

REPORT OF THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,

December 4, 1854.

SIR: The whole number of post offices in the United States on the 30th of June, 1854, was 23,548. Of this number 257 are offices the annual commissions from which amount to one thousand dollars or upwards, and the appointments at these offices are therefore made by the President, by and with the advice and consent of the Senate, agreeably to the provisions of the act of 1836. The number of offices established during the last fiscal year was 1842, and the number discontinued 614; showing a net increase in one year of 1228. The number of which the sites and names have been changed in the course of the year was 499. The number of postmasters appointed during the year was 8618. Of these, 4185 were appointed to fill vacancies occasioned by resignations, 1977 by removals, 320 by deaths, 294 by change of names and sites, and 1842 on establishment of new offices. The total number of offices on the 1st of December, 1854, was 23925.

On the 30th June last, there were in operation 6697 mail routes. The number of contractors was 5167. The length of these routes is estimated at 219,935 miles.

The total annual transportation of mails was 63,387,005 miles, costing \$4,630,676, and divided as follows, viz:

21,267,603 miles by modes not specified, at \$1,092,833, about 5 cents per mile.

20,890,530 miles by coach, at \$1,290,095, about 6 cents per mile.

15,433,389 miles by railroad, at \$1,758,610, about 11 cents 4 mills per mile.

5,795,483 miles by steamboat, at \$489,138, about 8 cents 4 mills per mile.

Compared with the services of the 30th June, 1853, there is an increase of 1,494,463 miles of transportation, or about 2½ per cent., and of \$134,708 cost, being about 3 per cent.

The increase of railroad service is 2,446,684 miles, and the expense \$157,281; being 19 per cent. in transportation, and not quite 1 per cent. in cost.

The increased transportation by modes not specified is 377,157 miles, or about 1 per cent., at a cost of \$37,520, or 3.55 per cent. The transportation by coaches is less by 439,796 miles, or about 2 per cent., though at an increased cost of \$53,137, or 6.88 per cent. The unprecedented extension of railroads superseded much coach service. The increased cost for a diminished amount of such service may be accounted for from the fact that the new contracts in New England and New York, commencing 1st July, 1853, were made at largely enhanced rates, increasing the aggregate expense, while the amount of service was largely reduced.

Steamboat transportation during the past year was reduced 889,692 miles, or 15½ per cent., at a reduced cost of \$143,230, or 29.7 per cent. This is accounted for by the discontinuance of service between Wilmington, N. C., and Charleston, S. C., Savannah, Ga., and Charleston, and Detroit and Buffalo, and the suspension of service on the Arkansas and White rivers, owing to the failure of the contractors. Several steamboat routes were also dispensed with at the lettings of new contracts for New England and New York.

The portions of service in the foregoing estimates chargeable to California, are 691,630 miles of annual transportation, costing \$142,933, and varying but slightly from last year's report.

Steamboat transportation 159,190 miles, at \$21,000.

Coach transportation 174,026 miles, at \$36,185.

Modes not specified 258,484 miles, at \$86,748.

In Oregon the service is as follows:

Steamboat 38,038 miles, at \$17,000.

Modes not specified 98,988 miles, at \$23,151.

Total transportation, 137,026 miles. Total cost, \$45,151.

The annual transportation by steamboat was increased 10,760 miles during the year, without additional pay.

The following table exhibits the extension of railroad service during the year, separately, in five groups of States.

	Length of route.	Miles of annual transportation.	Additional cost.
New England and New York.....	689	971,341	\$99,488
New Jersey, Pennsylvania, Delaware, Maryland, and Ohio.....	343	453,660	15,518
Virginia, North Carolina, South Carolina, Georgia, and Florida.....	398	236,987	56,863
Michigan, Indiana, Illinois, and Wisconsin.....	606	710,168	44,214
Kentucky, Tennessee, Alabama, Mississippi, and Louisiana.....	191	75,504	11,234

The lettings for the year embraced the States of Alabama, Mississippi, Louisiana, Arkansas, Texas, Missouri, Kentucky, Tennessee, Iowa, Wisconsin, Michigan, Indiana, Illinois, California, and the Territories of Oregon, New Mexico, Utah, Washington, and Minnesota.

In some of the States and Territories I found the mail facilities greatly deficient, and not at all such as the wants and requirements of the people absolutely demanded. After a careful survey of each State and Territory, I gave to it such additional facilities as its increasing trade and population seemed to require.

A comparison of the service under the new contracts, commencing 1st July last, as in operation on 30th September, with that under the expired contracts in the northwestern and southwestern sections of the Union, shows that the annual transportation of mails has been increased 2,990,860 miles, at an increased cost of \$396,878 per annum, divided among the several States and Territories as follows:

	Increased miles of annual transportation.	Increased annual cost.
Michigan	146,348	82,180
Indiana	940,255	60,425
Illinois	966,618	67,966
Wisconsin	75,537	39,361
Iowa	180,156	30,025
Missouri	23,000	11,635
Minnesota	62,900	2,002
Kentucky	269,258	.....
Tennessee .....	.....	16,265
Alabama .....	.....	19,764
Mississippi	577,318	49,214
Arkansas	477,156	46,694
Louisiana	368,904	41,138
Texas	469,148	67,154
California	68,302	.....
Utah	25,960	12,203

In Alabama the transportation has been slightly decreased, though the total cost of service is increased \$19,764.

In New Mexico the same amount of transportation continues as under the former contracts, but at a reduced cost of \$10,700.

In California 68,302 miles of additional transportation is obtained at a reduced annual cost of \$41,804, according to the accepted bids; but, owing to the failure of the bidders on two important routes, it is expected that the actual cost of the service will be largely increased.

The service in Oregon has been reduced by not renewing the contracts on the routes from Columbia to Cascades, Cascades to Wascapum, and Wascapum to Salt Lake.

In Kentucky 269,258 miles of additional service were obtained at less pay than under the former contracts.

Of the 2,990,860 miles of transportation above stated, 1,292,650 miles are performed by railroad. Of the additional cost of \$395,373, \$106,951 is for railroad service. The total annual transportation under the new contracts, as adjusted for the quarter ending 30th September, is 29,047,050 miles, and the total annual cost \$2,375,789, divided as follows, viz:

- 3,576,966 miles by railroad, at \$343,118, or 9 cents 6 mills per mile.
- 4,159,864 miles by steamboat, at \$436,768, or 10½ cents per mile.
- 6,074,072 miles by coach, at \$646,068, or 9 cents 6 mills per mile.
- 14,636,148 miles by modes not specified, at \$949,835, or 6½ cts. per mile.

Contracts have been made to convey mails by steamboat between New Orleans, St. Francisville, and Vicksburg, at \$75,000 per annum; and between Mobile and Montgomery, Alabama, at \$35,000 per annum, which are not included in the foregoing statements. The amount of pay for service as in operation on 30th September, between New Orleans and St. Francisville, by transient boats, is \$33,680. It is proper, therefore, to add for the new regular service \$41,320, which, with the \$35,000 on the Alabama river route, will increase the cost of the ser-

vice for the current year \$76,020; making the whole additional cost of the new contracts \$471,693. To these must also be added the cost of additional route agents, local agents, and mail-messengers, appointed since 1st July, amounting to \$7,988.

