marengo to Marietta, ditto, ditto - - -                                                                                                           | 438     |
| Route from Marengo to Toledo, ditto, ditto - - -                                                                                                             | 576     |
| Route from Centre Point to Quasqueton, ditto, ditto - - -                                                                                                    | 50      |
| Route from Cedar Rapids to Cedar Falls, ditto, ditto - - -                                                                                                   | 935     |
| Route from Cedar Rapids to Waterloo, ditto, ditto - - -                                                                                                      | 645     |
| Route from Cedar Rapids to Toledo, ditto, ditto - - -                                                                                                        | 587     |
| Route from Cedar Rapids to Marengo, ditto, ditto - - -                                                                                                       | 564     |
| Route from Sabula to Savannah, ditto, ditto - - -                                                                                                            | 50      |
| Route from Andrew to Quasqueton, ditto, ditto - - -                                                                                                          | 275     |
| Route from Bellevue to Dewitt, ditto, ditto - - -                                                                                                            | 80      |
| Route from Dubuque to Davenport, ditto, ditto - - -                                                                                                          | 211     |
| Route from Dubuque to Cedar Falls, ditto, ditto - - -                                                                                                        | 1,683   |
| Route from Dubuque to Garnaville, ditto, ditto - - -                                                                                                         | 455     |
| Route from Dubuque to Rochester, ditto, ditto - - -                                                                                                          | 216     |



|                                                                               |   |   |         |
|-------------------------------------------------------------------------------|---|---|---------|
| Route from Dubuque to Decorrah, ditto, ditto                                  | - | - | \$1,743 |
| Route from Dubuque to Decorrah, (by New Vienna,)                              |   |   |         |
| ditto, ditto                                                                  | - | - | 1,777   |
| Route from Dubuque to Maynoketa, ditto, ditto                                 | - | - | 150     |
| Route from Dubuque to Cascade, ditto, ditto                                   | - | - | 83      |
| Route from Delhi to Marion, ditto, ditto                                      | - | - | 128     |
| Route from Delhi to Garnaville, ditto, ditto                                  | - | - | 81      |
| Route from Elkader to Decorrah, ditto, ditto                                  | - | - | 308     |
| Route from Monona to Colmar, ditto, ditto                                     | - | - | 90      |
| Route from Monona to Lansing, ditto, ditto                                    | - | - | 322     |
| Route from Monona to Lansing, via Ion, &c., ditto, ditto                      | - | - | 200     |
| Route from Lansing to Decorrah, ditto, ditto                                  | - | - | 544     |
| Route from West Union to Prairie du Chien, ditto, ditto                       | - | - | 100     |
| Route from West Union to Osage, ditto, ditto                                  | - | - | 660     |
| Route from Prairie du Chien to Elliotta, ditto, ditto                         | - | - | 518     |
| Route from Cedar Falls to Fort Dodge, ditto, ditto                            | - | - | 2,645   |
| Route from Waterloo to Nevada, ditto, ditto                                   | - | - | 848     |
| Route from Marietta to Iowa Falls, ditto, ditto                               | - | - | 680     |
| Route from Marietta to Newton, ditto, ditto                                   | - | - | 200     |
| Route from Indianola to Princeton, ditto, ditto                               | - | - | 161     |
| Route from Knoxville to Decatur, ditto, ditto                                 | - | - | 176     |
| Route from Knoxville to Des Moines, ditto, ditto                              | - | - | 110     |
| Route from Ottumwa to Des Moines, ditto, ditto                                | - | - | 4,420   |
| Route from Oskaloosa to Newton, ditto, ditto                                  | - | - | 100     |
| Route from Oskaloosa to Council Bluffs, ditto, ditto                          | - | - | 4,600   |
| Route from Des Moines to Council Bluffs, ditto, ditto                         | - | - | 3,445   |
| Route from Des Moines to Winterset, ditto, ditto                              | - | - | 225     |
| Route from Des Moines to Fort Dodge, ditto, ditto                             | - | - | 1,200   |
| Route from Adell to Magnolia, ditto, ditto                                    | - | - | 150     |
| Route from Bloomfield to Centreville, ditto, ditto                            | - | - | 100     |
| Route from Centreville to Clarinda, ditto, ditto                              | - | - | 1,700   |
| Route from Charleston to Princeton, ditto, ditto                              | - | - | 325     |
| Route from Quincy to Sidney, ditto, ditto                                     | - | - | 536     |
| Route from Clarinda to Maryville, ditto, ditto                                | - | - | 78      |
| Route from Council Bluffs to Sioux City, ditto, ditto                         | - | - | 1,009   |
| Route from Fort Dodge to Algona, ditto, ditto                                 | - | - | 184     |
| For new mail routes established by Congress and put in operation July 1, 1858 | - | - | 23,093  |

ILLINOIS.

Aggregate cost of mail transportation, including local agents, route agents, and mail messengers—

|                                   |   |   |           |
|-----------------------------------|---|---|-----------|
| For the year ending June 30, 1857 | - | - | \$451,354 |
| For the year ending June 30, 1858 | - | - | 444,200   |
| Difference, (decrease)            | - | - | 7,154     |

In the aggregate the service has been improved, as will be seen on examining the following items, ordered during the year:  
 Cost of 14 new routes, established by Congress and put into operation

\$6,613

|                                                                                                                                                                                      |              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| Cost in extending service on the Peoria and Oquawka railroad, 53 miles - - - - -                                                                                                     | \$4,936      |
| Cost in extending service on the Quincy and Toledo railroad, 40 miles - - - - -                                                                                                      | 2,000        |
| Cost of 12 mail messengers for service in consequence of the discontinuance of routes and for the increased railroad service - - - - -                                               | 620          |
| The decreased expense in the aggregate is caused by the transfer of the Illinois section of the Ohio and Mississippi railroad to Indiana, reducing the amount in the total - - - - - | 14,700       |
| By the discontinuance of service on routes where the offices could be better supplied by mail messengers and railroad service - - - - -                                              | <u>6,595</u> |

Cost of minor improvements on small routes, supplying new offices, county seats, &c., not enumerated.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

|                                                  |               |
|--------------------------------------------------|---------------|
| For the year ending September 30, 1858 - - - - - | \$496,658     |
| For the year ending June 30, 1858 - - - - -      | 444,200       |
| Difference, (increase) - - - - -                 | <u>52,548</u> |

This difference is accounted for, in part, by the following additions and improvements incurred in the general lettings:

|                                                                                   |         |
|-----------------------------------------------------------------------------------|---------|
| New routes established by Congress and put into operation                         | \$6,406 |
| Route from Cottage Hill to West Wheeling, two additional trips - - - - -          | 300     |
| Route from Joliet to Montgomery, extended and improved                            | 646     |
| Route from Charleston to Olney, extended, with five additional trips - - - - -    | 1,700   |
| Route from Xenia to Mount Vernon, extended, with three additional trips - - - - - | 964     |
| Route from Carlisle to Hillsboro', two additional trips - - - - -                 | 600     |
| Route from Mendon to Fowler's Station, four additional trips                      | -       |
| Route from Quincy to Payson, four additional trips - - - - -                      | 246     |
| Route from Hamilton to Oquawka, improved service - - - - -                        | 853     |
| Route from Plymouth to Keokuk, increased expense - - - - -                        | 300     |
| Route from Rock Island to Oquawka, one additional trip - - - - -                  | 813     |

#### *Railroad service.*

The expenses incurred additional upon the following routes have resulted chiefly in *equalizing* the pay and increasing the service from single to double daily trips.

|                                                             |         |
|-------------------------------------------------------------|---------|
| Route from Chicago to Janesville - - - - -                  | \$3,640 |
| Route from Chicago to Fulton - - - - -                      | 3,400   |
| Route from Chicago to Centralia, (double service) - - - - - | 14,457  |
| Route from Dunleith to Cairo - - - - -                      | 5,650   |
| Route from Chicago to East Burlington, extension - - - - -  | 1,600   |

|                                                  |   |   |   |              |
|--------------------------------------------------|---|---|---|--------------|
| Route from Elgin to White Water                  | - | - | - | \$482        |
| Route from Joliet to Lake Station, (transferred) | - | - | - | 2,250        |
| Route from State Line to Naples                  | - | - | - | 4,368        |
| Route from Chenoa to Burlington                  | - | - | - | <u>3,575</u> |

The aggregate minor changes for supplying new offices, county seats, changing of routes, and items not enumerated, will not vary the general result.

INDIANA.

Aggregate annual amount of mail transportation, including route agents, local agents, and mail messengers—

|                                              |   |   |   |   |   |                      |
|----------------------------------------------|---|---|---|---|---|----------------------|
| June 30, 1858                                | - | - | - | - | - | \$281,737            |
| June 30, 1857                                | - | - | - | - | - | <u>234,951</u>       |
| Difference                                   | - | - | - | - | - | 46,786               |
| Add, by reason of omission in report of 1858 | - | - | - | - | - | <u>1,250</u>         |
| Total difference                             | - | - | - | - | - | <u><u>48,036</u></u> |

This difference is accounted for by the following improvements ordered during the year:

|                                                                                                                                                                                                                                                   |   |   |   |   |   |        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|---|---|--------|
| Route from Indianapolis to Dayton, improved from coach to railroad                                                                                                                                                                                | - | - | - | - | - | \$823  |
| Route from New Albany to Michigan City, the pay was increased because the Terre Haute and Richmond Railroad Company threw down the mails on a connecting route, thereby increasing the number and weight of the mails transported over said route | - | - | - | - | - | 4,600  |
| Route from Cincinnati to Vincennes, railroad extended to St. Louis, and the great eastern and western mails transferred to it                                                                                                                     | - | - | - | - | - | 30,575 |
| Route from Richmond to Logansport, railroad, pay was increased when the company completed the connecting link between Anderson and Kokomo, enabling it to carry the through mails                                                                 | - | - | - | - | - | 2,371  |
| One mail messenger appointed at Lebanon                                                                                                                                                                                                           | - | - | - | - | - | 78     |
| One mail messenger appointed at Edinburg                                                                                                                                                                                                          | - | - | - | - | - | 60     |
| One mail messenger appointed at Ligonier                                                                                                                                                                                                          | - | - | - | - | - | 96     |
| One mail messenger appointed at Warsaw                                                                                                                                                                                                            | - | - | - | - | - | 96     |
| Two route agents appointed between Indianapolis and Dayton                                                                                                                                                                                        | - | - | - | - | - | 1,600  |
| Two route agents appointed between Jeffersonville and Seymour                                                                                                                                                                                     | - | - | - | - | - | 1,400  |
| Seven route agents appointed between Cincinnati and St. Louis                                                                                                                                                                                     | - | - | - | - | - | 5,950  |
| Additional allowances for the supply of new offices on regular routes, where the distance has been increased, not enumerated.                                                                                                                     |   |   |   |   |   |        |

## REPORT OF THE

## MICHIGAN.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

|               |   |   |   |   |   |   |               |
|---------------|---|---|---|---|---|---|---------------|
| June 30, 1858 | - | - | - | - | - | - | \$190,060     |
| June 30, 1857 | - | - | - | - | - | - | 175,661       |
| Difference    | - | - | - | - | - | - | <u>14,399</u> |

This difference is accounted for in part by the additions and improvements ordered during the year, as follows:

|                                                                                                                  |         |
|------------------------------------------------------------------------------------------------------------------|---------|
| New routes established by Congress and put into operation                                                        | \$9,403 |
| Cost attending the extension of the Detroit, Monroe, and Toledo railroad 15 miles - - - - -                      | 1,471   |
| Cost attending the extension of the Detroit and Milwaukie railroad 57 $\frac{3}{4}$ miles - - - - -              | 3,826   |
| Aggregate cost of four additional route agents, required by the extension and increase of service on railroads - | 1,400   |
| The other changes in the service are immaterial, reducing instead of increasing the expense in the aggregate.    |         |

Aggregate annual cost of mail transportation, including local agents and mail messengers—

|                    |   |   |   |   |   |               |
|--------------------|---|---|---|---|---|---------------|
| September 30, 1858 | - | - | - | - | - | \$206,597     |
| June 30, 1858      | - | - | - | - | - | 190,060       |
| Difference         | - | - | - | - | - | <u>16,537</u> |

The difference is accounted for in part by the following additional expenses incurred at the general lettings—

|                                                                                       |         |
|---------------------------------------------------------------------------------------|---------|
| Cost of 17 new routes established by Congress and put in operation - - - - -          | \$3,773 |
| Route from Ontonagon to Warsaw, one additional trip -                                 | 1,040   |
| Route from Grand Rapids to Croton, one additional trip -                              | 167     |
| Route from Manister to Grand Traverse, one additional trip                            | 1,150   |
| Route from Detroit to Ontonagon, improved service (steamboats) - - - - -              | 5,440   |
| Additional pay to the Detroit and Milwaukie railroad for double service - - - - -     | 3,942   |
| Extending service on railroad route from Adrian to Jackson                            | 560     |
| Aggregate minor changes for supplying new offices, county seats, &c., not enumerated. |         |

## WISCONSIN.

Aggregate cost of mail transportation, including route and local agents and mail messengers—

|                                            |              |
|--------------------------------------------|--------------|
| For the year ended June 30, 1858 - - - - - | \$133,169    |
| For the year ended June 30, 1857 - - - - - | 127,947      |
| Difference                                 | <u>5,222</u> |

This difference is accounted for as follows :

|                                                                               |         |
|-------------------------------------------------------------------------------|---------|
| New routes established by act of Congress, approved August 18, 1856 - - - - - | \$2,984 |
| Extension of mail service on La Crosse and Milwaukee railroad - - - - -       | 2,100   |

Minor improvements, such as furnishing the mail to new offices, not enumerated.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

|                                                                                   |               |
|-----------------------------------------------------------------------------------|---------------|
| For the year ending June 30, 1859, as ascertained on September 30, 1858 - - - - - | \$169,318     |
| For the year ending June 30, 1858 - - - - -                                       | 133,169       |
| Difference - - - - -                                                              | <u>36,149</u> |

This difference is accounted for as follows :

|                                                                                                                                                    |         |
|----------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| New routes established by Congress and put in operation July 1, 1858 - - - - -                                                                     | \$9,600 |
| Two additional route agents appointed, owing to extension of railroads - - - - -                                                                   | 1,200   |
| Warren and Mineral Point railroad. New road, on which mail service was ordered, at the rate of \$50 per mile per annum - - - - -                   | 1,650   |
| La Crosse and Milwaukee railroad extended to La Crosse, and service increased to twice daily, except Sunday, at \$100 per mile per annum - - - - - | 13,465  |
| Milwaukee and Mississippi railroad, pay increased to \$100 per mile per annum for double daily, except Sunday, service - - - - -                   | 7,640   |
| Chicago, St. Paul, and Fond du Lac railroad extended to Oshkosh - - - - -                                                                          | 1,064   |
| Milwaukee and Columbus railroad, pay increased from \$42 86 to \$50 per mile per annum - - - - -                                                   | 459     |
| Milwaukee and Horicon railroad, pay increased from \$42 86 to \$50 per mile per annum - - - - -                                                    | 307     |
| Racine and Mississippi railroad, pay increased from \$42 86 to \$50 per mile per annum - - - - -                                                   | 721     |

MINNESOTA.

Aggregate cost of mail transportation, including route and local agents and mail messengers—

|                                            |               |
|--------------------------------------------|---------------|
| For the year ended June 30, 1858 - - - - - | \$90,096      |
| For the year ended June 30, 1857 - - - - - | 57,069        |
| Difference - - - - -                       | <u>33,027</u> |

This difference is accounted for by the following additions and improvements ordered during the year :

|                                                                                                     |           |             |
|-----------------------------------------------------------------------------------------------------|-----------|-------------|
| New routes established by act of Congress August 18, 1856                                           | - - - - - | \$18,720    |
| Three additional route agents on steamboat line between St. Paul, Minnesota, and Dubuque, Iowa      | - - - - - | 2,100       |
| Route from St. Anthony to Sauk Rapids, three additional trips per week                              | - - - - - | 1,000       |
| Route from St. Anthony to Monticello, extended to St. Cloud, and one additional trip per week       | - - - - - | 1,516       |
| Route from Hastings to Faribault, five additional trips per week                                    | - - - - - | 360         |
| Improvement of winter service for conveyance of through mails between Prairie du Chien and St. Paul | - - - - - | 9,000       |
|                                                                                                     |           | <hr/> <hr/> |

Minor improvements, such as furnishing mail to new offices, county seats, &c., &c., not enumerated.

Aggregate annual cost of mail transportation, including route and local agents, and mail messengers, for the year ending June 30, 1859, as ascertained—

|                    |           |             |
|--------------------|-----------|-------------|
| September 30, 1858 | - - - - - | \$190,314   |
| June 30, 1858      | - - - - - | 90,096      |
|                    |           | <hr/>       |
| Difference         | - - - - - | 100,218     |
|                    |           | <hr/> <hr/> |

This difference is accounted for by the following additions and improvements :

|                                                                                                                                                                                                                                                                                                                                                                                                                     |           |          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|
| New routes established by act of Congress of March 3, 1857,                                                                                                                                                                                                                                                                                                                                                         |           | \$15,620 |
| Additional cost of steamboat service between St. Paul and Galena, formerly nine trips per week, six at \$50 and three at \$20 per round trip ; now twelve trips per week, six at \$50 per round trip, carrying the through mail between Prairie du Chien and St. Paul, and six at \$250 per round trip, carrying through and way mails between Galena, Illinois, and St. Paul, these being the lowest bids received |           | 44,400   |
| Additional cost on sixteen routes, the aggregate length of which is 1,161 miles, let in 1857 for the aggregate nominal sum of \$1,627, the bidders expecting the benefit of the act of Congress of March 3, 1855, granting pre-emption rights to mail contractors in Territories west of the Mississippi river, now let for \$16,328, these being the lowest bids                                                   | - - - - - | 14,701   |
| Additional cost on eleven routes, the aggregate annual cost of which was \$10,078 previous to July 1, 1858, now let for the aggregate annual sum of \$23,099, these being the lowest bids received                                                                                                                                                                                                                  | - - - - - | 13,021   |
| Route from Crow Wing to St. Joseph's, one additional trip per month                                                                                                                                                                                                                                                                                                                                                 | - - - - - | 2,576    |
| Route from Red Wing to Le Sueur, two additional trips per week                                                                                                                                                                                                                                                                                                                                                      | - - - - - | 1,500    |

|                                                                       |              |
|-----------------------------------------------------------------------|--------------|
| Route from Red Wing to St. Nicholas, one additional trip per week     | \$900        |
| Route from Red Wing to Winnebago City, one additional trip per week   | 1,514        |
| Route from Reed's Landing to Faribault, two additional trips per week | 1,095        |
| Route from Brownsville to Carimona, two additional trips per week     | 1,600        |
| Route from Chatfield to La Crosse, two additional trips per week      | 600          |
| Route from Canon City to New Dublin, one additional trip per week     | 750          |
| Route from Rochester to Faribault, two additional trips per week      | <u>1,200</u> |

Route from Faribault to Henderson, service increased from semi-monthly to weekly.

NEBRASKA TERRITORY.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers :

|               |               |
|---------------|---------------|
| June 30, 1858 | \$28,529      |
| June 30, 1857 | <u>24,635</u> |
| Difference    | <u>3,894</u>  |

This difference is accounted for by new routes established by act of Congress of 18th of August, 1856, and put into operation, as follows :

|                                                                        |            |
|------------------------------------------------------------------------|------------|
| Route from Nebraska City to Marysville, extended to Le-compton, Kansas | \$2,984    |
| Route from Omadi to Sergeant's Bluff                                   | 560        |
| Route from Wyoming to Salt Creek                                       | <u>324</u> |

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers, for the year ending 30th June 1859, as ascertained on the—

|                          |               |
|--------------------------|---------------|
| 30th September, 1858     | \$39,939      |
| Year ended June 30, 1858 | <u>28,529</u> |
| Difference               | <u>11,410</u> |

This difference is accounted for as follows :

|                                          |         |
|------------------------------------------|---------|
| New service from Columbus to Fort Kearny | \$9,989 |
| New service from Logan to Sioux City     | 200     |
| New service from Dakota to Breckinridge  | 600     |
| New service from Kenosha to Sidney, Iowa | 600     |

## KANSAS TERRITORY.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

|               |   |   |   |   |   |   |               |
|---------------|---|---|---|---|---|---|---------------|
| June 30, 1858 | - | - | - | - | - | - | \$36,748      |
| June 30, 1857 | - | - | - | - | - | - | 25,013        |
| Difference    | - | - | - | - | - | - | <u>11,735</u> |

This difference is accounted for by new routes established by the act of Congress of August 18, 1856, and put into operation, as follows, viz:

|                                                                                  |   |   |   |       |
|----------------------------------------------------------------------------------|---|---|---|-------|
| Route from Ossawatomie to Neosho City                                            | - | - | - | \$547 |
| Route from Cofachique to Emporia                                                 | - | - | - | 647   |
| Route from Fort Scott to Cofachique                                              | - | - | - | 543   |
| Route from Emporia to Council Grove                                              | - | - | - | 373   |
| Route from Sac and Fox agency to Le Roy                                          | - | - | - | 443   |
| Route from Lecompton to Richardson                                               | - | - | - | 1,273 |
| Route from Shermanville to Cofachique                                            | - | - | - | 585   |
| Three additional trips ordered from Westport to Lecompton                        |   |   |   | 2,229 |
| Two additional weekly trips from Westport to Fort Scott                          |   |   |   | 2,680 |
| Two additional weekly trips from Leavenworth to Whiteheads                       |   |   |   | 848   |
| One trip from Westport to Atchison                                               | - | - | - | 162   |
| Additional compensation for change of route from Fort Leavenworth to Ossawatomie | - | - | - | 1,056 |

|                                                                                                                                                                            |                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers, for year ending June 30, 1859, as ascertained September, 30, 1858 | \$144,132      |
| Year ended June, 30, 1858                                                                                                                                                  | 36,748         |
| Difference                                                                                                                                                                 | <u>107,384</u> |

This difference is accounted for by putting into operation routes lately established by law and improvement of others, as follows:

## NEW ROUTES.

|                                                |          |
|------------------------------------------------|----------|
| From Kansas, Missouri, to Stockton, California | \$80,000 |
| Westport, Missouri, to Cofachique              | 700      |
| Butler to Council Grove                        | 1,997    |
| Fort Scott to Mannaton                         | 119      |
| Fort Scott to Mapleton                         | 139      |
| Fort Scott to Bentonville                      | 2,395    |
| Lawrence to Humboldt                           | 1,200    |
| Lecompton to Ossawatomie                       | 1,800    |
| Lecompton to Marysville                        | 4,444    |
| Lecompton to Richardson                        | 356      |
| Lecompton to Paola                             | 543      |



|                                              |       |
|----------------------------------------------|-------|
| From Kansas to Lecompton.....                | \$900 |
| Leavenworth to Lawrence.....                 | 1,000 |
| Leavenworth to Lecompton, (improved).....    | 2,400 |
| Leavenworth to Kansas Falls, (improved)..... | 6,944 |
| St. Joseph to Lecompton, (new).....          | 2,590 |

PACIFIC SECTION.

(Embracing California, Oregon, Utah, New Mexico, and Washington Territories.)

|                                                                                                      |                       |
|------------------------------------------------------------------------------------------------------|-----------------------|
| Cost of service, June 30, 1858.....                                                                  | \$392,434             |
| Cost of service, June 30, 1857.....                                                                  | 242,766               |
| Difference.....                                                                                      | <u>149,668</u>        |
| Cost of service for year ending June 30, 1859, as ascertained September 30, 1858.....                | \$1,126,070           |
| Cost of service June 30, 1858.....                                                                   | <u>392,434</u>        |
| Estimated excess of cost for year ending June 30, 1859, over that for year ending June 30, 1858..... | <u><u>733,636</u></u> |

The increase of cost for year ending June 30, 1858, was almost entirely owing to the following new service let to contract during the year, viz:

|                                                                                                                                                                                                        |           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Steamboat route, semi-monthly, from San Francisco, California, to Olympia, Washington Territory, 950 miles                                                                                             | \$122,500 |
| Steamboat route, weekly, from Olympia to Bellingham Bay, about 200 miles.....                                                                                                                          | 22,400    |
| Horseback routes, 150 miles in length, in Washington Territory.....                                                                                                                                    | 1,848     |
| The increase of cost for quarter ending September 30, 1858, resulted from the letting of the overland mail from Memphis and St. Louis to San Francisco, 3,160 miles, twice a week, in coaches, at..... | 600,000   |
| And of the weekly route from Salt Lake City, Utah, to Placerville, California, about 900 miles.....                                                                                                    | 130,000   |
| And increase of cost produced by the lettings in the spring of 1858, for a new term of contracts for the section commencing July 1, 1858.                                                              |           |

AUDITOR'S OFFICE,  
*Post Office Department, November 22, 1855.*

SIR: I have the honor to submit the following statement, exhibiting the revenue account of the Post Office Department for the fiscal year ending June 30, 1858.

I also subjoin statements, marked—

“A,” exhibiting the receipts of the department.

“B,” exhibiting the expenditures of the department.

“C,” exhibiting the revenues and expenditures in the several States and Territories during the year.

“D,” exhibiting the number of letters, circulars, handbills, newspapers, and pamphlets received and delivered by “carriers,” and the amounts received for carriage in the several cities named therein.

The statistical tables, numbered from 1 to 35, exhibit in detail the operations and results of our foreign postal intercourse.

*Revenue account of the Post Office Department.*

|                                                                                                                                                                                                               |                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| The balance standing on the books of this office to the credit of the department on the 30th of June, 1857, was .....                                                                                         | \$1,163,886 05  |
| The receipts of the department for the fiscal year ending June 30, 1858, as exhibited in tabular statement marked “A,” was.....                                                                               | 7,486,792 86    |
| The amount placed in the treasury for the service of the department, being grants in aid of the revenue, under acts approved March 3, 1847, March 3, 1851, March 3, 1857, May 4, 1858, and June 14, 1858, was | 4,679,270 71    |
| Making a total revenue of.....                                                                                                                                                                                | 13,329,949 62   |
| The expenditures of the department for the fiscal year ending June 30, 1858, as exhibited in statement “B,” were.....                                                                                         | \$12,722,470 01 |
| Add the amount of bad debts during the year .....                                                                                                                                                             | 91 90           |
|                                                                                                                                                                                                               | 12,722,561 91   |
| From which deduct the amount of credit balances charged to “suspense account”.....                                                                                                                            | 925 35          |
| Net expenditure.....                                                                                                                                                                                          | 12,721,636 56   |
| Leaving to the credit of the revenue account, on 1st of July, 1858, the sum of.....                                                                                                                           | 608,313 06      |

The excess of expenditures of all kinds over the revenue of the year, inclusive of receipts and payment for foreign postages, and exclusive of the amount to the credit of the department, on the 1st of July, 1857, and the sums appropriated by the several acts of Congress out of the general revenues of the United States, was . . . . . \$5,234,843 70

The net revenue from postage, being the aggregate amount of balances due to the United States by postmasters on the adjustment of their quarterly accounts for the year, was—

|                                                     |              |
|-----------------------------------------------------|--------------|
| For the quarter ending September 30, 1857 . . . . . | 963,106 34   |
| For the quarter ending December 31, 1857 . . . . .  | 886,551 58   |
| For the quarter ending March 31, 1858 . . . . .     | 1,004,873 70 |
| For the quarter ending June 30, 1858 . . . . .      | 952,182 31   |
|                                                     | <hr/>        |
| Total . . . . .                                     | 3,806,713 93 |
|                                                     | <hr/> <hr/>  |

The number of accounts audited during the year, and on which the above sum was ascertained, was—

|                                                                   |             |
|-------------------------------------------------------------------|-------------|
| During the quarter ending September 30, 1857 . . . . .            | 26,063      |
| During the quarter ending December 31, 1857 . . . . .             | 26,564      |
| During the quarter ending March 31, 1858 . . . . .                | 26,870      |
| During the quarter ending June 30, 1858 . . . . .                 | 26,513      |
|                                                                   | <hr/>       |
| Total number of postmasters' quarterly accounts audited . . . . . | 106,010     |
|                                                                   | <hr/> <hr/> |

In the adjustment of these accounts it was ascertained that during the fiscal year the following sums were reported by postmasters as "postage on letters paid in money:"

|                                                    |              |
|----------------------------------------------------|--------------|
| In the quarter ending September 30, 1857 . . . . . | \$225,096 55 |
| In the quarter ending December 31, 1857 . . . . .  | 214,146 69   |
| In the quarter ending March 31, 1858 . . . . .     | 226,581 18   |
| In the quarter ending June 30, 1858 . . . . .      | 216,298 53   |
|                                                    | <hr/>        |
| Total . . . . .                                    | 882,122 95   |
|                                                    | <hr/> <hr/>  |

The amount collected as registration fees and postage of valuable letters was—

|                                                    |             |
|----------------------------------------------------|-------------|
| In the quarter ending September 30, 1857 . . . . . | 7,241 55    |
| In the quarter ending December 31, 1857 . . . . .  | 6,961 55    |
| In the quarter ending March 31, 1858 . . . . .     | 7,280 25    |
| In the quarter ending June 30, 1858 . . . . .      | 6,661 81    |
|                                                    | <hr/>       |
| Total . . . . .                                    | 28,145 16   |
|                                                    | <hr/> <hr/> |

|                                                                                                          |                |
|----------------------------------------------------------------------------------------------------------|----------------|
| The amount of postage stamps and stamped envelopes sold by postmasters during the fiscal year, was . . . | \$5,700,314 03 |
| Of which there was used and cancelled . . . . .                                                          | 5,367,415 53   |
|                                                                                                          | <hr/>          |
| Leaving in the possession of the purchasers . . . . .                                                    | 332,898 50     |
|                                                                                                          | <hr/> <hr/>    |

*Contractors' Account.*

|                                                                                                                                                        |             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| The average number of accounts of contractors and others engaged in carrying the mails, settled in each quarter, was, on regular mail routes . . . . . | 3,897       |
| On special mail routes . . . . .                                                                                                                       | 3,147       |
| Of route and express agents . . . . .                                                                                                                  | 1,413       |
| Of mail messengers and local agents . . . . .                                                                                                          | 1,518       |
|                                                                                                                                                        | <hr/>       |
| Total number of accounts . . . . .                                                                                                                     | 9,975       |
|                                                                                                                                                        | <hr/> <hr/> |
| Aggregate of settlements during the year . . . . .                                                                                                     | 39,900      |
|                                                                                                                                                        | <hr/> <hr/> |

*Mail Transportation Account.*

|                                                                                                                                                   |                |
|---------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| The amount charged to "accrued transportation," and placed to the credit of contractors and others, for mail transportation during the year, was— |                |
| Amount for regular services . . . . .                                                                                                             | \$7,344,619 44 |
| Amount for special offices . . . . .                                                                                                              | 249,538 41     |
| Amount for route agents . . . . .                                                                                                                 | 325,797 84     |
| Amount for river mails . . . . .                                                                                                                  | 4,530 00       |
| And for foreign mail transportation for New York and Havre mails . . . . .                                                                        | 99,828 19      |
| New York and Bremen . . . . .                                                                                                                     | 100,585 93     |
| Mails on the Collins' line, (Navy Department) . . . . .                                                                                           | 33,758 48      |
| Mails across the Isthmus of Panama . . . . .                                                                                                      | 100,000 00     |
| New Orleans and Vera Cruz mails . . . . .                                                                                                         | 29,053 89      |
| Expenses of government mail agents . . . . .                                                                                                      | 1,270 85       |
|                                                                                                                                                   | <hr/>          |
| Total . . . . .                                                                                                                                   | 8,288,983 03   |
|                                                                                                                                                   | <hr/> <hr/>    |
| The amount actually paid during the year for mail transportation, was . . . . .                                                                   | 8,246,054 17   |
| Of which sum there was paid for mail transportation of previous years . . . . .                                                                   | 14,395 18      |
|                                                                                                                                                   | <hr/>          |
| The amount credited to "accrued transportation" and charged to contractors for over credits and damages, was . . . . .                            | 37,563 45      |
| Amount of fines imposed upon contractors . . . . .                                                                                                | 17,061 32      |
| Amount of deductions from their pay . . . . .                                                                                                     | 84,326 16      |
|                                                                                                                                                   | <hr/>          |
| Total of damages, fines, and deductions . . . . .                                                                                                 | 138,950 93     |
|                                                                                                                                                   | <hr/> <hr/>    |