There were in service on the 30th June last 236 route agents, at a compensation of \$181,600 per annum; 21 local agents, at \$15,490 per annum; and 968 mail-messengers, at \$92,131 80 per annum—making a total cost of \$269,221 80 per annum to be added to the other cost of transportation, stated above at \$4,630,676.

Pursuant to the act of Congress of 5th August, 1854, I invited proposals, on the 31st August, for conveying mails from Cairo, Illinois, to New Orleans, and back, daily, in steamboats. Only one bid was received within the prescribed time, (6th November;) and that being for \$300,000, I did not feel myself at liberty to accept it. A second bid, at a much more reasonable rate, was received after the regular time had expired. There are now no great mail lines in operation, with which to connect the proposed one at Cairo. The time is, however, not distant when the necessary connexions will be effected by the completion of the Illinois Central railroad to Cairo, and of the Ohio and Mississippi road to its point of intersection from the east with the Illinois Central. I am informed that by the 1st of January the Illinois Central will be completed, and that by the 1st of July the Ohio and Mississippi road will make its eastern connexion with that road. The chain of railroads between the Atlantic at various points and the Mississippi river, thus completed, will attract large and important mails which are now conveyed on other routes, and most materially enhance the importance of a steamboat route between Cairo and New Orleans. Moreover, it is reasonable to anticipate such an increase of trade and travel in the same direction as will go very far towards sustaining a line of boats, thus reducing the cost of mail service. At present the principal, if not the only, support of the line would be from this department; and I have therefore deemed it my duty not to enter into a contract now, but await developments so soon to be expected, enabling me to negotiate terms much more advantageous both to the public and this department. In the mean time mails are regularly conveyed, as heretofore, by the trip, between Louisville and New Orleans, and St. Louis and New Orleans. I have also contracted for separate service between New Orleans and Vicksburg, Vicksburg and Napoleon, and Napoleon and Memphis.

There were in operation on the 30th September last 239 railroad routes. Their aggregate length was 16,621½ miles, and the cost of mail transportation thereon was \$1,923,747 89.

Add to this the sums paid mail messengers, route and local agents, and the whole cost of the service will be \$2,196,249 89.

In adjusting the rate per mile to be paid these railroads, great difficulties continue to exist. The principle which should regulate their pay seems to be agreed upon. The companies allege that the government should not ask or expect them to perform for it any service at a less rate than that paid by individuals for similar services. This principle has never been denied or disputed by the Post Office Department; but, on the contrary, it has always maintained—and this has been ever the

great cause of difficulty between the department and the companies—that the government has been charged and paying much greater prices than those paid by individuals. Whether this be so or not, is a matter that could be easily settled by computation. And when the Post Office Committee of the House of Representatives, at its last session, proposed a bill fixing certain rates per mile for mail transportation on the roads, if it could have been shown to them that the rates thus fixed were too low, considering the weight of the mail, its importance, and the facilities and space given for its transportation, I am satisfied they would have at once increased the rates. What is required is to fix fair and just prices—companies performing similar services to receive the same pay, which is not now the case, and all of them to be paid according to the bulk of the mails, the speed with which they are conveyed, and the accommodations required. The sums paid by express companies would be a very unfair criterion by which to regulate the charges to be paid for the conveyance of the mails. Controlled by no competition, excepting such as it is in the power of the railroad companies themselves to prevent, they can pay any prices which may be demanded of them, and assess it upon their customers. It would be unjust, too, to found a calculation upon the assumption that the mail-car was twenty-five feet in length—fifteen for a mail room and ten for a post office—and then to estimate and charge both for weight of car and mails at fourteen tons. Accommodations such as these are required, both for the security of the mails and to enable route agents properly to discharge their duties; and to this fact I early drew the attention of the companies, but these accommodations have not been given. Many of the railroads, desirous of properly serving the public, devote a car exclusively for mail purposes; but in the great majority of cases, a car is divided between the government and the express companies, or a space is apportioned off for the route agent, the mail being placed with the baggage in one end, and the balance of the car appropriated for a smoking-room.

The calculations which I have made, and those which some of the companies make, differ most widely, and show that they are receiving for the mail much more than for first class freight; but the question, whether the calculations of the department or the companies be correct, could be readily settled by a committee of Congress; and if the companies wish government to pay them only such prices as they receive for individuals, the whole matter is one of easy solution. In the opinion that this government is paying much more for railroad mail service than it is worth, I have been confirmed by the prices paid for similar services in England, France, Germany, and Canada.

With the Great Western Railroad Company, in the latter country, the department, in March last, entered into a contract to carry the United States mail from Suspension Bridge, New York, to Detroit, Michigan, for the sum of thirty dollars a mile. The same cars carry the local Canada mail; and if the Canadian government allow this company thirty dollars a mile, in addition to the sum received from this department, this important trunk road will be receiving sixty dollars a mile.

It is of very great importance that kind relations should always exist between the Post Office Department and the different railroad compa-

nies, because, when such is the case, the public interests are always better served. It has been, and will ever be, my effort to preserve these relations. Exorbitant demands for services, however, will always be refused; and when a schedule is arranged, not by the department alone, because it has no such power, but by the joint concurrence of the department and the company, who always have regard to the local business of the road, the public officer would be derelict in his duty who would not exact a conformity thereto. Unless such were the case, there would be no order or regularity in the mail system, and business in its thousand ramifications would be seriously disturbed. When a fine is laid, if afterwards good cause be shown, it is always remitted; but it is not asserting too much to say, that every delay of the mail causes embarrassment, if not injury, to hundreds, and therefore every excuse should be carefully examined. The merchant, manufacturer and farmer rely upon the mail principally for their remittances; all classes of our citizens anxiously await the arrival of their letters and newspapers; and if, through the inattention or neglect of the railroad companies, or their agents, delays take place, what good reason can be assigned why they should not be treated as other contractors?

By the act of 2d July, 1836, it is provided that contracts shall, in all cases, be awarded to the lowest bidder. In order to guard the department against fraud and imposition, the form of a bid is prescribed by the regulations. A guarantee is likewise provided for in the act, by which two responsible persons undertake, that if the party bidding be accepted, he shall enter into the contract for the service proposed, with good and sufficient securities. A certificate is then required to be signed by a postmaster, judge, or clerk of record, who certifies to the sufficiency of the guarantors. Notwithstanding these precautions, irresponsible men frequently become bidders having no design of performing the service, but with the sole object of selling out their bid. Failing to find a purchaser, they refuse to enter into the contract; and when inquiry is made into the sufficiency of the guarantors, in order to institute an action against them, it is discovered that they are pecuniarily worthless. On failures of this description, the contract is awarded to the next lowest bidder; but as he is not bound by his bid after the acceptance of the lowest bidder, it very frequently happens that he declines its acceptance, and the department is thus obliged to pay much more for the service than it could have been had for, or than it is really worth. Such instances occurred frequently at the last lettings, which have increased very much the cost of the service. Some discretion should be lodged in the Postmaster General to prevent such frauds; but, in its absence, I have determined, at the next lettings to designate certain postmasters in each State in which a letting is to be had, who alone will be authorized to give the required certificate.