*Collection of Post Office revenue.*

The number of offices in operation during the fiscal year, was 27,977, which are thus classified under department regulations, chapter 23, sections 237, 238, 239, 240:

|                                                                                                                                                                               |                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| 858 are "draft offices," and during the year 13,721 drafts were issued by the Postmaster General, and countersigned by the Auditor, amounting to . . . . .                    | \$1,313,345 03 |
| 1,280 are deposit offices, and have deposited during the year . . . . .                                                                                                       | 1,293,205 77   |
| 20,856 are "collection offices," and have paid on the "collection orders" sent to contractors during the year . . . . .                                                       | 1,113,381 59   |
| 4,954 are styled "special and mail messenger" offices, and have derived their supply of mails chiefly by the payment of their net revenue. The amount thus paid was . . . . . | 249,538 41     |

|                                                                                                                               |              |
|-------------------------------------------------------------------------------------------------------------------------------|--------------|
| Amount collected of postmasters and paid into the treasury "for the use and purposes of the Post Office Department" . . . . . | 3,969,470 80 |
|-------------------------------------------------------------------------------------------------------------------------------|--------------|

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

|                                                                                                     |        |
|-----------------------------------------------------------------------------------------------------|--------|
| Of present postmasters . . . . .                                                                    | 22,977 |
| Of late postmasters whose terms of office expired between July 1, 1845, and June 30, 1857 . . . . . | 16,253 |
| Of late postmasters of the last fiscal year . . . . .                                               | 7,314  |
| Total number . . . . .                                                                              | 51,544 |

|                                                                                                                                                                            |       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| The number of changes of postmasters reported to the office by the Post Office Department, which required the final adjustment of their respective accounts, was . . . . . | 7,314 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|

|                                                           |              |
|-----------------------------------------------------------|--------------|
| And the balance due on the accounts amounted to . . . . . | \$436,629 68 |
| Of which there has been collected . . . . . \$288,462 07  |              |
| Amount credited on vouchers . . . . . 2,054 16            |              |
| Amount charged to "suspense account" 157 23               |              |
|                                                           | 290,673 46   |

|                                           |            |
|-------------------------------------------|------------|
| Amount remaining for collection . . . . . | 145,956 22 |
| Of which this sum is in suit . . . . .    | 9,971 37   |

|                                                                                                              |            |
|--------------------------------------------------------------------------------------------------------------|------------|
| Leaving a balance on these accounts uncollected on the 30th day of June, 1858, and not in suit, of . . . . . | 135,984 85 |
|--------------------------------------------------------------------------------------------------------------|------------|

|                                                                                                                                                                                                                      |              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| The balance due the United States by late postmasters whose terms of service expired between July 1, 1845, and June 30, 1857, unsettled and not in suit July 1, 1857, as stated in the last annual report, was ..... | \$223,349 18 |
| Which was increased by "estimated postage" .....                                                                                                                                                                     | 9,288 22     |
| <hr/>                                                                                                                                                                                                                |              |
| Total for collection during the fiscal year ending June 30, 1858.....                                                                                                                                                | 232,637 40   |
| Of which sum there has been collected. \$112,791 13                                                                                                                                                                  |              |
| Credited on vouchers.....                                                                                                                                                                                            | 11,177 09    |
| "Bad debts".....                                                                                                                                                                                                     | 20 88        |
| Closed by "suspense account".....                                                                                                                                                                                    | 126 95       |
|                                                                                                                                                                                                                      | <hr/>        |
|                                                                                                                                                                                                                      | 124,116 05   |
| <hr/>                                                                                                                                                                                                                |              |
| Amount uncollected on the 30th of June, 1858.....                                                                                                                                                                    | 108,521 35   |
| Of which there has been placed in suit.....                                                                                                                                                                          | 32,638 25    |
| <hr/>                                                                                                                                                                                                                |              |
| Amount due and not in suit.....                                                                                                                                                                                      | 75,883 10    |
| Of which sum there is due by late postmasters in California .....                                                                                                                                                    | \$40,794 38  |
| And by late postmasters in Oregon ...                                                                                                                                                                                | 2,948 18     |
|                                                                                                                                                                                                                      | <hr/>        |
|                                                                                                                                                                                                                      | 43,742 56    |
| <hr/>                                                                                                                                                                                                                |              |

These late postmasters have presented vouchers of expenditures "in and about the business of their offices" for a much greater sum than is exhibited on the books of this office as due by them to the United States; and as it is probable that an amount will be allowed to them by the Postmaster General, under the provisions of the 4th and 5th sections of an act approved July 27, 1854, which will equal their apparent indebtedness, this sum should be deducted, leaving due by late postmasters in the United States .....

32,140 54

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### *Suits.*

|                                                                                                                                                                                                                       |            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| The amount due by late postmasters whose terms of office expired between July 1, 1845, and June 30, 1857, for the collection of which suit was instituted prior to June 30, 1857, as stated in last report, was ..... | 102,388 10 |
| Add amount of 92 new cases, for the collection of which suit was instituted during the last fiscal year of accounts prior to June 30, 1857.....                                                                       | 32,643 51  |
| Also amount of 14 new cases of accounts of the last fiscal year.....                                                                                                                                                  | 9,971 37   |
|                                                                                                                                                                                                                       | <hr/>      |
| Amount in suit during the year .....                                                                                                                                                                                  | 145,002 98 |

|                                        |              |
|----------------------------------------|--------------|
| Amount brought forward.....            | \$145,002 98 |
| Amount collected within the year ..... | 10,111 54    |
|                                        | <hr/>        |
| Leaving still due June 30, 1858 .....  | 134,891 44   |
| Amount collected since that date ..... | 2,384 53     |
|                                        | <hr/>        |
|                                        | 132,506 91   |
|                                        | <hr/> <hr/>  |

|                                                                                                                                                                                   |             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| Of this sum there is due by late postmasters in California on accounts prior to June 30, 1857.....                                                                                | 64,315 94   |
| Of which there is probably.....                                                                                                                                                   | 44,303 86   |
| that may be regarded as lost to the department as the defendants are represented to be insolvent.                                                                                 |             |
| In 57 of the suits instituted during the year, judgments have been recovered in favor of the United States; 26 of them have been concluded, and the money paid into the treasury. |             |
| Amount collected during the year on an account for which suit was commenced prior to July 1, 1845..                                                                               | 3,409 43    |
|                                                                                                                                                                                   | <hr/> <hr/> |

*Summary of debts and collections.*

|                                                                                                                                                                       |              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| The aggregate amount due the United States on the 30th June, 1857, by late postmasters whose terms of office expired between July 1, 1845 and June 30, 1857, was..... | 335,030 76   |
| Amount due by late postmasters of the last fiscal year                                                                                                                | 436,629 68   |
|                                                                                                                                                                       | <hr/>        |
| Total amount for collection during the year.....                                                                                                                      | 771,660 44   |
| Amount collected and credited on accounts prior to June 30, 1857.....                                                                                                 | \$134,227 59 |
| Amount collected and credited on accounts of the last fiscal year.....                                                                                                | 290,673 46   |
|                                                                                                                                                                       | <hr/>        |
| Total amount collected and credited during the year                                                                                                                   | 424,901 05   |
|                                                                                                                                                                       | <hr/>        |
| Amount remaining due to the United States.....                                                                                                                        | 346,759 39   |
|                                                                                                                                                                       | <hr/> <hr/>  |
| Amount of the above balance in suit..                                                                                                                                 | \$134,891 44 |
| Amount of the above balance not in suit                                                                                                                               | 211,867 95   |
|                                                                                                                                                                       | <hr/>        |
|                                                                                                                                                                       | 346,759 39   |
|                                                                                                                                                                       | <hr/> <hr/>  |

*Classification of balances due the United States, not in suit.*

|                                                                   |                   |
|-------------------------------------------------------------------|-------------------|
| On accounts of late postmasters of year ending June 30, 1846..... | \$7 88            |
| On accounts of late postmasters of year ending June 30, 1847..... | 116 08            |
| On accounts of late postmasters of year ending June 30, 1848..... | 39 14             |
| On accounts of late postmasters of year ending June 30, 1849..... | 79 19             |
| On accounts of late postmasters of year ending June 30, 1850..... | 142 63            |
| On accounts of late postmasters of year ending June 30, 1851..... | 491 93            |
| On accounts of late postmasters of year ending June 30, 1852..... | 982 24            |
| On accounts of late postmasters of year ending June 30, 1853..... | 12,878 61         |
| On accounts of late postmasters of year ending June 30, 1854..... | 13,209 70         |
| On accounts of late postmasters of year ending June 30, 1855..... | 7,581 02          |
| On accounts of late postmasters of year ending June 30, 1856..... | 7,123 50          |
| On accounts of late postmasters of year ending June 30, 1857..... | 33,231 18         |
| On accounts of late postmasters of year ending June 30, 1858..... | 135,984 85        |
| Total.....                                                        | <u>211,867 95</u> |

*Amount in suit.*

|                                                    |                   |
|----------------------------------------------------|-------------------|
| On accounts for the year ending June 30, 1846..... | 3,025 77          |
| On accounts for the year ending June 30, 1847..... | 728 06            |
| On accounts for the year ending June 30, 1848..... | 802 16            |
| On accounts for the year ending June 30, 1849..... | 1,833 37          |
| On accounts for the year ending June 30, 1850..... | 1,066 55          |
| On accounts for the year ending June 30, 1851..... | 2,599 71          |
| On accounts for the year ending June 30, 1852..... | 2,816 90          |
| On accounts for the year ending June 30, 1853..... | 41,882 04         |
| On accounts for the year ending June 30, 1854..... | 13,107 33         |
| On accounts for the year ending June 30, 1855..... | 8,394 61          |
| On accounts for the year ending June 30, 1856..... | 17,464 14         |
| On accounts for the year ending June 30, 1857..... | 31,199 43         |
| On accounts for the year ending June 30, 1858..... | 9,971 37          |
| Total.....                                         | <u>134,891 44</u> |



*Credit balances.*

|                                                                                                        |              |
|--------------------------------------------------------------------------------------------------------|--------------|
| Amount due to late postmasters on the 30th of June,<br>1857, as stated in last annual report . . . . . | \$148,170 86 |
| Which has been increased by additional vouchers . . . . .                                              | 981 74       |
| Amount due to late postmasters of the last fiscal year . .                                             | 86,051 08    |
|                                                                                                        | <hr/>        |
| Total . . . . .                                                                                        | 235,203 68   |
| Amount paid or closed during the year . . . . .                                                        | 64,947 17    |
|                                                                                                        | <hr/>        |
| Amount of balances apparently due to late postmasters<br>on June 30, 1858 . . . . .                    | 170,256 51   |
|                                                                                                        | <hr/> <hr/>  |

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

|                                      |            |
|--------------------------------------|------------|
| Albany, New York . . . . .           | \$3,463 24 |
| Augusta, Georgia . . . . .           | 703 14     |
| Baltimore, Maryland . . . . .        | 1,134 29   |
| Boston, Massachusetts . . . . .      | 22,125 97  |
| Brooklyn, New York . . . . .         | 235 87     |
| Buffalo, New York . . . . .          | 3,141 42   |
| Cleveland, Ohio . . . . .            | 2,476 89   |
| Columbus, Ohio . . . . .             | 1 86       |
| Chicago, Illinois . . . . .          | 12,586 17  |
| Charleston, South Carolina . . . . . | 368 52     |
| Cincinnati, Ohio . . . . .           | 595 94     |
| Detroit, Michigan . . . . .          | 1,968 98   |
| Dayton, Ohio . . . . .               | 193 67     |
| Davenport, Iowa . . . . .            | 160 69     |
| Dubuque, Iowa . . . . .              | 2,567 71   |
| Erie, Pennsylvania . . . . .         | 1,907 56   |
| Galveston, Texas . . . . .           | 387 27     |
| Hartford, Connecticut . . . . .      | 935 97     |
| Harrisburg, Pennsylvania . . . . .   | 579 69     |
| Indianapolis, Indiana . . . . .      | 946 14     |
| Independence, Missouri . . . . .     | 158 45     |
| Jersey City, New Jersey . . . . .    | 274 99     |
| Kensington, Pennsylvania . . . . .   | 25 76      |
| Louisville, Kentucky . . . . .       | 1,984 19   |
| Lancaster, Pennsylvania . . . . .    | 64 66      |
| Lockport, New York . . . . .         | 102 00     |
| Memphis, Tennessee . . . . .         | 1,614 43   |
| Milwaukie, Wisconsin . . . . .       | 229 81     |
| Madison, Wisconsin . . . . .         | 833 24     |
| New Bedford, Massachusetts . . . . . | 238 82     |
| Newark, New Jersey . . . . .         | 319 73     |
| Nashville, Tennessee . . . . .       | 694 25     |

|                                       |                   |
|---------------------------------------|-------------------|
| New York, New York.....               | \$71,130 27       |
| New Haven, Connecticut.....           | 82 16             |
| Norfolk, Virginia.....                | 208 82            |
| New Orleans, Louisiana.....           | 10,647 01         |
| Oswego, New York.....                 | 81 75             |
| Portland, Maine.....                  | 595 89            |
| Philadelphia, Pennsylvania.....       | 2,841 84          |
| Pittsburg, Pennsylvania.....          | 2,278 39          |
| Richmond, Virginia.....               | 438 08            |
| Rochester, New York.....              | 860 09            |
| Savannah, Georgia.....                | 40 93             |
| St. Louis, Missouri.....              | 9,532 29          |
| San Francisco, California.....        | 3,727 38          |
| Toledo, Ohio.....                     | 1,861 49          |
| Troy, New York.....                   | 1,377 07          |
| Utica, New York.....                  | 161 00            |
| Washington, District of Columbia..... | 2,892 98          |
| Worcester, Massachusetts.....         | 430 50            |
| Rockford, Illinois.....               | 192 83            |
| Raleigh, North Carolina.....          | 121 68            |
| Syracuse, New York.....               | 290 65            |
| Springfield, Massachusetts.....       | 505 36            |
| Wilmington, Delaware.....             | 905 28            |
| Williamsburg, New York.....           | 57 87             |
| Total.....                            | <u>174,282 93</u> |

Being \$41,753 09 less than the amount for the previous fiscal year.

The following statement partially indicates the chief labors performed during the last fiscal year:

|                                                                               |               |
|-------------------------------------------------------------------------------|---------------|
| The number of quarterly accounts adjusted, audited, and registered was.....   | 106,010       |
| The number of quarterly accounts of mail contractors audited and paid.....    | 15,588        |
| The number of payments made to special and route agents.....                  | 5,844         |
| The number of special contractors' and mail messengers' accounts settled..... | 18,660        |
| The number of miscellaneous accounts audited and paid....                     | 1,321         |
| The number of "collection orders" issued.....                                 | 72,917        |
| The number of "collection drafts" issued.....                                 | 3,868         |
| The number of "department drafts" registered.....                             | 13,721        |
| The number of "department warrants" registered.....                           | 9,071         |
| The number of letters received.....                                           | 119,606       |
| The number of letters prepared, recorded, and mailed....                      | 73,431        |
| The number of folio-post pages recorded.....                                  | 3,230         |
| The number of accounts on the current ledgers.....                            | 56,293        |
| The number of corrected quarterly accounts prepared and issued.....           | <u>20,252</u> |

The importance of the prompt adjustment of the accounts of the department, intrusted to this office by the provisions of an act approved July 2, 1836, (U. S. L., vol. 5, page 81,) and of the adoption of energetic measures for the collection of its revenues at the earliest practicable period—rendered more difficult during the past year by general financial embarrassment—is obvious from the fact that, in consequence of the low rates of postage, and the propriety and utility, as well as the necessity, of extending the line of posts, *pari passu* with the rapid and far-reaching tide of western emigration—in some instances being even the pioneer and promoter of emigration, by its well protected mail stations and the assurance of mail facilities—the revenues are inadequate to meet these ever increasing demands. Hence, any delay in realizing the balances found due to the United States, “for the use and purposes of the Post Office Department,” subjects it to serious inconvenience in meeting the quarterly demands upon it.

I trust that the foregoing report of the operations of this office, together with your personal knowledge thereof, will attest the zeal and fidelity with which the gentlemen employed therein have discharged their varied and responsible duties during the past fiscal year, and commend them to your favorable consideration.

Respectfully,

THOS. M. TATE,  
*Auditor.*

Hon. AARON V. BROWN,  
*Postmaster General.*

## A.

*Statement exhibiting the receipts of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1858.*

|                                              | Third quarter,<br>1857. | Fourth quarter,<br>1857. | First quarter,<br>1858. | Second quarter,<br>1858. | Total under each<br>head. | Aggregate<br>amount. |
|----------------------------------------------|-------------------------|--------------------------|-------------------------|--------------------------|---------------------------|----------------------|
| Letter postage .....                         | *\$235,706 94           | *\$213,877 96            | *\$238,364 00           | *\$216,350 23            | \$904,299 13              |                      |
| Registered letters .....                     | 7,241 55                | 6,961 55                 | 7,280 25                | 6,661 81                 | 28,145 16                 |                      |
| Stamps sold .....                            | 1,422,809 06            | 1,355,488 57             | 1,483,536 43            | 1,438,479 97             | 5,700,314 03              |                      |
| Newspapers and pamphlets .....               | 144,672 31              | 146,348 95               | 161,219 48              | 139,736 16               | 591,976 90                |                      |
| Fines .....                                  | 55 00                   | 7 50                     | 17 50                   | 5 00                     | 85 00                     |                      |
| Receipts on account of emolument .....       | 18,128 64               | 18,315 05                | 26,026 34               | 18,174 93                | 80,644 96                 |                      |
| Receipts on account of letter carriers ..... | 42,605 78               | 42,793 18                | 43,589 52               | 45,049 62                | 174,038 10                |                      |
| Receipts on account of dead letters .....    |                         |                          | 3,410 66                |                          | 3,410 66                  |                      |
| Miscellaneous receipts .....                 | 1,171 62                | 555 70                   | 685 08                  | 1,466 52                 | 3,878 92                  |                      |
|                                              | 1,872,390 90            | 1,784,348 46             | 1,964,129 26            | 1,865,924 24             | -----                     | \$7,486,792 86       |

\* In the item "letter postage" are embraced the following sums:

Balances ascertained to be due from the United States to the United Kingdom, on account of postages for 3d and 4th quarters, 1857, and 1st quarter, 1858, amounting to \$200,733 76.

Also balance due to the Bremen office, for 3d quarter, 1857, \$194 99; less the amount found to be due from same to the United States, for the 4th quarter, 1857, \$62 54.

Also balances due to the Kingdom of France, for 3d and 4th quarters, 1857, amounting to \$18,056 93.

Also balances due from Kingdom of Prussia to the United States, for 2d and 3d quarters, 1857, amounting to the sum of \$22,438 20.

Respectfully submitted,

THOMAS M. TATE, *Auditor.*

AUDITOR'S OFFICE, *Post Office Department*, November 11, 1858.

HON. AARON V. BROWN, *Postmaster General.*

B.—Statement exhibiting the expenditures of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1858.

|                                           | 3d quarter, 1857. | 4th quarter, 1857. | 1st quarter, 1858. | 2d quarter, 1858. | Total under each head. | Aggregate amount. |
|-------------------------------------------|-------------------|--------------------|--------------------|-------------------|------------------------|-------------------|
| Compensation to postmasters.....          | \$576,898 33      | \$573,327 33       | \$616,107 98       | \$588,682 64      | \$2,355,016 28         |                   |
| Ship, steamboat, and way letters.....     | 4,068 90          | 4,182 78           | 3,890 17           | 4,471 53          | 16,613 38              |                   |
| Transportation.....                       | 2,005,200 77      | 1,783,792 96       | 2,035,022 60       | 2,422,037 84      | 8,246,054 17           |                   |
| Wrapping paper.....                       | 17,817 68         | 22,164 39          | 2,837 97           | 7,409 63          | 50,229 67              |                   |
| Office furniture.....                     | 793 34            | 649 67             | 993 31             | 491 38            | 2,927 70               |                   |
| Advertising.....                          | 7,798 77          | 22,726 02          | 88,551 86          | 8,958 27          | 128,034 92             |                   |
| Mail bags.....                            | 12,805 67         | 10,596 10          | 7,882 49           | 7,169 93          | 38,454 19              |                   |
| Blanks.....                               | 20,339 44         | 24,620 76          | 32,299 08          | 29,018 48         | 106,277 76             |                   |
| Mail locks, keys, and stamps.....         | 2,705 12          | 3,284 07           | 5,067 45           | 2,428 45          | 13,485 09              |                   |
| Mail deprecations and special agents..... | 16,916 35         | 18,611 49          | 17,863 75          | 20,135 42         | 73,527 01              |                   |
| Clerks for offices.....                   | 220,107 52        | 227,470 98         | 235,221 80         | 235,472 43        | 918,272 73             |                   |
| Postage stamps.....                       | 10,138 91         | 8,042 41           | 10,027 63          | 9,610 53          | 37,819 48              |                   |
| Stamped envelopes.....                    | 16,639 22         | 12,133 18          | 12,786 94          | 13,640 28         | 55,199 62              |                   |
| Payments to letter-carriers.....          | 42,605 78         | 42,793 18          | 43,589 52          | 45,049 62         | 174,038 10             |                   |
| Repayments for "dead letters".....        |                   | 98                 |                    |                   | 98                     |                   |
| Miscellaneous payments.....               | 48,944 85         | 47,553 64          | 49,256 06          | 47,789 47         | 193,544 02             |                   |
| Miscellaneous account—British mails.....  |                   |                    |                    | *282,406 17       | 282,406 17             |                   |
| Miscellaneous account—Bremen mails.....   |                   |                    |                    | *2,859 14         | 2,859 14               |                   |
| Miscellaneous account—Hamb'g mails.....   |                   |                    |                    | *1,366 13         | 1,366 13               |                   |
| Miscellaneous account—French mails.....   |                   |                    |                    | *26,343 47        | 26,343 47              |                   |
|                                           | 3,003,780 65      | 2,801,949 94       | 3,161,398 61       | 3,755,340 81      | -----                  | \$12,722,470 01   |

POSTMASTER GENERAL.

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\* These items are in payment of ascertained balances due from the United States, as follows:

Am't due to the United Kingdom for postages on acc't of 2d, 3d, and 4th quarters 1857, and 1st quarter 1858, \$277,579 67, and premium, \$4,826 50.

Amount due to the Bremen office for postages on account of 1st, 2d, and 3d quarters 1857, \$2,830 55, and premium, \$28 59.

Amount due to the Kingdom of France for postages on account of 2d, 3d, and 4th quarters 1857, \$25,411 51, and premium, \$931 96.

Amount due to the Hamburg office for postages on account of 2d, 3d, and 4th quarters 1857, \$1,352 52, and premium, \$13 61.

Respectfully submitted.

THOS. M. TATE, Auditor.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, Nov. 11, 1858.

HON. AARON V. BROWN, Postmaster General.

C.

*A recapitulation of the amount of letter postage, newspaper postage, registered letters, postage stamps sold, compensation allowed postmasters, incidental expenses of post offices and amount credited contractors and others for the transportation of the mails in each State and Territory for the year ending June 30, 1858*

| States and Territories.   | Letter postage. | Newspaper postage. | Registered letters. | Stamps sold. | Total receipts. | Compensation of postmasters. | Incidental expenses. | Total compensation and incidental expenses. | Transportation. | Total expenses. |
|---------------------------|-----------------|--------------------|---------------------|--------------|-----------------|------------------------------|----------------------|---------------------------------------------|-----------------|-----------------|
| Maine.....                | \$13,678 09     | \$13,597 16        | \$577 70            | \$125,299 90 | \$153,152 85    | \$72,072 83                  | \$16,910 49          | \$88,983 82                                 | \$120,692 78    | \$209,676 10    |
| New Hampshire.....        | 4,757 17        | 10,375 55          | 308 80              | 89,973 35    | 105,414 87      | 53,285 95                    | 4,318 48             | 57,604 43                                   | 55,671 22       | 113,275 65      |
| Vermont.....              | 4,271 89        | 12,070 74          | 267 25              | 83,769 28    | 100,379 16      | 53,782 18                    | 1,088 05             | 54,870 23                                   | 80,174 93       | 135,045 16      |
| Massachusetts.....        | 77,826 81       | 26,981 36          | 1,176 30            | 459,648 67   | 565,633 14      | 151,069 44                   | 96,924 06            | 247,993 50                                  | 187,243 43      | 435,236 93      |
| Rhode Island.....         | 4,401 28        | 3,673 82           | 119 55              | 52,859 82    | 61,054 47       | 15,349 57                    | 10,844 78            | 26,194 35                                   | 19,299 25       | 45,493 60       |
| Connecticut.....          | 10,394 56       | 16,552 87          | 285 60              | 172,091 39   | 199,324 42      | 78,032 03                    | 17,614 92            | 95,646 95                                   | 113,804 80      | 209,451 75      |
| New York.....             | 285,207 46      | 90,244 30          | 2,874 65            | 1,080,384 98 | 1,458,711 39    | 316,267 39                   | 311,893 98           | 628,161 37                                  | 525,950 00      | 1,154,111 37    |
| New Jersey.....           | 15,946 77       | 10,555 48          | 260 25              | 94,509 96    | 121,272 46      | 53,548 92                    | 6,728 95             | 60,277 87                                   | 94,178 22       | 154,456 09      |
| Pennsylvania.....         | 76,167 60       | 52,892 25          | 3,053 30            | 485,643 70   | 617,756 85      | 184,039 46                   | 98,186 04            | 282,225 50                                  | 359,878 07      | 642,103 57      |
| Delaware.....             | 1,177 87        | 2,078 64           | 83 95               | 18,481 57    | 21,892 03       | 8,783 45                     | 1,431 57             | 10,215 02                                   | 22,487 91       | 32,702 93       |
| Maryland.....             | 24,054 24       | 10,773 65          | 901 90              | 140,288 84   | 176,018 63      | 34,353 48                    | 29,767 04            | 64,120 52                                   | 234,550 56      | 298,671 08      |
| District of Columbia..... | 6,031 46        | 2,218 20           | 365 35              | 42,287 15    | 50,902 16       | 3,959 39                     | 35,636 32            | 39,595 71                                   | .....           | 39,595 71       |
| Virginia.....             | 10,949 24       | 25,021 25          | 1,369 05            | 205,611 54   | 242,951 08      | 95,929 57                    | 30,209 72            | 126,139 29                                  | 347,709 13      | 473,848 42      |
| North Carolina.....       | 2,758 79        | 10,429 38          | 762 65              | 67,454 26    | 81,405 08       | 39,611 62                    | 3,507 62             | 43,119 24                                   | 187,462 64      | 230,581 88      |
| South Carolina.....       | 11,239 71       | 7,572 08           | 803 35              | 81,529 52    | 101,144 66      | 28,927 03                    | 12,084 90            | 41,011 93                                   | 243,587 66      | 284,599 59      |
| Georgia.....              | 6,466 29        | 15,558 31          | 1,229 95            | 138,362 31   | 161,616 86      | 57,716 08                    | 23,101 36            | 80,817 44                                   | 267,983 76      | 348,801 20      |
| Florida.....              | 1,315 87        | 2,356 31           | 190 10              | 20,821 15    | 24,683 43       | 12,231 06                    | 53 89                | 12,284 95                                   | 144,603 25      | 156,888 20      |
| Alabama.....              | 5,705 52        | 12,218 10          | 1,045 89            | 92,122 27    | 111,091 69      | 44,172 12                    | 16,317 42            | 60,469 54                                   | 188,260 09      | 248,749 63      |
| Mississippi.....          | 3,771 90        | 11,985 46          | 559 35              | 72,141 77    | 88,458 48       | 43,032 92                    | 4,805 39             | 47,838 31                                   | 284,669 47      | 352,507 78      |
| Texas.....                | 7,167 12        | 11,955 05          | 374 30              | 65,952 93    | 85,449 40       | 38,522 38                    | 5,412 28             | 43,934 66                                   | 428,365 26      | 472,299 92      |
| Kentucky.....             | 8,553 37        | 13,968 47          | 792 45              | 116,734 75   | 140,049 04      | 52,304 68                    | 15,570 90            | 67,875 58                                   | 192,155 61      | 260,831 19      |
| Michigan.....             | 18,875 47       | 16,125 57          | 992 45              | 129,888 60   | 165,882 09      | 71,783 55                    | 18,939 14            | 90,722 69                                   | 184,174 60      | 274,897 29      |
| Wisconsin.....            | 27,244 19       | 16,838 61          | 744 10              | 140,401 51   | 185,228 41      | 76,179 22                    | 13,056 88            | 89,236 10                                   | 116,717 57      | 205,953 67      |
| Louisiana.....            | 23,705 80       | 14,480 43          | 797 85              | 141,058 03   | 180,042 11      | 27,516 54                    | 33,649 90            | 61,166 44                                   | 504,024 51      | 565,190 95      |
| Tennessee.....            | 4,391 06        | 12,286 18          | 920 20              | 101,216 17   | 118,813 61      | 45,446 74                    | 17,504 72            | 62,951 46                                   | 165,201 25      | 228,152 71      |
| Missouri.....             | 28,154 67       | 17,236 93          | 697 25              | 144,091 17   | 190,180 02      | 56,409 85                    | 29,568 94            | 85,978 79                                   | 362,530 87      | 448,509 66      |
| Illinois.....             | 50,672 47       | 37,601 58          | 1,662 75            | 350,928 78   | 440,865 58      | 164,007 64                   | 86,093 51            | 250,101 15                                  | 377,527 59      | 627,628 74      |
| Ohio.....                 | 42,311 57       | 43,671 29          | 2,332 25            | 414,703 95   | 503,019 06      | 181,905 67                   | 74,083 93            | 255,989 60                                  | 524,786 50      | 780,776 10      |
| Indiana.....              | 14,154 68       | 24,358 05          | 982 60              | 153,052 90   | 192,548 23      | 93,126 83                    | 13,874 01            | 107,000 84                                  | 254,233 81      | 361,234 65      |
| Arkansas.....             | 1,987 52        | 5,314 42           | 126 70              | 28,297 90    | 35,726 54       | 20,009 85                    | 2,221 23             | 22,231 08                                   | 222,358 01      | 244,589 09      |
| Iowa.....                 | 15,542 76       | 17,828 74          | 619 90              | 122,800 50   | 156,791 90      | 68,523 20                    | 20,877 73            | 89,400 93                                   | 123,859 64      | 213,260 57      |
| California.....           | 57,241 12       | 14,689 97          | 546 80              | 184,268 53   | 256,746 42      | 59,185 24                    | 47,320 99            | 106,506 23                                  | 176,914 34      | 283,420 57      |

|                               |            |            |           |              |           |           |          |           |           |            |
|-------------------------------|------------|------------|-----------|--------------|-----------|-----------|----------|-----------|-----------|------------|
| Minnesota .....               | 8,335 90   | 5,002 59   | 225 15    | 38,218 52    | 51,781 46 | 23,014 70 | 4,232 84 | 27,247 54 | 87,757 06 | 115,004 00 |
| Oregon Territory .....        | 2,805 32   | 1,790 92   | 19 40     | 8,960 82     | 13,576 46 | 6,114 69  | 17 97    | 6,132 66  | 35,369 68 | 41,502 34  |
| New Mexico Territory .....    | 138 63     | 106 04     | 3 80      | 1,511 41     | 1,759 88  | 749 66    | 16 50    | 766 16    | 30,679 63 | 31,445 79  |
| Utah Territory ..             | 569 18     | 128 00     | 35        | 602 71       | 1,300 24  | 701 56    | 19 73    | 721 29    | 31,553 36 | 32,274 65  |
| Nebraska Territory .....      | 1,258 17   | 978 11     | 21 85     | 6,821 04     | 9,079 17  | 4,875 83  | 52 66    | 4,928 49  | 21,858 60 | 26,787 09  |
| Washington Territory .....    | 663 80     | 163 94     | 5 10      | 1,593 52     | 2,426 36  | 1,406 93  | 20 25    | 1,427 18  | 22 70     | 1,449 88   |
| Kansas Territory .....        | 2,228 33   | 1,727 39   | 46 85     | 17,981 46    | 21,984 03 | 11,311 24 | 224 44   | 11,535 68 | 26,321 68 | 37,857 36  |
| <hr/>                         |            |            |           |              |           |           |          |           |           |            |
| Add Prussian postage .....    | 22,438 20  |            |           |              |           |           |          |           |           |            |
| Add Bremen postage.....       | 62 54      |            |           |              |           |           |          |           |           |            |
|                               | 22,500 74  |            |           |              |           |           |          |           |           |            |
| Deduct miscellaneous items    | 324 56     |            |           |              |           |           |          |           |           |            |
|                               | 22,176 18  |            |           |              |           |           |          |           |           |            |
| Do.....                       |            | 1,430 29   | 1 79      |              |           |           |          |           |           |            |
| Add miscellaneous items ..... |            |            |           | 7,947 40     |           |           |          |           |           |            |
| <hr/>                         |            |            |           |              |           |           |          |           |           |            |
|                               | 904,299 13 | 591,976 90 | 28,145 16 | 5,700,314 03 |           |           |          |           |           |            |

THOMAS M. TATE, Auditor.