The proper distribution of mail matter in a country so vast as ours, with so many mail routes, and so many post offices, is a subject attended with great difficulty, and to which the attention of my predecessors has frequently been directed. Letters, instead of having one, or at most two distributions, have been distributed four or five times before their arrival at the destined point. The consequence has been

that the distribution and delivery commissions have almost consumed the postage; but the worst evil arising from this practice has been, that great delays have been occasioned, which have always been the subject of just complaint.

To distribute mail matter properly, requires a minute knowledge of mail arrangements, and this the department alone can have. If the postmasters at the various distributing post offices were permitted to make their own distribution schemes, with their necessarily imperfect knowledge, great mistakes must occur; and instead of a letter being mailed direct to the distributing office to which it belongs, it would be mailed from point to point along the route until it reached its destined point. To prevent these delays, and at the same time to possess myself of the local knowledge of the postmasters at the distributing post offices, I caused to be forwarded to me the different schemes of distribution. Some of them I found quite perfect, but the great majority of them were very defective, and my only surprise has been that greater delays in the delivery of letters have not taken place. I am now having prepared distribution schemes for every distributing office in the country, allotting to each its proper distribution. When they are completed, the postmaster at the mailing point can, by turning to his scheme and looking to the counties and towns in each State allotted to the various distributing offices, be enabled to mail direct.

The department will likewise have the important matter of distribution under its exclusive control; and when new mail arrangements are made by railroad or otherwise, which would change the course of distribution, the different offices can be instructed accordingly. Much, however, remains to be done. Every distribution causes delay; and this must necessarily take place, under our present system, once or twice, which is one great cause of the complaint that letters do not reach their point of destination as soon as passengers. When the letter is from one distributing office to another, the mailing is direct, and if sent on its proper course, there is no good reason for any delay. The mailing, indeed, should be direct from every post office in the United States to another; but this, under our present system, I view as impracticable. With our existing regulations, which prescribe that every postmaster shall mail direct to the place addressed all letters for his own State or Territory, and all letters for post offices in other States or Territories which should not pass through a distributing office on their proper route to the office of delivery, rigorously enforced, and the new schemes of distribution in operation at the various distributing offices, I trust to be able to give to our mails greater speed and regularity.

The Auditor reports the expenditures of the department, for the last fiscal year, at \$8,677,424 12, for the following objects, viz:

Compensation to postmasters.....	\$1,707,708 29
Extra compensation to postmasters by the act of March 3, 1851	34,799 97
Ship, steamboat, and way letters.....	19,549 67
Transportation of the mails, including the mails to Bremen, Havre, and Havana, and the mails across the Isthmus of Panama.....	6,401,382 50

Wrapping paper.....	\$40,463 66
Office furniture, (for post offices).....	5,929 36
Advertising.....	103,863 57
Mail bags.....	48,861 57
Blanks.....	78,176 81
Mail locks, keys, and stamps.....	10,070 77
Mail deprecations and special agents.....	48,769 51
Clerks for offices (of postmasters).....	631,138 26
Official letters received by postmasters.....	447 32
Postage stamps.....	13,664 57
Stamped envelopes.....	47,418 77
Postage stamps of old issue redeemed.....	51 65
Payments to letter carriers.....	135,968 52
Compilation of post routes.....	1,000 00
Miscellaneous payments.....	153,617 96
Payments for British mails.....	94,541 39
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	8,577,424 12

The gross revenue of the last fiscal year, including foreign postages and the annual appropriations from the treasury, granted by the acts of 3d March, 1847, and 3d March, 1851, in compensation of mail services rendered to the government, amounted to \$6,955,586 22, viz :

Letter postage.....	\$3,277,110 50
Postage stamps sold.....	2,146,476 02
Newspapers and pamphlets.....	606,148 18
Fines, (other than from contractors).....	17 50
Emolument accounts of postmasters.....	81,952 46
Letter-carriers.....	135,968 52
Recovered from failing contractors.....	400 00
Dead-letter money unclaimed.....	4,346 11
Miscellaneous receipts.....	3,166 93
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	6,255,586 22
Annual appropriations above stated.....	700,000 00
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	6,955,586 22

The revenue, as above stated, includes the balance against the department of \$133,565 61, resulting from our postal account with Great Britain, Prussia, and Bremen, for the last fiscal year.

The expenditures of the department for the past year, including payments for foreign postages, were, as already stated..... \$8,577,424 12

The revenue of the year, including foreign postages and the appropriation for free matter, amounted to..... 6,955,586 22

. Deficiency..... 1,621,837 90

To the deficiency above stated should be added the balances due and unpaid to the London and Bremen offices up to the 1st July last, less the balances due by the Prussian office up to the same period, viz:

Balances due the London office from April 1, 1863, to June 30, 1864.....	\$230,259 07	
Balances due and unpaid to the Bremen office to the same period.....	13,465 40	
	<u>243,724 47</u>	
Less balances due from the Prussian office 1st January, 1863, to June 30, 1864..	110,241 14	
		<u>\$133,493 33</u>

Total deficiency for 1864..... 1,755,321 23

The deficiency for the year ending June 30, 1863, as stated in my report of last year, was..... \$2,117,078 20
 In the year 1864 the deficiency, as above stated, was.. 1,755,321 23

Difference in favor of 1864..... 361,756 97

One of the results of the great activity and expansion which has prevailed in the general business operations of the country during the past year, is manifest in an extraordinary increase of the post office revenue; and that it may be seen in which branch this increase has mainly arisen, the revenue of the past and preceding year is here presented in a comparative statement, from which the foreign postages are excluded:

	Revenue of 1863.	Revenue of 1864.
Letter postage	\$2,843,965 42	\$3,377,110 50
Stamps sold.....	1,629,262 12	2,146,476 02
Newspapers and pamphlets	611,333 42	606,148 18
Emolument account of postmasters.....	38,336 01	81,952 46
Received from letter-carriers.....	113,017 73	135,968 52
Miscellaneous receipts.....	4,760 00	7,930 54
Annual appropriation for free matter.....	700,000 00	700,000 00
	<u>5,940,724 70</u>	<u>6,956,596 22</u>
Deduct the balance in each year resulting from our postal accounts with England, Prussia, and Bremen.	94,466 27	138,928 31
	<u>6,846,258 43</u>	<u>6,816,657 91</u>
		<u>5,846,258 43</u>
Total increase of 1864.....		<u>970,399 48</u> or 18.85 per cent.

If from the letter postage and stamps sold in each year the foreign balances be deducted, there will appear an increase, over 1863, of 20.67 per cent., while the revenue from newspapers and pamphlets in 1864 seems to have fallen off nearly one per cent.

But the general account of "stamps sold" is necessarily so kept as to embrace not only the letter postage stamps and stamped envelopes, but also the one-cent blue stamps, which are generally used to pre-pay transient newspapers, printed circulars, and dropped letters, and occasionally upon domestic and foreign correspondence. Therefore, to arrive at a proper estimate of the revenue from printed matter, it is necessary to accord to it its due proportion of the stamps sold. If we admit 75 per cent. of the average amount of the blue stamps sold in the last three years to belong to the revenue from printed matter, then the condition of the revenue derived from that branch in the last four years will be shown by the following statement:

	Year ending June 30, 1851.	Year ending June 30, 1852.	Year ending June 30, 1853.	Year ending June 30, 1854.
Revenue, as stated by the Auditor.	\$1,035,130 89	\$789,246 36	\$611,333 48	\$606,148 18
Three-fourths of blue stamps sold.	None issued this year.	38,061 64	32,856 17	53,960 61
	1,035,130 89	827,308 00	644,291 65	660,098 79

As the act of 30th August, 1852, fixing the present rates of postage on printed matter, took effect on the 1st of October following, a fair comparison can only be instituted between the revenue of the last two fiscal years, through the whole of which the existing rates of postage prevailed. This shows that after giving to each year the liberal allowance of three-fourths of the one-cent stamps sold, the year ending June 30th, 1854, exceeds the previous year only 2.45 per cent. In this act there is a clause which provides that "when the postage on any newspaper or periodical is paid quarterly or yearly in 'advance,' one-half only of the regular rates shall be charged."