## D.

*Statement of the number of letters, circulars, handbills, newspapers, and pamphlets received and delivered by carriers, and the amount received for carriage in the cities of New York, Philadelphia, Boston, Baltimore, New Orleans, Syracuse, Manchester, N. H., Harrisburg, Lowell, Roxbury, Troy, and Providence, for year ending June 30, 1858.*

| Cities.                                      | No. of letters. | No. of circulars. | No. of newspapers and pamphlets. | Total number of letters, &c. | Amount paid for carriage. |
|----------------------------------------------|-----------------|-------------------|----------------------------------|------------------------------|---------------------------|
| New York, N. Y.-----                         | \$3,943,649     | \$550,809         | \$532,093                        | \$5,026,551                  | \$87,041 53               |
| Philadelphia, Penn.-----                     | 2,040,225       | 39,114            | 359,822                          | 2,439,161                    | 43,069 75                 |
| Boston, Mass.-----                           | 37,984          | 1,304,718         | 87,786                           | 1,430,488                    | 13,799 58                 |
| Baltimore, Md.-----                          | 886,403         | 34,128            | 166,690                          | 1,087,221                    | 18,902 78                 |
| New Orleans, La.-----                        | 117,289         | 8,708             | 11,304                           | 137,301                      | 2,489 36                  |
| Syracuse, N. Y.-----                         | 35,802          | -----             | -----                            | 35,802                       | 716 04                    |
| Manchester, N. H.-----                       | 57,284          | -----             | 4,430                            | 61,714                       | 1,167 83                  |
| Harrisburg, Penn†-----                       | 22,257          | -----             | 2,896                            | 25,153                       | 883 25                    |
| Lowell, Mass.-----                           | 96,273          | -----             | 7,688                            | 103,961                      | 1,963 90                  |
| Roxbury, Mass., from October 1, 1857-----    | 20,717          | -----             | 4,880                            | 25,597                       | 438 73                    |
| Troy, N. Y.‡-----                            | No. not stated. | -----             | -----                            | -----                        | 815 13                    |
| Providence, R. I., from October 1, 1857----- | 132,174         | -----             | 21,348                           | 153,522                      | 2,750 22                  |
|                                              | 7,390,057       | 1,937,477         | 1,198,937                        | 10,526,471                   | 174,038 10                |

Respectfully submitted.

THOS. M. TATE, *Auditor.*

\* In this many letters are included, being of same rate as circulars.

† The number of letters, &c., were not stated by the postmaster at Harrisburg for 3d and 4th quarters of 1857.

‡ No returns received from postmaster at Troy for the 3d quarter of 1857 and 1st quarter of 1858.



*Amount of letter postage on British mails received in and sent from the United States for the fiscal year ending June 30, 1858.*

| Received.                                      | Unpaid.           | Unpaid distributed. | Paid.             | Paid distributed.   | Total.            |
|------------------------------------------------|-------------------|---------------------|-------------------|---------------------|-------------------|
| By Cunard line.....                            | \$77,418 67       | \$111,536 59        | \$54,277 84       | \$68,418 52         | \$311,651 62      |
| By Collins line.....                           | 10,656 70         | 17,123 20           | 6,129 80          | 9,158 98            | 43,068 68         |
| By miscellaneous line                          | 1,809 63          | 4,128 72            | 952 96            | 2,114 56            | 9,005 87          |
| By Havre line.....                             | 5,156 06          | 16,106 15           | 3,027 36          | 7,466 76            | 31,756 33         |
| By Bremen line.....                            | 4,517 15          | 13,718 43           | 2,769 14          | 6,103 84            | 27,108 56         |
| <b>Total.....</b>                              | <b>99,558 21</b>  | <b>162,613 09</b>   | <b>67,157 10</b>  | <b>93,262 66</b>    | <b>422,591 06</b> |
| <b>Amount received...</b>                      | <b>262,171 30</b> | -----               | <b>160,419 76</b> | -----               | -----             |
| Sent.                                          | Paid.             | Paid distributed.   | Unpaid.           | Unpaid distributed. | Total.            |
| By Cunard line.....                            | \$32,962 56       | \$109,930 93        | \$103,079 61      | -----               | \$245,973 10      |
| By Collins line.....                           | 5,760 95          | 25,285 63           | 15,291 09         | -----               | 46,337 67         |
| By miscellaneous line                          | 1,849 60          | 13,919 00           | 7,524 42          | -----               | 23,293 02         |
| By Havre line.....                             | 3,180 73          | 19,298 31           | 10,891 82         | -----               | 33,370 86         |
| By Bremen line.....                            | 2,612 82          | 18,803 93           | 9,789 18          | -----               | 31,205 93         |
| <b>Total.....</b>                              | <b>46,366 66</b>  | <b>187,237 80</b>   | <b>146,576 12</b> | -----               | <b>380,180 58</b> |
| <b>Amount sent.....</b>                        | <b>233,604 46</b> | -----               | <b>146,576 12</b> | -----               | -----             |
| <b>Amount collected in United States.....</b>  |                   |                     |                   |                     | <b>495,775 76</b> |
| <b>Amount collected in United Kingdom.....</b> |                   |                     |                   |                     | <b>306,995 88</b> |
| <b>Total amount.....</b>                       |                   |                     |                   |                     | <b>802,771 64</b> |
| <b>Excess collected in United States.....</b>  |                   |                     |                   |                     | <b>188,779 88</b> |

*Amount of letter postage on Prussian mails received in and sent from the United States for the fiscal year ending June 30, 1858.*

| Received.                              | Unpaid.    | Unpaid distributed. | Paid.       | Paid distributed.   | Total.      |
|----------------------------------------|------------|---------------------|-------------|---------------------|-------------|
| By Cunard line.....                    | \$8,065 04 | \$53,983 61         | \$3,704 30  | \$13,049 57         | \$78,802 52 |
| By Collins line.....                   | 2,241 61   | 9,823 64            | 1,209 60    | 2,088 35            | 15,363 20   |
| By miscellaneous line.....             | 267 51     | 1,436 55            | 100 50      | 346 41              | 2,150 97    |
| By Havre line.....                     | 2,675 50   | 13,008 11           | 1,251 30    | 2,867 13            | 19,802 04   |
| By Bremen line.....                    | 1,969 99   | 10,604 82           | 1,070 10    | 2,234 01            | 15,878 92   |
| Total.....                             | 15,219 65  | 88,856 73           | 7,335 80    | 20,585 47           | 131,997 65  |
| Amount received.....                   | 104,076 38 | -----               | 27,921 27   | -----               | -----       |
| Sent.                                  | Paid.      | Paid distributed.   | Unpaid.     | Unpaid distributed. | Total.      |
| By Cunard line.....                    | \$9,038 90 | \$51,175 54         | \$58,565 09 | -----               | 118,779 53  |
| By Collins line.....                   | 1,762 38   | 13,159 45           | 11,738 74   | -----               | 26,660 57   |
| By miscellaneous line.....             | 670 03     | 6,993 29            | 6,319 28    | -----               | 13,982 60   |
| By Havre line.....                     | 1,365 56   | 10,183 09           | 9,697 22    | -----               | 21,245 87   |
| By Bremen line.....                    | 605 95     | 9,011 91            | 3,479 52    | -----               | 13,097 38   |
| Total.....                             | 13,442 82  | 90,523 28           | 89,799 85   | -----               | 193,765 95  |
| Amount sent.....                       | 103,966 10 | -----               | 89,799 85   | -----               | -----       |
| Amount collected in United States..... |            |                     |             |                     | 208,042 48  |
| Amount collected in Prussia.....       |            |                     |             |                     | 117,721 12  |
| Total amount.....                      |            |                     |             |                     | 325,763 60  |
| Excess collected in United States..... |            |                     |             |                     | 90,321 36   |

*Amount of letter postage on French mails received in and sent from the United States for the fiscal year ending June 30, 1858.*

| Received.                              | Unpaid.     | Unpaid distributed. | Paid.       | Paid distributed.   | Total.      |
|----------------------------------------|-------------|---------------------|-------------|---------------------|-------------|
| By Cunard line.....                    | \$14,986 75 | \$22,778 07         | \$17,650 20 | \$20,486 00         | \$75,901 02 |
| By Collins line.....                   | 1,826 29    | 2,843 97            | 1,775 73    | 1,966 22            | 8,412 21    |
| By miscellaneous line.....             | 787 29      | 855 54              | 634 54      | 435 63              | 2,713 00    |
| By Havre line.....                     | 2,250 39    | 3,279 36            | 1,655 74    | 1,404 66            | 8,590 15    |
| By Bremen line.....                    | 1,857 36    | 3,158 60            | 1,642 23    | 2,137 19            | 8,795 38    |
| Total.....                             | 21,708 08   | 32,915 54           | 23,358 44   | 26,429 70           | 104,411 76  |
| Amount received.....                   | 54,623 62   | -----               | 49,788 14   | -----               | -----       |
| Sent.                                  | Paid.       | Paid distributed.   | Unpaid.     | Unpaid distributed. | Total.      |
| By Cunard line.....                    | \$11,439 37 | \$22,919 70         | \$34,356 31 | -----               | \$68,715 38 |
| By Collins line.....                   | 1,686 42    | 4,056 47            | 4,576 13    | -----               | 10,319 02   |
| By miscellaneous line.....             | 634 10      | 2,248 17            | 2,186 66    | -----               | 5,068 93    |
| By Havre line.....                     | 1,688 87    | 3,538 06            | 4,534 99    | -----               | 9,761 92    |
| By Bremen line.....                    | 1,112 27    | 2,977 60            | 3,459 54    | -----               | 7,549 41    |
| Total.....                             | 16,561 03   | 35,740 00           | 49,113 63   | -----               | 101,414 66  |
| Amount sent.....                       | 52,301 03   | -----               | 49,113 63   | -----               | -----       |
| Amount collected in United States..... |             |                     |             |                     | 106,924 65  |
| Amount collected in France.....        |             |                     |             |                     | 98,901 77   |
| Total amount.....                      |             |                     |             |                     | 205,826 42  |
| Excess collected in United States..... |             |                     |             |                     | 8,022 88    |

*Amount of letter postage on Bremen mails received in and sent from the United States for the fiscal year ending June 30, 1858.*

| Received.                              | Unpaid.    | Unpaid distributed. | Paid.      | Paid distributed.   | Total.      |
|----------------------------------------|------------|---------------------|------------|---------------------|-------------|
| By Bremen line ..                      | \$1,984 23 | \$10,491 58         | \$907 30   | \$2,656 45          | \$26,039 56 |
| Amount received..                      | 12,475 81  | -----               | 3,563 75   | -----               | -----       |
| Sent.                                  | Paid.      | Paid distributed.   | Unpaid     | Unpaid distributed. | Total.      |
| By Bremen line ..                      | \$894 94   | \$7,435 58          | \$3,535 84 | -----               | \$11,866 66 |
| Amount sent.....                       | 8,330 52   | -----               | 3,535 84   | -----               | -----       |
| Amount collected in United States..... |            |                     |            |                     | 20,806 33   |
| Amount collected in Bremen .....       |            |                     |            |                     | 7,099 59    |
| Total amount .....                     |            |                     |            |                     | 27,905 92   |
| Excess collected in United States..... |            |                     |            |                     | 13,706 74   |

*Amount of letter postage on Hamburg mails received in and sent from the United States for the fiscal year ending June 30, 1858.*

| Received.                              | Unpaid.  | Unpaid distributed. | Paid.      | Paid distributed.   | Total.      |
|----------------------------------------|----------|---------------------|------------|---------------------|-------------|
| By Hamburg line..                      | \$858 56 | \$3,105 53          | \$571 65   | \$1,035 63          | \$5,571 37  |
| Total .....                            | 858 56   | 3,105 53            | 571 65     | 1,035 63            | 5,571 37    |
| Amount received..                      | 3,964 09 | -----               | 1,607 28   | -----               | -----       |
| Sent.                                  | Paid.    | Paid distributed.   | Unpaid.    | Unpaid distributed. | Total.      |
| By Hamburg line..                      | \$959 32 | \$6,151 90          | \$3,197 15 | -----               | \$10,308 37 |
| Total .....                            | 959 32   | 6,151 90            | 3,197 15   | -----               | 10,308 37   |
| Amount sent.....                       | 7,111 22 | -----               | 3,197 15   | -----               | -----       |
| Amount collected in United States..... |          |                     |            |                     | 11,075 31   |
| Amount collected in Hamburg.....       |          |                     |            |                     | 4,804 43    |
| Total amount.....                      |          |                     |            |                     | 15,879 74   |
| Excess collected in United States..... |          |                     |            |                     | 6,270 88    |

*Number of letters and newspapers exchanged between the United States and the United Kingdom, in British mails, for the fiscal year ending June 30, 1858.*

|                            | No. of letters. |             | Total letters. | No. of newspapers. |             | Total newspapers. |
|----------------------------|-----------------|-------------|----------------|--------------------|-------------|-------------------|
|                            | Received.       | Sent.       |                | Received.          | Sent.       |                   |
| By Cunard line ..          | 1, 326, 023     | 1, 051, 895 | 2, 377, 918    | 1, 009, 223        | 956, 247    | 1, 965, 470       |
| By Collins line ...        | 175, 851        | 190, 362    | 366, 213       | 119, 363           | 199, 748    | 319, 111          |
| By miscellaneous line..... | 37, 110         | 96, 397     | 133, 507       | 27, 210            | 108, 000    | 135, 210          |
| By Havre line.....         | 122, 051        | 137, 231    | 259, 282       | 106, 061           | 166, 141    | 272, 202          |
| By Bremen line....         | 103, 980        | 127, 724    | 231, 704       | 93, 394            | 139, 937    | 233, 331          |
| Total.....                 | 1, 765, 015     | 1, 603, 609 | 3, 368, 624    | 1, 355, 251        | 1, 570, 073 | 2, 925, 324       |

*Number of letters and newspapers exchanged between the United States and the kingdom of Prussia, in closed mails, for the fiscal year ending June 30, 1858.*

|                            | No. of letters. |          | No. of newspapers. |         |
|----------------------------|-----------------|----------|--------------------|---------|
|                            | Received.       | Sent.    | Received.          | Sent.   |
| By Cunard line .....       | 247, 324        | 387, 006 | 15, 492            | 50, 840 |
| By Collins line.....       | 49, 872         | 86, 604  | 4, 837             | 9, 478  |
| By miscellaneous line..... | 6, 899          | 45, 525  | 663                | 5, 675  |
| By Havre line .....        | 64, 412         | 72, 646  | 5, 526             | 9, 481  |
| By Bremen line.....        | 51, 257         | 42, 150  | 4, 814             | 6, 275  |
| Total.....                 | 419, 764        | 633, 931 | 31, 332            | 81, 749 |

*Number of letters and newspapers exchanged between the United States and France for the fiscal year ending June 30, 1858.*

|                             | No. of letters. |          | Total letters. | No. of newspapers. |          | Total papers. |
|-----------------------------|-----------------|----------|----------------|--------------------|----------|---------------|
|                             | Received.       | Sent.    |                | Received.          | Sent.    |               |
| By Cunard line...           | 441, 941        | 437, 826 | 879, 767       | 110, 155           | 222, 510 | 332, 665      |
| By Collins line... ..       | 54, 527         | 63, 019  | 117, 546       | 11, 869            | 32, 958  | 44, 827       |
| By miscellaneous line ..... | 26, 587         | 32, 058  | 58, 645        | 3, 184             | 13, 378  | 16, 562       |
| By Havre line.....          | 50, 288         | 61, 086  | 111, 374       | 7, 454             | 24, 548  | 32, 002       |
| By Bremen line ..           | 51, 452         | 45, 917  | 97, 369        | 11, 480            | 22, 753  | 34, 233       |
| Total.....                  | 624, 795        | 639, 906 | 1, 264, 701    | 144, 142           | 316, 147 | 460, 289      |

*Number of letters and newspapers exchanged between the United States and Bremen for the fiscal year ending June 30, 1858.*

|                          | No. of letters. |        | No. of newspapers. |        |
|--------------------------|-----------------|--------|--------------------|--------|
|                          | Received.       | Sent.  | Received.          | Sent.  |
| By the Bremen line ..... | 112,734         | 81,766 | 9,038              | 14,113 |

*Number of letters and newspapers exchanged between the United States and Hamburg for the fiscal year ending June 30, 1858.*

|                          | No. of letters. |        | No. of newspapers. |        |
|--------------------------|-----------------|--------|--------------------|--------|
|                          | Received.       | Sent.  | Received.          | Sent.  |
| By the Hamburg lin ..... | 40,437          | 70,734 | 6,607              | 16,538 |