In view of the trivial increase of the postage on printed matter and of the extremely low rates, particularly for newspapers and periodicals, I would recommend that the law be so far changed as to omit the clause referred to, leaving the department to fall back upon the act of 1826, under which quarterly payments in advance on newspapers and periodicals have heretofore always been required. The propriety of this recommendation will be apparent not only for the reasons above suggested, but also from the following comparative statement of facts.

Under the act in operation prior and up to July 1, 1851, the postage, for instance, on a weekly newspaper, when sent not over one hundred miles, or any distance in the State where published, was thirteen cents, and when sent over one hundred miles, or out of the State where published, nineteen and a half cents a quarter. By the act of 3d March, 1851, six different rates, according to distance, were established. Thus on a weekly newspaper, for any distance not exceeding fifty miles, five cents a quarter; over fifty, and not exceeding three hundred miles, ten cents; over three hundred, and not exceeding one thousand miles, fifteen cents; over one and not exceeding two thousand miles, twenty cents; over two and not exceeding four thou-

sand miles, twenty-five cents; over four thousand miles, thirty cents a quarter; and weekly newspapers to subscribers in the county where published were made free. By this act, the postage, it will be perceived, for any distance not over one thousand miles, was greatly reduced; but owing to the diversity of rates, the too great reduction for the shorter, and too great increase for the longer distances, its modification was at once called for, and this resulted in the present law, by which the quarterly rate on any weekly newspaper or periodical, not exceeding three ounces in weight, sent any distance in the United States, is only six and a half cents. On newspapers not exceeding one and a half ounces in weight, when circulated in the State where published, the quarterly rate is still one-half less, being only three and a quarter cents; and weekly newspapers to subscribers in the county where published go free. I cannot avoid the conviction that, had it been clearly understood that the act of 1825 required pre-payment quarterly in advance on regular newspapers to subscribers, and that the effect of the clause in question would be to reduce the postage on the great bulk of printed matter, to rates so exceedingly low, Congress would never have given its sanction to the measure. If my recommendation be adopted, the quarterly postage, for instance, on a weekly newspaper or periodical not exceeding one and a half ounces in weight, circulated in the State where published, (and in the same proportion for more frequent publications) will be six and a half cents; and when not over three ounces in weight, sent to any part of the United States, thirteen cents a quarter. The newspapers to subscribers living in the county where published will continue to go free.

The expenditures of the current year ending June 30, 1855, owing to causes not within the control of the department, will greatly exceed those of the past year. In my report of 1st December last, I had the honor to state that the commissions allowed to postmasters by the sixth section of the act to establish certain post roads, &c., approved 3d March, 1853, had proved insufficient at several of the distributing offices to defray the expenses necessary to their efficient administration; and to remedy a state of things so injurious to the service, I then recommended the restoration to the Postmaster General of the discretion given him by the sixth section of the "act to reduce and modify the rates of postage," approved March 3, 1851, so that he might have it in his power to allow to the postmasters at such distributing offices the means necessary to defray expenses. At the same time I took occasion to say, that while the power should be given to meet the exigencies of a particular class of cases, not exceeding twenty in number, there were abundant reasons why a larger share of the postages should not be diverted from the general purposes of the department. Upon representations subsequently made, it was deemed expedient to ask an enlargement of the power above mentioned, so far only as to embrace a few separating offices situated at points exacting great labor and affording but a nominal compensation to the incumbents.

Careful estimates were made by the Auditor of the increase of expense necessary to relieve the few distributing and separating offices which might, upon investigation, appear to be justly entitled to aid from the department, and the conclusion was, that the whole amount could

not exceed \$45,000 per annum. This sum would certainly have been sufficient to cover all proper demands for additional aid. But the views of the department did not prevail, and Congress passed the act of June 22, 1854, fixing an increased scale of commissions, and raising the aggregate compensation of all the postmasters in the United States not less than \$300,000 per annum, thereby increasing the expenditures of the department to that amount, instead of \$45,000, as had been recommended. The expenditures of the current year for "compensation to postmasters," "clerks for offices," &c., will be further increased by the operation of the fourth and fifth sections of the act of 27th July, 1854, making provision for the postal service in the State of California and the Territories of Oregon and Washington. By the fifth section of the act, the Postmaster General is authorized and directed to allow, in the settlement of the accounts of postmasters in California and Oregon originating previous to the 30th June, 1853, "all just and reasonable expenses incurred by them in and about the business of their respective offices, and the discharge of their official duties: *Provided*, That no allowance shall be made whereby the United States shall be charged with any indebtedness whatsoever." The balances due from late and present postmasters in California and the Territories of Oregon and Washington, subject to the operation of the fourth and fifth sections of the act just mentioned, amounted, on the 30th June, 1854, to \$164,144 41; of which sum, it is estimated that not less than \$50,000 must be cancelled under the provisions of the fifth section, and carried into the general accounts of the department as expenditures of the current year. In addition to the burdens thrown upon the revenue of the department by the general increase of the compensation of postmasters, and the special legislation for those in California, Oregon, and Washington Territories, the cost of transporting the mails will be greatly increased in the present year by putting new post routes in operation, by the enhanced prices demanded in the very large section let to contract from the 1st July last, and by important improvements in the grades of service generally. While I shall take care that the expenditures of the department are not unnecessarily increased, and that it shall draw from the general treasury only as much as its absolute wants require—which I fear it must necessarily do for some years under the present rates of postage—it would be neither wise nor expedient to deprive or keep from our people the mail facilities which they require. The principle adopted in the infancy of our republic, that the Post Office Department should sustain itself from its own revenues, was, in my opinion, most wise and salutary.

A postage was then laid sufficient to meet the wants of the service, and under this system each citizen paid the expenses of the transportation of his own letters, and others were not taxed for his benefit, as they must be when sums have to be drawn from the general treasury to meet deficiencies in the post office revenues.

Having thus briefly adverted to some of the causes of increase in the expenditures in the current year, I proceed to show what those expenditures will probably be, and what means the department will have to meet them.

It is estimated that the expenditures for the year 1855, exclusive of

payments for foreign postages accruing within the year, will be about \$9,841,921 33, viz:

The rate of cost of transportation, including foreign mails, on the 30th of June, 1854, was..... \$5,517,312 00

To the cost of transportation in 1854, add the increase in the current year which will be occasioned by the enhanced prices of the new contracts commenced 1st July last, in the Northwestern, Western, and Southwestern States and Territories, including California and Oregon, for the extension and improvement of the service therein, and by improvements in other sections, about..... 650,000 00

Total for transportation in 1855..... 6,167,312 00

For compensation to postmasters, clerks for offices, ship, steamboat and way letters, wrapping paper, advertising, office furniture, mail bags, blanks, mail locks, keys and stamps, mail depredations and special agents, postage stamps and stamped envelopes, letter-carriers, and miscellaneous payments..... 3,541,126 00

For balances due to foreign countries up to June 30, 1854, which will be paid in 1855,..... 133,483 33

9,841,921 33

The means for the year 1855 will probably amount to \$9,989,944 90.

The balance stated by the Auditor as at the credit of the revenue account on the 30th June last, was.... \$740,078 63

From the above balance the following deductions should be made, viz:

Doubtful and unavailable balances due by late postmasters, originating prior to June 30, 1854..... \$149,438 34

California accounts, estimated at..... 50,000 00

Balances due for foreign postage accounts, prior to June 30, 1854..... 133,483 33

332,921 67

Available for 1855..... 407,156 96

The gross revenue of the year, exclusive of balances resulting from the foreign postage accounts, is estimated at 6,728,324 00

The appropriations for free matter, less \$200,000 drawn in 1854..... 500,000 00

The appropriation to supply deficiencies in the year 1855, made by the act of August 5, 1854..... 2,344,464 00

9,079,944 96

Estimated expenditures of 1855..... 9,841,921 33

Estimated surplus June 30, 1855..... 138,023 63

During the three years which commenced on the 1st July, 1851, and ended on the 30th June, 1854, the department issued 166,126,417 postage stamps, and 26,076,666 stamped envelopes, amounting in the aggregate to \$5,507,022 03; of which \$5,092,301 73 were sold, being about 92½ per cent. of the whole amount issued.

Having ascertained that the mode of examining and checking the quarterly returns of postmasters was radically defective, I took occasion to invite attention to the subject in my report of last year, and I again advert to it because subsequent investigation and experience have convinced me that a thorough check of the accounts, under the present system, is wholly impracticable. Such a check is indispensable to the safety of the revenue, and can in no way be effected so certainly, at so little cost, and with so much advantage to the service, as by adopting pre-payment of postage in all cases not coming within our postal arrangements with foreign countries. This plan, connected with a well-digested system for the registration of letters, to which I shall presently allude, would quicken correspondence, while it would facilitate and expedite the operations of the post offices in mailing and delivering letters, and inspire confidence in the department as a safe means of transmitting letters containing remittances.

Very soon after I entered upon my duties in this department, its large and increasing correspondence in regard to the loss of valuable letters intrusted to the mails, attracted my attention. I found, on examination of the subject, that although Congress, in establishing our postal system, appears to have had principally in contemplation the providing of suitable and convenient means of correspondence, and the diffusion of intelligence, yet from that time until now the mails have been used, to a large and constantly-increasing extent, for the transmission of bank-notes and other valuable enclosures, and are now the principal means through which the remittances of the country are made, while neither the laws nor any regulations of this department have provided any additional guards for their security against loss or depredation beyond those originally established.

In view of the enormous sums which are constantly passing through the mails, the losses by depredation are inconsiderable. Still such losses are numerous. Their aggregate amount is large, and they are increasing with the growth of our country and the extension of its mail service. Under these circumstances I have thought it proper to recommend such legislation on this subject as may enable this department to give greater security to valuable letters in the mails, without assuming any liability for their ultimate loss. By our present system, all letters mailed at a given date at one post office, for delivery or distribution at another, are entered *in gross*, according to their several rates of postage, upon one post-bill. If a letter of great value be embraced in the bill, neither its address nor any other description of it is entered on the post-bill, by which it can be distinguished from other letters of the same grade or rate of postage. Nor is the address or description of any such letter entered on the postmaster's account of mails sent, nor indeed upon any other record kept in the office from which it is sent. The only

account kept by the postmaster is a *money account*, made up each day of the several aggregates of postages of the different rates, either collected or charged as unpaid.

It will be seen that, under such a system of accounts, a missing letter can never be traced with certainty, for the account neither furnishes evidence that a particular letter ever reached the place of its destination, nor even that it left the office of mailing. Believing that this imperfection in our system can only be remedied by the adoption of a general and uniform plan of registration for all valuable letters, I have, after consulting the experience of other countries on the subject, devised a plan of registration which I think suited to our circumstances, and likely to add greatly to the security of the mails against depredation. It provides that receipts shall be given for valuable letters when posted, and that duplicates of these receipts shall be kept for reference at the office of mailing; that the full address of such letters shall be entered on a separate post-bill, which shall be copied at large upon an account to be kept of registered letters sent. This post-bill is to be forwarded in a sealed envelope, separate from the package of letters to which it relates, and its receipt at the office of its destination is to be acknowledged by a duplicate thereof returned to the office of mailing, marked correct or otherwise, as it may be found on comparison. It provides that, at the large offices, valuable letters shall be received at one window only, and that the receiving clerk shall check them to the register clerk, and he to the mailing clerk. It is, in short, designed to fix responsibility, and to furnish means which do not now exist for tracing a missing letter from the point of its reception to that of its disappearance. To carry this plan into effect, it will be required that new and expensive blanks be prepared and distributed, and that an increased clerical force be employed in the principal post offices. I have not, therefore, felt at liberty to adopt it without the sanction of Congress, and authority to establish such additional rate of postage on this class of letters as may be deemed adequate to the expense of registration.

In Great Britain the "registration fee" on inland and most foreign letters is sixpence sterling (about twelve cents,) in addition to the ordinary rates of postage; and it is expressly provided that "such registration shall not render the Postmaster General, or the post office revenue, in any manner liable for the loss of any such post letters, or the contents thereof." It is believed that authority to establish an additional rate of five cents on each letter registered, and to require the postage on all registered letters to be prepaid, would enable the department to carry into effect the plan here submitted without prejudice to its revenues. It is not proposed to make the registering of valuable letters compulsory, nor that the government shall become liable for such letters when lost, but only to enable each person mailing a valuable letter to do so in the ordinary manner, or to add something to its security, by the payment of a small registration fee. I have no doubt that the registration of valuable letters, as proposed, would be highly appreciated as a means of security by the large commercial classes of the community, whose collections and exchanges are made principally through the mails, and who have, from time to time, urged in vain upon this de-

partment the adoption of some such plan for their protection. I believe, too, that such a system of registration would relieve this department from the imputation of numerous losses not properly chargeable upon it; cases in which valuable letters alleged to have been lost through the mails, either never reached any post office, or have been stolen after arriving at the places of their destination.