*Revenue to the United States, and also to the United States Post Office Department, per Cunard line, for the fiscal year ending June 30, 1858.*

|                                                                                                 |              |              |
|-------------------------------------------------------------------------------------------------|--------------|--------------|
| Total postages on British mails by Cunard line.....                                             |              | \$557,624 72 |
| United States portion, $\frac{5}{24}$ , being United States inland.....                         | \$116,171 81 |              |
| Add postage on 956,247 papers sent, at 2 cents each.....                                        | 19,124 94    |              |
|                                                                                                 |              | 135,296 75   |
| The Post Office Department pays commissions to postmasters on above, viz:                       |              |              |
| For distribution on unpaid distributed received, \$111,536 59, at $12\frac{1}{2}$ per cent..... | 13,942 07    |              |
| For commissions to postmasters at offices where delivered, on \$111,536 59, at 30 per cent..... | 33,460 98    |              |
| For distribution on paid distributed received, \$68,418 52, at $12\frac{1}{2}$ per cent.....    | 8,552 31     |              |
| For distribution on paid distributed sent, \$97,170 12, at $12\frac{1}{2}$ per cent.....        | 12,146 26    |              |
| For commissions to postmaters at offices where delivered, on \$97,170 12, at 30 per cent.....   | 29,151 03    |              |
| For distribution on unpaid sent, \$103,079 61, at $12\frac{1}{2}$ per cent.....                 | 12,884 95    |              |
| For commissions to postmasters at New York, Boston, and Philadelphia, on—                       |              |              |
| Unpaid received, \$77,418 67, at 15 per cent.....                                               | 11,612 80    |              |
| Paid sent, \$32,962 56, at 15 per cent.....                                                     | 4,944 38     |              |
| Newspaper postage, \$19,124 94, at 50 per cent.....                                             | 9,562 47     |              |
|                                                                                                 |              | 136,257 25   |
| Deficit to the Post Office Department.....                                                      |              | 960 50       |
| Deduct United States inland on British mails.....                                               |              | 116,171 81   |
| Total deficit to the Post Office Department .....                                               |              | 117,132 31   |

*Revenue to the United States, also to the United States Post Office Department, per Collins line, for the fiscal year ending June 30, 1858.*

|                                                                                                             |             |             |
|-------------------------------------------------------------------------------------------------------------|-------------|-------------|
| Total postages on British mails by Collins line.....                                                        | \$89,406 35 |             |
| Deduct British inland, $\frac{3}{4}$ .....                                                                  | 11,175 78   |             |
|                                                                                                             |             | \$78,230 57 |
| Add postage on 199,748 newspapers sent, at 2 cents each.....                                                |             | 3,994 96    |
| sea rate on Prussian closed mails, 39,878 $\frac{1}{2}$ ounces, at 40 cts.....                              |             | 15,951 40   |
| newspapers in Prussian closed mails, 13,185 papers, at 2 cts.....                                           |             | 263 70      |
| sea rate on Canada closed mails, 992 ounces, at 40 cts.....                                                 |             | 396 80      |
| newspapers in Canada closed mails, 4,297 papers, at 2 cts.....                                              |             | 85 94       |
| sea rate on California closed mails, 1,982 $\frac{1}{2}$ ounces, at 40 cts.....                             |             | 793 00      |
| newspapers in California closed mails, 3,556 papers, at 2 cts.....                                          |             | 71 12       |
| sea rate on Havana closed mails, 471 ounces, at 40 cts.....                                                 |             | 188 40      |
| newspapers in Havana closed mails, 340 papers, at 2 cts.....                                                |             | 6 80        |
| sea rate on Mexican closed mails, 81 ounces, at 40 cts.....                                                 |             | 32 40       |
| newspapers in Mexican closed mails, 83 papers, at 2 cts.....                                                |             | 1 66        |
|                                                                                                             |             | 100,016 75  |
| The Post Office Department pays the following commissions to postmasters on the above total postages, viz:  |             |             |
| For distribution on unpaid distributed received, \$17,123 20, at 12 $\frac{1}{2}$ per cent.....             | 2,140 40    |             |
| For commissions to postmasters, at offices to which directed, on the above \$17,123 20, at 30 per cent..... | 5,136 96    |             |
| For distribution on paid distributed received, \$9,158 98, at 12 $\frac{1}{2}$ per cent.....                | 1,144 87    |             |
| For distribution on paid distributed sent, \$23,268 05, at 12 $\frac{1}{2}$ per cent.....                   | 2,908 50    |             |
| For commissions to postmasters on \$23,268 05, at 30 per cent.....                                          | 6,980 41    |             |
| For distribution on unpaid sent, \$15,291 09, at 12 $\frac{1}{2}$ per cent.....                             | 1,911 38    |             |
| For commissions to postmasters at New York, Boston, and Philadelphia, on—                                   |             |             |
| Unpaid received for these offices, \$10,656 70, at 15 per cent.....                                         | 1,598 50    |             |
| Paid sent from these offices, \$5,760 95, at 15 per cent.....                                               | 864 14      |             |
| Newspapers sent, \$3,994 96, at 50 per cent.....                                                            | 1,997 48    |             |
|                                                                                                             |             | 24,682 64   |
| Net revenue to the Post Office Department, with United States inland postage included.....                  |             | 75,334 11   |
| Deduct United States inland on British mails, $\frac{3}{4}$ of \$89,406 35.....                             |             | 18,626 32   |
| Total net revenue to the Post Office Department, without United States inland.....                          |             | 56,707 79   |

*Revenue to the United States, also to the Post Office Department, per miscellaneous line, for the fiscal year ending June 30, 1858.*

|                                                                                                     |             |             |
|-----------------------------------------------------------------------------------------------------|-------------|-------------|
| Amount of postages on British mails.....                                                            | \$32,298 89 |             |
| Deduct British inland, $\frac{3}{4}$ .....                                                          | 4,037 36    |             |
|                                                                                                     |             | \$28,261 53 |
| Add postage on 108,000 newspapers sent, at 2 cents each.....                                        |             | 2,160 00    |
| sea rate on Prussian closed mails, 17,319 $\frac{1}{2}$ ounces, at 40 cts.....                      |             | 6,927 80    |
| newspapers in Prussian closed mails, 6,755 papers, at 2 cts.....                                    |             | 135 10      |
| sea rate on Canada closed mails, 102 ounces, at 40 cts.....                                         |             | 40 80       |
| newspapers in Canada closed mails, 749 papers, at 2 cts.....                                        |             | 14 98       |
| sea rate on California closed mails.....                                                            |             |             |
| newspapers in California closed mails.....                                                          |             |             |
| sea rate on Havana closed mails, 126 ounces, at 40 cts.....                                         |             | 50 40       |
| newspapers in Havana closed mails, 118 papers, at 2 cts.....                                        |             | 2 36        |
| sea rate on Mexico closed mails, 16 ounces, at 40 cts.....                                          |             | 6 40        |
| newspapers in Mexico closed mails, 20 papers, at 2 cts.....                                         |             | 40          |
| Total to United States.....                                                                         |             | 37,599 77   |
| The Post Office Department pays commissions to postmasters,<br>amounting to.....                    |             | 8,063 29    |
| Net revenue, with United States inland included.....                                                |             | 29,536 48   |
| Deduct United States inland on British mails, being $\frac{3}{4}$ of<br>\$32,298 89.....            |             | 6,728 93    |
| Total net revenue to the United States Post Office Department,<br>without United States inland..... |             | 22,807 55   |



*Revenue to the United States, also to the Post Office Department, per Havre line, for the fiscal year ending June 30, 1858.*

|                                                                                                      |             |             |
|------------------------------------------------------------------------------------------------------|-------------|-------------|
| Amount of postages on British mails.....                                                             | \$65,127 19 |             |
| Deduct British inland, $\frac{3}{24}$ .....                                                          | 8,140 90    | \$56,986 29 |
| Add postage on 166,141 newspapers sent, at 2 cents each.....                                         |             | 3,322 82    |
| Add postage on Havre mails.....                                                                      |             | 18,352 07   |
| Add sea rate on Prussian closed mails, 44,693 ounces, at 40 cents.....                               |             | 17,877 20   |
| Add newspapers in Prussian closed mails, 15,505 papers, at 2 cents.....                              |             | 310 10      |
| Add sea rate on Canada closed mails, 143 $\frac{3}{4}$ ounces, at 40 cents.....                      |             | 57 50       |
| Add newspapers in Canada closed mails, 1,281 papers, at 2 cents.....                                 |             | 25 62       |
| Add sea rate on California closed mails, 1,512 $\frac{3}{4}$ ounces, at 40 cents.....                |             | 605 10      |
| Add newspapers in California closed mails, 2,719 papers, at 2 cents.....                             |             | 54 38       |
| Add sea rate on Havana closed mails, 408 $\frac{1}{2}$ ounces, at 40 cents.....                      |             | 163 40      |
| Add newspapers in Havana closed mails, 232 papers, at 2 cents.....                                   |             | 4 64        |
| Add sea rate on Mexico closed mails, 56 ounces, at 40 cents.....                                     |             | 22 40       |
| Add newspapers on Mexico closed mails, 42 papers, at 2 cents.....                                    |             | 84          |
| Total to the United States.....                                                                      |             | 97,782 36   |
| The Post Office Department pays commissions to postmasters amounting to.....                         |             | 16,259 27   |
| Net revenue, with United States inland included.....                                                 |             | 81,523 09   |
| Deduct United States inland on British mails, being $\frac{5}{24}$ of \$65,127 19, amounting to..... | 13,568 16   |             |
| Add United States inland on Havre mails, being $\frac{5}{20}$ of \$18,352 07, amounting to.....      | 4,588 01    | 18,156 17   |
| Total net revenue to the United States Post Office Department, without United States inland.....     |             | 63,366 92   |

*Revenue to the United States, also to the Post Office Department, per Bremen line, for the fiscal year ending June 30, 1858.*

|                                                                                                       |             |             |
|-------------------------------------------------------------------------------------------------------|-------------|-------------|
| Amount of postages on British mails .....                                                             | \$58,314 49 |             |
| Deduct British inland, $\frac{3}{24}$ .....                                                           | 7,289 32    | \$51,025 17 |
| Add postage on 139,937 newspapers sent, at 2 cents .....                                              |             | 2,798 74    |
| Add postage on Bremen mails .....                                                                     | 27,905 92   |             |
| Deduct Bremen inland, $\frac{1}{10}$ .....                                                            | 2,790 59    |             |
| Add postage on newspapers per Bremen mails .....                                                      |             | 25,115 33   |
| Add sea rate on Prussian closed mails, 30,788 ounces, at 40 cents .....                               |             | 282 26      |
| Add newspapers in Prussian closed mails, 11,089 papers, at 2 cents .....                              |             | 12,315 20   |
| Add sea rate on Canada closed mails, 101 $\frac{1}{2}$ ounces, at 40 cts .....                        |             | 221 78      |
| Add newspapers in Canada closed mails, 360 papers, at 2 cts .....                                     |             | 40 60       |
| Add sea rate on California closed mails, 1,336 ounces, at 40 cents .....                              |             | 7 20        |
| Add newspapers in California closed mails, 2,317 papers, at 2 cents .....                             |             | 534 40      |
| Add sea rate on Havana closed mails, 281 ounces, at 40 cents .....                                    |             | 46 34       |
| Add newspapers in Havana closed mails, 162 papers, at 2 cents .....                                   |             | 112 40      |
| Add sea rate on Mexico closed mails, 46 $\frac{1}{2}$ ounces, at 40 cents .....                       |             | 3 24        |
| Add newspapers in Mexico closed mails, 96 papers, at 2 cents .....                                    |             | 18 60       |
|                                                                                                       |             | 1 92        |
| Total to the United States .....                                                                      |             | 92,523 18   |
| The Post Office Department pays commissions to postmasters amounting to .....                         |             | 14,031 96   |
| Net revenue, with United States inland included .....                                                 |             | 78,491 22   |
| Deduct United States inland on British mails, being $\frac{5}{24}$ of \$58,314 49, amounting to ..... | 12,148 85   |             |
| Add United States inland on Bremen mails, being $\frac{5}{10}$ of \$27,905 92, amounting to .....     | 13,952 96   |             |
|                                                                                                       |             | 26,101 81   |
| Total net revenue to the United States Post Office Department, without United States inland .....     |             | 52,389 41   |

*Revenue to the United States, also to the Post Office Department, on the correspondence exchanged between the United States and Bremen for the fiscal year ending June 30, 1858.*

|                                                                                                   |             |
|---------------------------------------------------------------------------------------------------|-------------|
| Amount of postage by the Bremen line .....                                                        | \$27,905 92 |
| Deduct Bremen portion inland, $\frac{1}{10}$ .....                                                | 2,790 59    |
| Add newspaper postage .....                                                                       | 25,115 33   |
|                                                                                                   | 282 26      |
|                                                                                                   | 25,397 59   |
| The Post Office Department pays commissions to postmasters on British mails per Bremen line ..... | 14,031 96   |
| Revenue to the Post Office Department, with the United States inland included .....               | 11,365 63   |
| Deduct the United States inland, $\frac{5}{10}$ .....                                             | 12,557 66   |
| Deficit to the Post Office Department .....                                                       | 1,192 03    |

*Receipts and disbursements, in closed mails, between the United States and the kingdom of Prussia for the fiscal year ending June 30, 1858.*

| RECEIPTS.                                                                                                                                                                                                                         |              |                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-------------------|
| Amount of postages on paid and unpaid sent.....                                                                                                                                                                                   | \$193,765 95 |                   |
| Deduct Prussian inland, $\frac{7}{30}$ .....                                                                                                                                                                                      | 45,212 05    |                   |
|                                                                                                                                                                                                                                   |              | \$148,553 90      |
| Amount of postages on paid and unpaid received.....                                                                                                                                                                               | 131,997 65   |                   |
| Deduct Prussian inland, $\frac{5}{30}$ .....                                                                                                                                                                                      | 21,999 60    |                   |
|                                                                                                                                                                                                                                   |              | 109,998 05        |
| Add newspaper postages on 81,749, at 4 cents each.....                                                                                                                                                                            |              | 3,269 96          |
| <b>Total to the United States.....</b>                                                                                                                                                                                            |              | <b>261,821 91</b> |
| DISBURSEMENTS.                                                                                                                                                                                                                    |              |                   |
| Amount paid Great Britain for carrying 126,027 $\frac{1}{4}$ ounces, at 57 $\frac{1}{2}$ cents per ounce, and 31,776 ounces, at 65 $\frac{1}{2}$ cents, and 50,271 $\frac{1}{2}$ ounces, at 61 $\frac{1}{2}$ cents per ounce..... | 124,195 92   |                   |
| Amount paid Collins line for 39,878 $\frac{1}{2}$ ounces, at 40 cents ...                                                                                                                                                         | 15,951 40    |                   |
| Amount paid Collins line for 13,185 papers, at 2 cents .....                                                                                                                                                                      | 263 70       |                   |
| Amount paid miscellaneous for 17,319 $\frac{1}{2}$ ounces, at 40 cents..                                                                                                                                                          | 6,927 80     |                   |
| Amount paid miscellaneous for 6,755 papers, at 2 cents.....                                                                                                                                                                       | 135 10       |                   |
| Amount paid Havre line for 44,693 ounces, at 40 cents .....                                                                                                                                                                       | 17,877 20    |                   |
| Amount paid Havre line for 15,505 papers, at 2 cents.....                                                                                                                                                                         | 310 10       |                   |
| Amount paid Bremen line for 30,788 ounces, at 40 cents....                                                                                                                                                                        | 12,315 20    |                   |
| Amount paid Bremen line for 11,089 papers, at 2 cents .....                                                                                                                                                                       | 221 78       |                   |
| Commissions paid to United States postmasters .....                                                                                                                                                                               | 85,332 46    |                   |
|                                                                                                                                                                                                                                   |              | 263,530 66        |
| <b>Deficit to the Post Office Department .....</b>                                                                                                                                                                                |              | <b>1,708 75</b>   |