The cost of the service for the last fiscal year on the several United States mail steamship lines, and across the Isthmus of Panama, is as follows:

New York to Liverpool, Collins line, twenty-six round trips	\$858,000 00
New York <i>via</i> Southampton to Bremen, eleven round trips	183,333 26
New York <i>via</i> Cowes to Havre, eleven round trips	137,500 00
New York and New Orleans to Aspinwall, twenty-four round trips, including same number of trips between New York and New Orleans <i>via</i> Havana	289,000 00
Astoria <i>via</i> San Francisco to Panama, twenty-four round trips	348,250 00
Charleston <i>via</i> Savannah and Key West to Havana, twenty-four round trips	50,000 00
New Orleans to Vera Cruz, twenty-four round trips, omitting Tampico	37,200 00
Aspinwall to Panama	119,727 03
	<hr/>
	2,023,010 29
	<hr/>

By the act of Congress approved the 3d of March, 1847, the president was authorized to contract for the construction and equipment of four first class sea-going steamships to be attached to the navy of the United States. It was by the second section made the duty of the Secretary of the Navy to accept, on the part of the government of the United States, the proposals of E. K. Collins and his associates for the transportation of the United States mail between New York and Liverpool. The steamships to be employed were to be so constructed as to render them convertible, at the least possible cost, into war steamships of the first class. By the fourth section of the same act it was likewise made the duty of the Secretary of the Navy to contract with A. G. Sloc for the transportation of the mail from New York to New Orleans, twice a month, and back, touching at Charleston if practicable, Savannah, and Havana, and from Havana to Chagres, and back, twice a month. The fifth section authorized him to enter into a contract to carry the mail from Panama to Oregon once a month. The sixth section made it the duty of the Secretary of the Navy to provide, in the contracts authorized by the act, that the Navy Department shall at all times exercise control over said steamships, and at any time have the right to take them for the exclusive use and service of the United States; due provision being made in the contracts for the mode of ascertaining the proper compensation to the contractors therefor.

On the first of March, 1847, the Secretary of the Navy entered into a contract with E. K. Collins and his associates. The contract contains all the stipulations required by the act of Congress; the service to be performed was twice each month for eight months of the year, and once a month during the other four months. The sum to be paid was three hundred and eighty-five thousand dollars, or nineteen thousand two hundred and fifty dollars a trip; and the contract was to continue in force for ten years from the date of the commencement of the service. A. G. Sloo was contracted with by the Secretary of the Navy on the 20th of April, 1847, to perform the service mentioned in the fourth section. The service was to be twice a month; the sum to be paid, two hundred and ninety thousand dollars; and the contract to continue in force for ten years from the commencement of the service. This contract likewise contains all the stipulations required by the act of Congress, and was assigned by A. G. Sloo to George Law, Marshall O. Roberts, and B. R. McIlvain, on the 3d of September, 1847. The contract to transport the mail from Panama to Oregon was entered into with Arnold Harris on the 16th of November, 1847. The service was to be once a month; the price to be paid was one hundred and ninety-nine thousand dollars; and the contract was to continue for ten years from the 1st of October, 1848. All the stipulations required by the act of Congress are contained in this contract also, which was assigned on the 19th of November, 1847, to William H. Aspinwall.

On the 13th of March, 1851, the Secretary of the Navy and the Postmaster General, in pursuance of a law passed on the 3d of March, 1851, entered into an additional contract with the Pacific Mail Steamship Company, acting by William H. Aspinwall, by which the service from Panama to California and Oregon was increased to twice a month, at an increased price of one hundred and forty-nine thousand two hundred and fifty dollars, making the whole cost of the service three hundred and forty-eight thousand two hundred and fifty dollars. The object of Congress, in the passage of this act, seems to have been to build up a naval steam marine which might temporarily be employed for commercial purposes. In order to enable private individuals to build and equip these steamships in the mode pointed out by Congress, sums of money were advanced to them; and to sustain them until wanted for government purposes, large sums of money were paid them for conveying the mails. If, in the progress of time, it is discovered that these steamships are not suited for naval purposes, or that the large sums paid their owners for mail transportation have created a monopoly, checking the energy and enterprise of others of our citizens, Congress, in my opinion, is called upon to terminate their contracts, if it can so do consistently with plighted faith. By the terms of the act and of the contracts entered into between the Navy Department and these companies, in pursuance of the act, it will be seen that Congress reserved to itself the right to purchase the steamships, and thus terminate the connexion between the companies and the government. When they have been paid for their vessels the sums fixed by the appraisers mutually chosen, everything has been done which the faith of the nation requires.

It is, of course, of great importance to the commercial and other interests of the country that the mails should continue to be carried; but if these contracts are to be considered with reference to the transportation of the mails, the prices paid are too high, and if continued, all competition on the part of private individuals unconnected with the government must cease. High, however, as are the present prices, if the competition on the New York and California line be driven off by the aid of funds derived from the general government, no one can foretell the prices that will have to be paid after the expiration of the present contract. If the present contractors do not wish the government to purchase their steamships, and thus to end the contracts, it will be for them to agree to a reduction of the present prices. Government will then pay a fair remuneration for all the service which it receives, and the carrying and passenger trade between our Atlantic and Pacific coasts will not have become a monopoly. In the bids received under an advertisement issued to obtain information required by the third section of the act of 3d March, 1853, the Nicaragua company proposed to carry a semi-monthly mail between New York and California for a sum not exceeding three hundred thousand dollars, or six hundred thousand dollars for a weekly service, which is now required; and this, in my opinion, is the highest rate of pay which ought to be demanded.

The semi-monthly service, including the sum of \$119,727 03 paid for the Isthmus transportation, will cost this year the sum of \$757,977 03. By the act of July 21, 1852, the number of trips on the Collins line was increased to twenty-six, and the price raised from nineteen thousand two hundred and fifty, to thirty-three thousand dollars a trip, making the yearly cost of this service eight hundred and fifty-eight thousand dollars. The section thus increasing the compensation contains a proviso, reserving the power to Congress to terminate this additional allowance at any time after the thirty-first of December, 1854, upon giving six months' notice. While I shall always take great pleasure in testifying to the faithfulness with which these contractors have performed the service, and in saying that the ships built under the contract reflect great credit upon American skill and enterprise, I cannot resist coming to the conclusion that the sums now paid are too high, and that the notice should be given. Considering the size and cost of these steamships, and the speed with which the mail is carried, the price fixed in the contract may have been too low; but however that may be, the present rates are much too high, and such as ought not to be paid. For the mail service between Liverpool and the United States, the English government pay the Cunard line the sum of one hundred and seventy-three thousand three hundred and forty pounds; which, computing the pound sterling at five dollars, will make the sum of eight hundred and sixty-six thousand seven hundred dollars. For this sum they have weekly service, the seven steamships which constitute the line running alternately between Liverpool and New York, and Liverpool and Boston, and receiving sixteen thousand six hundred and eighty-six dollars a trip. It is true there is a difference in the tonnage of the Collins and Cunard lines, and that the American steamers make their

voyages in a shorter time; but the difference in the tonnage and speed of the two lines does not, in my judgment, afford any valid reason why there should be so marked a disparity in the prices paid by the two governments.

The steamships Humboldt and Franklin, of the New York and Havre line, have both been wrecked during the year. The former was lost in the month of December, 1853, and the latter in July, 1854; in consequence of which, the service on that line has been irregular. Temporary arrangements have been made to supply the places of the lost steamers until suitable steamships can be built to replace them on the line, and such vessels are now in course of construction. Both on this and on the Bremen line, one of the monthly trips has been omitted. These irregularities materially detract from the efficiency of our mail service across the Atlantic.

In September last, the United States Mail Steamship Company having withdrawn their direct steamers between New Orleans and Aspinwall, the mails between New Orleans and the Pacific have since been conveyed, according to the original contract, by the way of Havana. On the Pacific line the company are permitted to omit Monterey and San Diego by their ocean steamers, and thus expedite the through mails, on condition of their supplying those offices, together with Santa Cruz, Santa Barbara, San Luis Obispo, (if practicable) and San Pedro, semi-monthly, by a coastwise steamer from San Francisco, in due connexion with the through route, without change of pay.

No progress has been made since my last annual report in the pending negotiations with Great Britain relative to the admission of France into the arrangement, as contemplated by the provision in the 12th article of our postal convention. This article provides that "the rate of postage to be taken by the British post office upon letters arriving in the United Kingdom from the United States, either by British or United States packets, and to be forwarded through the United Kingdom to colonies or possessions of the United Kingdom, or of the United States, or to foreign countries, and *vice versa*, shall be the same as the rate which is now or which may hereafter be taken by the British post office upon letters to or from such colonies or possessions, or foreign countries, respectively, when posted at the port of arrival, or delivered at the port of departure, of the packets conveying the mails between the United Kingdom and the United States." By this article a similar privilege is secured to Great Britain in respect to letters to and from the United Kingdom, to be forwarded through the United States. But letters and newspapers passing through the United Kingdom "to and from France," are expressly excepted from the stipulations of said article. The two contracting parties, however, agreed "to invite France to enter into communication with them without loss of time, in order to effect such arrangement for the conveyance of letters and newspapers and closed mails through the territories of the United Kingdom, of the United States, and of France, respectively, as may be most conducive to the interest of the three countries."

The clause above referred to, excluding the correspondence between the United States and France from the advantages of the convention, was strongly objected to by Mr. Bancroft, who negotiated the treaty

on our part, and he was induced finally to consent to it only on being assured by the British government that "the treaty stipulations between England and France rendered its insertion necessary, as, without it, the latter power would have just cause of complaint against the former." This representation, however, appears to have been incorrect, as Mr. Lawrence, the successor of Mr. Bancroft, was subsequently assured that "France was then ready to negotiate at once, waiving the privileges of the convention which England set up in her behalf." This government deeming the treaty unequal in its bearing upon the interests of the two countries, particularly on account of the exceptional clause referred to, and being desirous of consummating without loss of time the triple arrangement contemplated by the 12th article, commenced negotiations for that purpose immediately after the treaty was executed, which negotiations have been continued to the present time, nearly six years, without any beneficial result.

The British government has steadily declined to unite in effecting such arrangements as would "be most conducive to the interests of the three countries," which arrangements might have rendered the treaty more equal in its operation; and the original terms of the convention still remain unchanged. The more important parts of the correspondence which has passed between the two governments, on this subject, is contained in Executive document No. 32, published by order of the Senate at the second session of the 32d Congress. On the part of this government, it is claimed that the British transit charge for the United States and French correspondence, if sent in closed mails through the United Kingdom, shall not exceed twelve and a half cents an ounce, that being the price paid by Great Britain for the transit of British closed mails through the United States, to and from the British North American Provinces.

The lowest offer of the British government is that contained in Lord Palmerston's note of the 9th May, 1851, in reply to Mr. Lawrence's communication of the 18th October, preceding, of one shilling (twenty-four cents) an ounce, a sum nearly or quite double that received by the United States for similar service.

Under a partial arrangement concluded between Great Britain and France in May, 1851, the mails from France for the United States have been forwarded through England as closed mails, France agreeing to pay to Great Britain the price demanded, viz: a transit postage of one shilling, (twenty-four cents,) and for the Atlantic sea conveyance one shilling eightpence (forty cents) an ounce. Prior to that date, the British office was charging and receiving the sea postage on all correspondence between the United States and France, *via* England, conveyed across the Atlantic by United States steamers, the same as when conveyed by their own packets; the result of which was, that double sea postage having to be paid on all correspondence forwarded by United States packets, the great bulk of the United States and French mails *via* England was sent by the Cunard line.

Since the partial arrangement above referred to went into operation, no charge has been made by Great Britain for the sea postage of letters conveyed by American packets; yet, under its operation, the single rate of postage between the United States and France, by United

States packets, is six cents higher on each letter of the weight of one quarter ounce, and under, than by British packets; and consequently much the larger part of the correspondence is still diverted to the British lines. For instance, taking the weight of the French mails received at New York by the Cunard packets to be the same with that received by these packets at Boston, and reckoning four letters to the ounce, the number of French letters brought by the Cunard line during the year was 237,576, while the number received by the Collins steamers, performing just half as many trips, was only 41,608—less than one-fifth. The present treaty, in other respects, gives an undue advantage to Great Britain, and operates to the serious injury of the United States. Under its provisions, as will be seen by a statement in Appendix A, an excess of at least \$175,000 British postages has, during the last year, been collected by the United States for the British office, over and above the whole amount of United States postages collected by Great Britain. This large balance of British postages has been collected at an actual expense of about \$61,000, in the shape of commissions to our postmasters; and this department suffers also the additional loss, by exchange, &c., necessary to place the money in possession of the British office, in London, of not less than \$3,500. When it is considered that all this outlay is made on our part without receiving any equivalent in return, one of the most striking inequalities of the existing arrangement is pointedly exhibited.

No satisfactory progress has been made, since my last report, toward effecting a postal convention with France; nor has the contemplated arrangement with Belgium been yet consummated. Some steps have been taken with reference to a postal convention with Mexico. A mutual exchange of dead letters has already been agreed upon, and carried into effect; and I now await a project, which Mexico is to propose, for a more perfect arrangement, by which it is expected the rates of postage between the two countries will be materially reduced.

Under our postal convention with Great Britain, the Philadelphia post office, with the concurrence of that government, has been constituted an office of exchange for United States and British mails. The articles of agreement on this subject are hereto annexed. I regret to state that my proposition for the reduction of pamphlet and magazine postage between the two countries to one cent an ounce on either side, has been positively declined by the British Post Department. The combined rate is at present altogether too high, being eight cents an ounce for all works of this kind above the weight of two ounces.

In the month of March last, an arrangement was made with the proprietors of the Australia Pioneer line of monthly packets to convey mails regularly between New York and Port Philip, Australia, at two cents a letter, one-half cent per newspaper, and one-quarter cent an ounce for pamphlets and magazines; and with the view of affording to our citizens the cheapest practicable means of communication with that country, I have fixed the rates on all outgoing matter by that line at five cents a letter, two cents each for newspapers, and one cent an ounce, or fraction of an ounce, for pamphlets and magazines, pre-payment required. These rates embrace both the United States inland and sea postage. As the United States postage cannot be pre-paid on incoming

letters by this line, they are treated as ordinary ship letters. Similar arrangements have been made during the year, with the proprietors of the steamers *Black Warrior* and *Cahawba*, to convey mails semi-monthly between New York and Havana, and New Orleans and Havana, at two cents a letter; and also with the proprietor of the steamship *Jewess*, to convey mails once in every twenty days between New York and Nassau, New Providence, returning by way of Havana, at the same rate of compensation. By these agreements an important point has been gained in sustaining the department in the efforts which should be made in all future arrangements to keep the cost of the ocean service, if possible, within its receipts.