*Revenue derived by the United States from the postages on British mails, under the postal treaty with Great Britain, for the fiscal year ending June 30, 1858.*

| RECEIPTS.                                                                            |              |              |
|--------------------------------------------------------------------------------------|--------------|--------------|
| Amount of letter postage collected by the United States.....                         | \$495,775 76 |              |
| Amount of newspaper postage collected by the United States..                         | 39,309 40    |              |
|                                                                                      |              | \$535,085 16 |
| DISBURSEMENTS.                                                                       |              |              |
| Amount paid Great Britain, difference on British mails, as per account current ..... | 253,268 33   |              |
| Amount paid in commissions to United States postmasters, viz :                       |              |              |
| On mails per Cunard line.....                                                        | 136,257 25   |              |
| On mails per Collins line.....                                                       | 24,682 64    |              |
| On mails per miscellaneous line .....                                                | 8,063 29     |              |
| On mails per Havre line .....                                                        | 16,259 27    |              |
| On mails per Bremen line .....                                                       | 14,031 96    |              |
|                                                                                      |              | 452,562 74   |
| Total revenue from British mails with United States inland.....                      |              | 82,522 42    |
| Deduct the United States inland on letter mails, viz :                               |              |              |
| Per Cunard line.....                                                                 | 116,171 81   |              |
| Per Collins line .....                                                               | 18,626 32    |              |
| Per miscellaneous line.....                                                          | 6,728 93     |              |
| Per Havre line .....                                                                 | 13,568 16    |              |
| Per Bremen line .....                                                                | 12,148 85    |              |
| Newspapers per the above lines.....                                                  | 15,700 73    |              |
|                                                                                      |              | 182,944 80   |
| Total deficit on British mails for ocean postage.....                                |              | 100,422 38   |

*Closed mail account.*

| Letters.                | Prussian, re-<br>ceived. | Prussian,<br>sent. | Canada, re-<br>ceived. | Canada, sent.  | California, re-<br>ceived. | California,<br>sent. | Havana, re-<br>ceived. | Mexico, re-<br>ceived. |
|-------------------------|--------------------------|--------------------|------------------------|----------------|----------------------------|----------------------|------------------------|------------------------|
|                         | <i>Ounces.</i>           | <i>Ounces.</i>     | <i>Ounces.</i>         | <i>Ounces.</i> | <i>Ounces.</i>             | <i>Ounces.</i>       | <i>Ounces.</i>         | <i>Ounces.</i>         |
| Cunard line.....        | 82,047½                  | 126,027¼           | 127,205                | 131,474        | 10,209¾                    | 2,914                | 7,259½                 | 863                    |
| Collins line.....       | 15,960                   | 23,918½            | 756                    | 236            | 1,208½                     | 774                  | 471                    | 81                     |
| Miscellaneous line..... | 3,106                    | 14,213½            | 87½                    | 14             | -----                      | -----                | 126                    | 16                     |
| Havre line.....         | 20,988                   | 23,705             | 89                     | 54¾            | 851¾                       | 661                  | 408½                   | 56                     |
| Bremen line.....        | 16,984                   | 13,804             | 66                     | 35½            | 754½                       | 581½                 | 281                    | 46½                    |
| West India mail.....    | -----                    | -----              | -----                  | -----          | 349¼                       | -----                | -----                  | -----                  |
| Total.....              | 139,085½                 | 201,668¼           | 128,203½               | 131,814¼       | 13,373¾                    | 4,930½               | 8,546                  | 1,062½                 |
| Newspapers.             | Number.                  | Number.            | Number.                | Number.        | Number.                    | Number.              | Number.                | Number.                |
| Cunard line.....        | 15,306                   | 51,604             | 611,541                | 379,078        | 21,243                     | 1,553                | 10,044                 | 2,510                  |
| Collins line.....       | 4,441                    | 8,744              | 3,855                  | 442            | 3,184                      | 372                  | 340                    | 83                     |
| Miscellaneous line..... | 1,075                    | 5,680              | 442                    | 307            | -----                      | -----                | 118                    | 20                     |
| Havre line.....         | 5,966                    | 9,539              | 1,281                  | -----          | 2,468                      | 251                  | 232                    | 42                     |
| Bremen line.....        | 4,814                    | 6,275              | 359                    | 1              | 1,997                      | 230                  | 162                    | 96                     |
| West India mail.....    | -----                    | -----              | -----                  | -----          | 1,067                      | -----                | -----                  | -----                  |
| Total.....              | 31,602                   | 81,842             | 617,478                | 379,828        | 29,959                     | 2,406                | 10,896                 | 2,751                  |



|                                                  |                      |         |         |           |           |            |
|--------------------------------------------------|----------------------|---------|---------|-----------|-----------|------------|
| Total postages .....                             |                      |         |         |           |           | 4,359 37   |
| West India Islands .....                         | Various offices..... | 306,411 | 136,341 | 21,173 13 | 19,775 23 | 40,948 36  |
| Add postages on newspapers, at 2 cents each..... |                      |         |         |           |           | 2,726 82   |
| Total postages .....                             |                      |         |         |           |           | 43,675 18  |
| Panama .....                                     | Various offices..... | 40,285  | 29,184  | 2,844 41  | 7,533 20  | 10,377 61  |
| Add postages on newspapers, at 4 cents each..... |                      |         |         |           |           | 1,167 36   |
| Total postages .....                             |                      |         |         |           |           | 11,544 97  |
| Aggregate total postages .....                   |                      |         |         |           |           | 363,907 64 |

*Postages on mails received and sent between the United States and British Provinces, for the fiscal year ended June 30, 1858.*

|                                             |             |             |
|---------------------------------------------|-------------|-------------|
| Amount of mails received unpaid.....        | \$35,357 12 |             |
| Amount of mails received paid.....          | 35,555 14   | \$70,912 26 |
| Amount of mails sent unpaid .....           | 35,317 22   |             |
| Amount of mails sent paid.....              | 50,250 32   | 85,567 54   |
| Total amount .....                          |             | 156,479 80  |
| Collected in the United States .....        | 85,607 44   |             |
| Collected in the British Provinces .....    | 70,872 36   |             |
| Balance in favor of the United States ..... |             | 14,735 08   |

The United Kingdom of Great Britain and Ireland in account with the United States of America, for the fiscal year ended June 30, 1858, (service of the Post Office Department.)

|                                                                              | 1857.<br>3d quarter. | 1857.<br>4th quarter. | 1858.<br>1st quarter. | 1858.<br>2d quarter. | Total.       |
|------------------------------------------------------------------------------|----------------------|-----------------------|-----------------------|----------------------|--------------|
| <b>DR.</b>                                                                   |                      |                       |                       |                      |              |
| MAILS SENT.                                                                  |                      |                       |                       |                      |              |
| For postage on unpaid letters from United States for United Kingdom.....     | \$15,087 06          | \$14,784 58           | \$12,593 68           | \$14,679 43          | \$57,144 75  |
| For postage on unpaid letters in transit.....                                | 539 69               | 667 98                | 663 07                | 1,105 52             | 2,976 26     |
| For postage on newspapers in transit, &c.....                                | 2 93                 | 7 38                  | 3 88                  | 6 80                 | 20 99        |
| For postage on missent, redirected, and returned letters.....                | 11 78                | 4 28                  | 9 37                  | 7 44                 | 32 87        |
| MAILS RECEIVED.                                                              |                      |                       |                       |                      |              |
| For postage on paid letters from United Kingdom for United States..          | 15,688 90            | 15,492 39             | 10,876 20             | 12,938 73            | 54,996 22    |
| For postage on registered letters from United Kingdom for United States..... | 585 07               | 651 83                | 445 96                | 634 68               | 2,317 54     |
| For postage on paid letters from foreign countries for United States..       | 1,152 64             | 931 38                | 548 48                | 1,146 04             | 3,778 54     |
| For postage on paid letters for foreign countries in transit.....            | 6 20                 | 7 38                  | 7 26                  | 7 00                 | 27 84        |
| For postage on closed mails in transit through United States.....            | 16,143 15            | 15,981 72             | 16,147 18½            | 15,335 95½           | 63,608 01    |
| For postage on loose letters, (collected on ships).....                      | 27 55                | 23 65                 | 19 00                 | 35 02                | 105 22       |
| For postage on dead letters returned to London.....                          | 2,912 27             | 3,044 67              | 2,747 53½             | 2,841 77½            | 11,546 25    |
| For overcharges on various letters and packages.....                         |                      |                       | 48                    | 48                   | 96           |
| For difference in settlement of quarterly accounts.....                      |                      |                       | 64 96                 |                      | 64 96        |
|                                                                              | 52,157 24            | 51,597 24             | 44,127 06             | 48,738 87            | 196,620 41   |
| <b>CR.</b>                                                                   |                      |                       |                       |                      |              |
| MAILS RECEIVED.                                                              |                      |                       |                       |                      |              |
| For postage on unpaid letters from United Kingdom for United States..        | \$36,092 27          | \$31,651 48           | \$39,915 21           | \$33,563 90          | \$141,222 86 |
| For postage on unpaid letters from foreign countries, &c.....                | 3,746 11             | 4,553 70              | 5,245 48              | 4,262 70             | 17,807 99    |
| For postage on newspapers in transit.....                                    | 300 88               | 501 15                | 462 33                | 455 04               | 1,719 40     |



|                                                                                   |            |            |            |            |             |
|-----------------------------------------------------------------------------------|------------|------------|------------|------------|-------------|
| For postage on missent, redirected, and returned letters.....                     | 36 25      | 37 70      | 15 25      | 15 50      | 104 70      |
| For postage on closed mails in transit through United Kingdom ....                | 36,323 49  | 36,612 85  | 47,240 09  | 33,162 14½ | 153,338 57½ |
| MAILS SENT.                                                                       |            |            |            |            |             |
| For postage on paid letters from United States for United Kingdom..               | 29,378 57  | 27,895 07  | 32,738 98  | 24,953 75  | 114,966 37  |
| For postage on registered letters from United States for United King-<br>dom..... | 413 62     | 402 64     | 824 85     | 358 17½    | 1,999 28½   |
| For postage on paid letters for foreign countries, &c.....                        | 2,121 25   | 2,084 65   | 2,526 12   | 2,223 19   | 8,955 21    |
| For postage on newspapers for countries in transit.....                           | 357 82     | 307 11     | 299 76     | 324 14     | 1,288 83    |
| For postage on loose letters, (collected on ships).....                           |            |            | 3 81       |            | 3 81        |
| For postage on dead letters returned to Washington.....                           | 415 34     | 444 30     | 395 05     | 384 76     | 1,639 45    |
| For postage on letters and papers to West India ports.....                        | 1,523 69   | 1,766 48   | 1,781 47   | 1,556 28   | 6,627 92    |
| For overcharges on various letters and packages.....                              | 2 64       | 5 95       | 10 07      | 12 86      | 31 52       |
| For differences in settlement of quarterly accounts.....                          | 181 82     |            |            | 1 00       | 182 82      |
|                                                                                   | 110 893 75 | 106,263 08 | 131,458 47 | 101,273 44 | 449,888 74  |
| Balances in favor of the United Kingdom.....                                      | 58,736 51  | 54,665 84  | 87,331 41  | 52,534 57  | 253,268 33  |

*The Kingdom of Prussia in account with the United States of America for the fiscal year ended June 30, 1858, (service of the Post Office Department.)*

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|                                                            | 1857.<br>3d quarter. | 1857.<br>4th quarter. | 1858.<br>1st quarter. | 1858.<br>2d quarter. | Total.           |
|------------------------------------------------------------|----------------------|-----------------------|-----------------------|----------------------|------------------|
| <b>DR.</b>                                                 |                      |                       |                       |                      |                  |
| MAILS SENT.                                                |                      |                       |                       |                      |                  |
| For postage on unpaid letters from United States.....      | \$16,495 14          | \$16,318 04           | \$20,297 50           | \$13,852 67          | \$66,963 35      |
| For postage on unpaid letters, in transit, &c.....         | 457 81               | 538 66                | 647 80                | 747 90               | 2,392 17         |
| For postage on letters missent, redirected, &c.....        | 1 10                 | 2 94                  | 2 38                  | 51                   | 6 93             |
| MAILS RECEIVED.                                            |                      |                       |                       |                      |                  |
| For postage on paid letters from Prussia.....              | 5,676 52             | 6,111 44              | 6,783 86              | 5,418 24             | 23,990 06        |
| For postage on paid newspapers from Prussia.....           | 323 18               | 337 03                | 303 65                | 304 39               | 1,268 25         |
| For postage on paid letters for foreign countries, &c..... | 100 51               | 106 15                | 194 59                | 196 48               | 597 73           |
| For postage on dead letters returned to Berlin.....        | 696 39               | 328 16                | 298 94                | 294 93               | 1,618 42         |
|                                                            | <b>23,750 65</b>     | <b>23,742 42</b>      | <b>28,528 72</b>      | <b>20,815 12</b>     | <b>96,836 91</b> |
| <b>CR.</b>                                                 |                      |                       |                       |                      |                  |
| MAILS SENT.                                                |                      |                       |                       |                      |                  |
| For postage on paid letters for Prussia.....               | 5,560 67             | 5,042 46              | 6,679 31              | 4,503 47             | 21,785 91        |
| For postage on paid letters for States beyond, &c.....     | 1,158 80             | 1,271 48              | 1,562 69              | 1,270 88             | 5,263 85         |
| For postage on paid newspapers for Prussia.....            | 368 44               | 417 92                | 445 00                | 405 90               | 1,637 26         |
| MAILS RECEIVED.                                            |                      |                       |                       |                      |                  |
| For postage on unpaid letters from Prussia.....            | 3,725 05             | 3,641 05              | 4,278 70              | 3,529 60             | 15,174 40        |
| For postage on unpaid letters from States beyond, &c.....  | 941 09               | 1,029 76              | 1,332 93              | 1,046 59             | 4,350 37         |
| For postage on letters missent, redirected, &c.....        | 30 17                | 26 91                 | 28 82                 | 19 46                | 105 36           |

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|                                                          |                  |                  |                  |                  |                  |
|----------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|
| For postage on dead letters returned to Washington.....  | 151 04           | 173 59           | 236 35           | 199 86           | 760 84           |
| For overcharges on various letters, &c.....              | 1 41             | 1 26             | 84               | 1 28             | 4 79             |
| For differences in settlement of quarterly accounts..... | 1 00             | 10 15            | -----            | -----            | 11 15            |
|                                                          | <u>11,937 67</u> | <u>11,614 58</u> | <u>14,564 64</u> | <u>10,977 04</u> | <u>49,093 93</u> |
| Balances in favor of the United States.....              | <u>11,812 98</u> | <u>12,127 84</u> | <u>13,964 08</u> | <u>9,838 08</u>  | <u>47,742 98</u> |

*The General Post Office of France in account with the United States of America for the fiscal year ended June 30, 1858,  
(service of the Post Office Department.)*

|                                                                                                  | 1857.<br>3d quarter. | 1857.<br>4th quarter. | 1858.<br>1st quarter. | 1858.<br>2d quarter. | Total.      |
|--------------------------------------------------------------------------------------------------|----------------------|-----------------------|-----------------------|----------------------|-------------|
| <b>DR.</b>                                                                                       |                      |                       |                       |                      |             |
| MAILS SENT.                                                                                      |                      |                       |                       |                      |             |
| For postage on unpaid letters from the United States for France, &c.                             | \$2,689 47           | \$3,016 05            | \$2,551 57            | \$3,148 44           | \$11,405 53 |
| For postage on unpaid letters from countries beyond France.....                                  | 1,231 95             | 1,271 12              | 1,154 31              | 1,367 30             | 5,024 68    |
| For postage on letters not prepaid, &c. for France, &c.....                                      | 136 36               | 205 93                | 235 78                | 449 41               | 1,027 48    |
| For postage on letters not prepaid, &c. for countries beyond France.                             | 28 71                | 45 27                 | 41 65                 | 65 36                | 180 99      |
| For postage on letters badly directed, returned, &c.....                                         | 3 15                 | 5 22                  | 5 94                  | 7 80                 | 22 11       |
| For postage on letters resent, &c.....                                                           | 3 24                 | 42                    | 2 07                  | 1 14                 | 6 87        |
| MAILS RECEIVED.                                                                                  |                      |                       |                       |                      |             |
| For postage on letters for United States prepaid, &c. from France, &c.                           | 3,535 97             | 3,270 57              | 2,438 56              | 2,671 22             | 11,916 32   |
| For postage on letters for the United States prepaid, &c. from countries beyond.....             | 1,013 86             | 888 64                | 669 51                | 709 27               | 3,281 28    |
| For postage on prepaid letters for countries beyond the United States.                           | 380 10               | 444 94                | 396 33                | 394 31               | 1,615 68    |
| For postage on prepaid letters for countries beyond the United States from countries beyond..... | 6 83                 | 2 83                  | 4 17                  | 22 28                | 36 11       |
| For postage on dead letters returned to France.....                                              | 39 96                | 148 86                | 316 26                | 285 54               | 790 62      |
| For overcharges on various letters, &c.....                                                      | -----                | 1 60                  | -----                 | 7½                   | 1 67½       |
|                                                                                                  | 9,069 60             | 9,301 45              | 7,816 15              | 9,122 14½            | 35,309 34½  |
| <b>CR.</b>                                                                                       |                      |                       |                       |                      |             |
| MAILS RECEIVED.                                                                                  |                      |                       |                       |                      |             |
| For postage on unpaid letters from France, &c. for the United States.....                        | 3,999 57             | 3,728 56              | 3,430 59              | 3,625 62             | 14,784 34   |
| For postage on unpaid letters from France for countries beyond the United States.....            | 8 28                 | 240 30                | -----                 | -----                | 248 58      |

|                                                                                                            |           |           |           |           |            |
|------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|-----------|------------|
| For postage on letters not prepaid, &c. for the United States.....                                         | 5,746 87  | 5,574 72  | 7,094 08  | 6,526 04  | 24,941 71  |
| For postage on letters badly directed, returned, &c.....                                                   | 33        | 7 62      | 3 27      | 1 11      | 12 33      |
| For postage on letters resent, &c.....                                                                     | 11 63     | 29 18     | 17 49     | 20 26     | 78 56      |
| MAILS SENT.                                                                                                |           |           |           |           |            |
| For postage on letters for France, &c. from the United States.....                                         | 5,641 92  | 6,135 06  | 7,038 71  | 5,905 19  | 24,720 88  |
| For postage on letters for France, &c. from countries beyond the<br>United States.....                     | 24 00     | 13 04     | -----     | 18        | 37 22      |
| For postage on prepaid letters for countries beyond France from the<br>the United States.....              | 2,562 35  | 2,604 44  | 2,793 76  | 2,303 27  | 10,263 82  |
| For postage on prepaid letters for countries beyond France from<br>countries beyond the United States..... | 7 80      | -----     | -----     | -----     | 7 80       |
| For postage on dead letters returned to Washington.....                                                    | 34 71     | 57 45     | 23 85     | 47 67     | 163 68     |
| For overcharges on various letters, &c.....                                                                | 15        | -----     | -----     | 1 49      | 1 64       |
| For difference in settlement of quarterly accounts.....                                                    | -----     | -----     | 30 95     | -----     | 30 95      |
|                                                                                                            | 18,037 61 | 18,390 37 | 20,432 70 | 18,430 83 | 75,291 51  |
| Balances in favor of France.....                                                                           | 8,968 01  | 9,088 92  | 12,616 55 | 9,308 68½ | 39,982 16½ |

POSTMASTER GENERAL.

*The Post Office of Bremen, Germany, in account with the United States of America, for the fiscal year ended June 30, 1858, (service of the Post Office Department.)*

|                                                                         | 1857.<br>3d quarter. | 1857.<br>4th quarter. | 1858.<br>1st quarter. | 1858.<br>2d quarter. | Total.     |
|-------------------------------------------------------------------------|----------------------|-----------------------|-----------------------|----------------------|------------|
| <b>DR.</b>                                                              |                      |                       |                       |                      |            |
| MAILS SENT.                                                             |                      |                       |                       |                      |            |
| For postage on unpaid letters from United States for Bremen.....        | \$880 59             | \$1,434 80            | -----                 | \$895 28             | \$3 210 67 |
| For postage on unpaid letters from United States for Staaes beyond..... | -----                | -----                 | -----                 | -----                | -----      |
| For postage on unpaid letters from foreign countries, &c.....           | 19                   | -----                 | -----                 | 19                   | 38         |
| For postage on missent, redirected, and returned letters.....           | 71                   | 53                    | -----                 | 1 40                 | 2 64       |
| MAILS RECEIVED.                                                         |                      |                       |                       |                      |            |
| For postage on paid letters from Bremen for United States.....          | 848 18               | 1,165 14              | \$816 86              | 973 75               | 3,803 93   |
| For postage on paid letters from States beyond.....                     | -----                | -----                 | -----                 | -----                | -----      |
| For postage on paid letters for countries beyond United States.....     | 35 26                | 42 20                 | 27 74                 | 45 57                | 150 77     |
| For postage on paid newspapers from Bremen.....                         | 57 14                | 65 57                 | 23 83                 | 45 70                | 192 24     |
| For postage on paid pamphlets from Bremen.....                          | -----                | -----                 | 16                    | 33                   | 49         |
| For postage on dead letters returned to Bremen.....                     | 113 60               | 177 71                | 151 46                | 117 35               | 560 12     |
|                                                                         | 1,935 67             | 2,885 95              | 1,020 05              | 2,079 57             | 7,921 24   |
| Balance due the United States.....                                      | -----                | 62 54                 | -----                 | -----                | -----      |
| <b>CR.</b>                                                              |                      |                       |                       |                      |            |
| MAILS RECEIVED.                                                         |                      |                       |                       |                      |            |
| For postage on unpaid letters from Bremen for United States.....        | 50 05                | 62 23                 | 18 76                 | 331 70               | 462 74     |
| For postage on unpaid letters from States beyond.....                   | 1,235 29             | 1,394 21              | 1,166 37              | 1,182 05             | 4,977 92   |
| For postage on unpaid letters for countries beyond United States.....   | -----                | -----                 | -----                 | -----                | -----      |
| For postage on missent, redirected, and returned letters.....           | 10 58                | 7 93                  | 802 66                | 26 43                | 847 60     |

MAILS SENT.

|                                                                           |                 |                 |                 |                 |                 |
|---------------------------------------------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| For postage on paid letters from United States for Bremen.....            | 19 66           | 31 67           | -----           | 19 28           | 70 61           |
| For postage on paid letters from United States for States beyond.....     | 757 47          | 1,238 24        | -----           | 764 77          | 2,760 48        |
| For postage on paid letters from countries beyond United States.....      | -----           | -----           | -----           | -----           | -----           |
| For postage on paid newspapers from United States for Bremen.....         | 24 76           | 56 36           | -----           | 46 21           | 127 33          |
| For postage on paid registered letters from Bremen for United States..... | 32 85           | 32 77           | -----           | 30 65           | 96 27           |
| For postage on dead letters returned to Washington.....                   | -----           | -----           | -----           | -----           | -----           |
|                                                                           | <b>2,130 66</b> | <b>2,823 41</b> | <b>1,987 79</b> | <b>2,401 09</b> | <b>9,342 95</b> |
| <b>Balances in favor of Bremen.....</b>                                   | <b>194 99</b>   | <b>-----</b>    | <b>967 74</b>   | <b>321 52</b>   | <b>1,421 71</b> |

POSTMASTER GENERAL.

The Post Office of Hamburg, Germany, in account with the United States of America, for the fiscal year ended June 30, 1858, (service of the Post Office Department.)

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|                                                                       | 1857.<br>3d quarter. | 1857.<br>4th quarter. | 1858.<br>1st quarter. | 1858.<br>2d quarter. | Total.          |
|-----------------------------------------------------------------------|----------------------|-----------------------|-----------------------|----------------------|-----------------|
| <b>Dr.</b>                                                            |                      |                       |                       |                      |                 |
| MAILS SENT.                                                           |                      |                       |                       |                      |                 |
| For postage on unpaid letters from United States for Hamburg.....     | \$179 35             | \$199 70              | \$261 40              | \$386 40             | \$1,026 85      |
| For postage on unpaid letters from United States for States beyond..  | 66 35                | 32 65                 | 131 20                | 155 80               | 386 00          |
| For postage on unpaid letters from foreign countries, &c.....         |                      | 15                    |                       | 45                   | 60              |
| For postage on missent, redirected, and returned letters.....         |                      |                       |                       | 10                   | 10              |
| MAILS RECEIVED.                                                       |                      |                       |                       |                      |                 |
| For postage on paid letters from Hamburg for United States.....       | 104 00               | 73 85                 | 68 60                 | 255 45               | 501 90          |
| For postage on paid letters from States beyond Hamburg.....           | 2 20                 | 1 55                  | 2 35                  | 10 60                | 16 70           |
| For postage on paid letters for countries beyond United States.....   | 5 32                 | 31 03                 | 32 52                 | 109 86               | 178 73          |
| For postage on paid newspapers, &c., from Hamburg.....                | 9 95                 | 11 20                 | 9 19                  | 26 72                | 57 06           |
| For postage on paid pamphlets, &c., from Hamburg.....                 | 40                   |                       | 6 13                  |                      | 6 53            |
| For postage on registered letters, &c.....                            | 25                   | 3 34                  | 1 50                  | 16 85                | 21 94           |
| For postage on dead letters returned to Hamburg.....                  |                      |                       |                       | 4 10                 | 4 10            |
|                                                                       | <b>367 82</b>        | <b>353 47</b>         | <b>512 89</b>         | <b>966 33</b>        | <b>2,200 51</b> |
| <b>Cr.</b>                                                            |                      |                       |                       |                      |                 |
| MAILS RECEIVED.                                                       |                      |                       |                       |                      |                 |
| For postage on unpaid letters from Hamburg for United States.....     | 183 99               | 107 81                | 151 74                | 1,206 34             | 1,649 88        |
| For postage on unpaid letters from States beyond Hamburg.....         |                      |                       |                       |                      |                 |
| For postage on unpaid letters for countries beyond United States..... |                      |                       |                       |                      |                 |
| For postage on missent, redirected, and returned letters.....         |                      | 2 80                  | 10 60                 | 10 15                | 23 55           |



MAILS SENT.

|                                                                       |          |        |          |          |          |
|-----------------------------------------------------------------------|----------|--------|----------|----------|----------|
| For postage on paid letters from United States for Hamburg .....      | 85 05    | 79 15  | 113 65   | 187 40   | 465 25   |
| For postage on paid letters from United States for States beyond..... | 929 38   | 562 66 | 1,194 47 | 1,790 33 | 4,476 84 |
| For postage on paid newspapers, &c., from United States for Hamburg   | 33 64    | 28 72  | 77 19    | 197 79   | 337 34   |
| For postage on paid pamphlets, &c., from Hamburg for United States    | 1 06     | 48     | 4 71     | -----    | 6 25     |
| For postage on paid registered letters from Hamburg for United States | 22 76    | 19 16  | 48 75    | 50 38    | 141 05   |
| For postage on dead letters returned to Washington.....               |          |        |          | 10 15    | 10 15    |
|                                                                       | 1,255 88 | 800 78 | 1,601 11 | 3,452 54 | 7,110 31 |
| Balances in favor of Hamburg.....                                     | 888 06   | 447 31 | 1,088 22 | 2,486 21 | 4,909 80 |

POSTMASTER GENERAL.

*Balances due the United Kingdom of Great Britain and Ireland, on the adjustment of the accounts between the United States and the United Kingdom, for the fiscal year ended June 30, 1858.*

|                            |             |
|----------------------------|-------------|
| Third quarter, 1857 .....  | \$58,736 51 |
| Fourth quarter, 1857 ..... | 54,665 84   |
| First quarter, 1858 .....  | 87,331 41   |
| Second quarter, 1858 ..... | 52,534 57   |
| Total .....                | 253,268 33  |

*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, 1858.*

|                            |             |
|----------------------------|-------------|
| Third quarter, 1857 .....  | \$11,812 98 |
| Fourth quarter, 1857 ..... | 12,127 84   |
| First quarter, 1858 .....  | 13,964 08   |
| Second quarter, 1858 ..... | 9,838 08    |
| Total .....                | 47,742 98   |

*Balances due France, on the adjustment of the accounts between the United States and France, for the fiscal year ended June 30, 1858.*

|                            |            |
|----------------------------|------------|
| Third quarter, 1857 .....  | \$8,968 01 |
| Fourth quarter, 1857 ..... | 9,088 92   |
| First quarter, 1858 .....  | 12,616 55  |
| Second quarter, 1858 ..... |            |
| Total .....                |            |

*Balances due Bremen, on the adjustment of the accounts between the United States and Bremen, for the fiscal year ended June 30, 1858.*

|                                                          |          |
|----------------------------------------------------------|----------|
| Third quarter, 1857 .....                                | \$194 99 |
| First quarter, 1858 .....                                | 967 74   |
| Second quarter, 1858 .....                               | 321 52   |
| Total .....                                              | 1,484 25 |
| Balance due United States for fourth quarter, 1857 ..... | 62 54    |
| Total balances due Bremen .....                          | 1,421 71 |

*Balances due Hamburg, on the adjustment of the accounts between the United States and Hamburg, for the fiscal year ended June 30, 1858.*

|                            |          |
|----------------------------|----------|
| Third quarter, 1857 .....  | \$888 06 |
| Fourth quarter, 1857 ..... | 447 31   |
| First quarter, 1858 .....  | 1,088 22 |
| Second quarter, 1858 ..... | 2,486 21 |
| Total .....                | 4,909 80 |

*Amount of postages accounted for on foreign dead letters returned to and sent from the United States for the fiscal year ended June 30, 1858.*

|                                                       |             |
|-------------------------------------------------------|-------------|
| United Kingdom of Great Britain to United States..... | \$1, 639 45 |
| Kingdom of Prussia to United States.....              | 760 84      |
| Bremen to United States.....                          |             |
| France to United States.....                          |             |
| Hamburg to United States.....                         | 10 15       |

|                                                       |              |
|-------------------------------------------------------|--------------|
| United States to United Kingdom of Great Britain..... | \$11, 546 25 |
| United States to kingdom of Prussia.....              | 1, 645 42    |
| United States to Bremen.....                          | 560 12       |
| United States to France.....                          |              |
| United States to Hamburg.....                         | 4 10         |

*Amounts reported as being due the steamers on the Havre line, being the gross amount of postages accruing to the United States.*

| Steamers.   | Trips                                          | Amount.     |
|-------------|------------------------------------------------|-------------|
| Arago.....  | Round trip September 19 and November 3, 1857.. | \$6, 905 81 |
| Fulton..... | do...October 17 and December 1, 1857.....      | 8, 056 36   |
| Arago.....  | do...November 14 and December 30, 1857..       | 7, 434 03   |
| Fulton..... | do...December 12 and January 28, 1858....      | 8, 745 96   |
| Arago.....  | do...January 9 and February 4, 1858.....       | 8, 861 69   |
| Fulton..... | do...February 6 and March 28, 1858.....        | 9, 964 19   |
| Arago.....  | do...March 6 and April 20, 1858.....           | 7, 417 30   |
| Fulton..... | do...April 3 and May 19, 1858.....             | 6, 809 21   |
| Arago.....  | do...May 1 and June 15, 1858.....              | 7, 490 84   |
| Fulton..... | do...May 29 and July 13, 1858.....             | 6, 552 92   |
| Arago.....  | do...June 26 and August 9, 1858.....           | 6, 562 54   |
|             | Total.....                                     | 84, 800 85  |

*Amounts reported as being due the steamers on the Bremen line, being the gross amount of postages accruing to the United States.*

| Steamers.           | Trips.                                             | Amount.    |
|---------------------|----------------------------------------------------|------------|
| Ariel .....         | Round trip, October 3 and November 18, 1857.....   | \$7,868 97 |
| North Star .....    | Round trip, October 31 and December 19, 1857.....  | 8,983 06   |
| Ariel .....         | Round trip, November 28 and January 30, 1858.....  | 8,355 83   |
| North Star .....    | Round trip, December 26 and February 13, 1858..... | 8,813 20   |
| Kangaroo .....      | Outward trip, on March 20, 1858.....               | 2,835 71   |
| North Star .....    | Round trip, April 17 and June 2, 1858.....         | 8,673 63   |
| Ariel .....         | Inward trip, on May 4, 1858.....                   | 4,633 92   |
| Ariel .....         | Round trip, May 15 and June 29, 1858.....          | 9,016 70   |
| Northern Light..... | Round trip, June 12 and July 26, 1858.....         | 7,842 68   |
| North Star.....     | Round trip, June 19 and July 20, 1858.....         | 7,312 89   |
|                     | Total.....                                         | 74,336 59  |

*Amounts reported as being due the "miscellaneous" steamers, (substitutes for the Collins' line,) being the gross amount of ocean postages accruing to the United States.*

| Steamers.            | Trips.                                     | Amount.    |
|----------------------|--------------------------------------------|------------|
| Edinburgh .....      | Outward trip, on February 13, 1858.....    | \$3,057 24 |
| New York.....        | Outward trip, on March 13, 1858.....       | 3,134 23   |
| City of Baltimore... | Round trip, April 10 and May 12, 1858..... | 4,743 20   |
| City of Washington.  | Round trip, April 24 and May 23, 1858..... | 4,586 07   |
| Kangaroo .....       | Round trip, May 8 and June 9, 1858.....    | 4,363 51   |
| Vanderbilt .....     | Round trip, May 22 and June 19, 1858.....  | 7,254 74   |
| City of Washington.  | Round trip, June 5 and July 6, 1858.....   | 5,231 85   |
|                      | Total.....                                 | 32,370 84  |