To the appendix marked A, I invite your particular attention and that of Congress. It exhibits full statistical information on the subject of the foreign mails; embracing the amount of postages, inland, sea and foreign, on mailable matter received and sent by the different mail steamship lines during the year; the amounts of letter postages on British, Prussian, Bremen and Havre mails; the portion thereof collected by the United States, Great Britain, Prussia and Bremen, respectively; and the amount of unpaid and paid matter received and sent by each of the lines of mail steamers. The gross and net revenues received by the department from each of the trans-Atlantic mail lines are shown, and also the revenue derived from the correspondence with Great Britain, Prussia and Bremen, respectively, under the existing postal arrangements with those countries, both including and excluding the United States inland postage. It also shows the number of letters and newspapers exchanged during the year between the United States and Great Britain in *British* mails; between the United States and Bremen in *Bremen* mails; and between the United States and the Kingdom of Prussia in *closed* mails; the number of letters (in ounces) received and sent in closed mails under each of our closed mail arrangements; and the number of letters and newspapers conveyed by the several home lines of ocean steamers. Other valuable statistics connected with the foreign mail service are also fully stated.

The usual report of fines and deductions will be duly furnished for the information of Congress. These fines and deductions for the year ending the 30th June, 1854, amount to \$110,486 59. The amount for the previous year was \$37,920 31. The increased amount has been mainly caused by a more rigorous exaction than heretofore of forfeitures incurred for defective service. The aggregate amount of fines and deductions for the last year has thus been greatly increased. I am pleased to say that the introduction into the post offices of a better system of responsibility for mail bags, has resulted in checking the waste of this species of property. The consequence has been a decrease of twenty per cent. in the number of letter mail bags procured during the year ending 30th June last, as compared with the preceding year, though the ordinary increase in the transportation of letters has required the use of a greater number of bags than were actually used before.

My assistants, and chief and other clerks, have faithfully attended to all their duties during the past year.

JAMES CAMPBELL.

To the PRESIDENT.

APPENDIX.

A.

The report of the Auditor for this department shows that the aggregate amount of postages, inland, sea, and foreign, on letters and other mailable matter received and sent by the following lines, during the last fiscal year, was—

By Collins line—New York and Liverpool.

On letters.....	\$298,273 65	
On newspapers.....	9,643 58	
		<u>\$307,917 13</u>

By New York and Bremen line.

On letters.....	\$135,687 07	
On newspapers.....	2,349 62	
		<u>138,036 69</u>

By New York and Havre line.

On letters.....	\$92,424 56	
On newspapers.....	2,353 52	
		<u>94,778 08</u>

By Charleston and Havana line.

On letters and newspapers.....		10,156 53
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By New York and California lines.

On letters and newspapers, including receipts from British and California closed mails pertaining to the lines.		324,006 19
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By New Orleans and Vera Cruz line.

On letters and newspapers.....		4,675 99
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Total.....		<u>\$979,570 61</u>
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The total amount of letter postage on British mails collected in the United States and Great Britain, was.. \$979,648 30

Collected in the United States.

By Collins line.....	\$182,100 23	
By Cunard line.....	372,119 42	
By Havre line.....	42,101 67	
By Bremen line.....	43,464 29	
		<u>639,785 61</u>

Collected in the United Kingdom.

By Collins line.....	\$83,307 52	
By Cunard line.....	217,041 23	
By Havre line.....	21,208 16	
By Bremen line.....	18,305 78	
	<hr/>	\$339,862 69
Excess collected in the United States.....		<hr/> <hr/> 299,922 92
Of the amount collected in the United States, there was—		
Of unpaid received.....	\$363,326 52	
Of paid sent.....	276,459 09	
Of the amount collected in the United Kingdom, there was—		
Of unpaid received.....	\$193,268 16	
Of paid sent.....	146,594 53	
The unpaid received in the United States exceeds the unpaid received in the United Kingdom.....		170,058 36
And the paid sent from the United States also exceeds the paid sent from the United Kingdom.....		<hr/> 129,864 56
The amount of unpaid received by Cunard line, was..	\$229,110 88	
Deduct paid received by same line.....	101,477 06	
Excess of unpaid received.....		<hr/> 127,633 82
The amount of unpaid received by Collins line, was...	\$91,378 46	
Deduct paid received by same line.....	31,271 45	
Excess of unpaid received.....		<hr/> 60,107 01
The amount of unpaid received by Havre line, was....	\$21,286 23	
Deduct paid received by same line.....	7,161 44	
Excess of unpaid received.....		<hr/> 14,124 79
The amount of unpaid received by Bremen line, was..	\$21,550 95	
Deduct paid received by same line.....	6,684 68	
Excess of unpaid received.....		<hr/> 14,866 37
Total excess of unpaid over paid received by all the lines.....		<hr/> <hr/> \$216,734 99
The amount of paid sent by Cunard line, was.....	\$143,008 54	
Deduct amount of unpaid sent by same line.....	115,564 17	
Excess of paid sent.....		<hr/> <hr/> 27,444 37

POSTMASTER GENERAL.

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The amount of paid sent by Collins line, was.....	\$90,721 77
Deduct amount of unpaid sent by same line.....	62,036 07
Excess of paid sent.....	<u>38,685 70</u>
The amount of paid sent by Havre line, was.....	\$20,815 44
Deduct amount of unpaid sent by same line.....	14,046 72
Excess of paid sent.....	<u>6,768 72</u>
The amount of paid sent by Bremen line, was.....	\$21,913 34
Deduct amount of unpaid sent by same line.....	11,621 20
Excess of paid sent.....	<u>10,292 14</u>
Total excess of paid over unpaid sent by all the lines..	\$83,190 93
The total amount of letter postages on Prussian mails during the year, was.....	<u>217,663 18</u>
Amount collected in Prussia.....	\$120,491 73
Amount collected in the United States.....	97,171 45
Excess collected in Prussia.....	<u>23,320 28</u>
Of the amount collected in Prussia, there was—	
Of unpaid received.....	\$104,494 74
Of paid sent.....	15,996 99
Of the amount collected in the United States, there was—	
Of unpaid received.....	\$41,903 64
Of paid sent.....	55,267 51
The total amount of paid and unpaid sent from Prussia, was.....	57,900 63
conveyed as follows:	
By the Cunard line.....	28,186 29
By the Collins line.....	16,772 42
By the Havre line.....	6,882 21
By the Bremen line.....	6,059 71
The total amount of paid and unpaid sent from the United States, was.....	159,762 55
conveyed as follows:	
By the Cunard line.....	84,062 30
By the Collins line.....	51,603 06
By the Havre line.....	17,110 35
By the Bremen line.....	6,986 84
The total amount of letter postages on Havre mails during the year, was.....	18,732 43
all of which was collected in the United States.	

Amount received by Havre line.....	\$10,540 70
Amount received by Collins line	102 90
Amount sent by Havre line.....	8,083 93
The total amount of letter postages on Bremen mails during the year, was.....	<u>82,979 56</u>
Amount collected in the United States.....	\$69,367 69
Amount collected in Bremen.....	13,612 17
Excess collected in United States.....	<u>56,755 52</u>

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

Of unpaid received.....	\$50,138 41
Of paid sent.....	19,229 28

Of the amount collected in Bremen, there was—

Of unpaid received.....	9,657 63
Of paid sent.....	3,054 64

The total amount sent from Bremen, was..... 54,092 95
conveyed as follows:

By United States steamers	45,914 58
By Bremen steamers	8,178 37

The total amount sent from the United States was... 26,886 91
conveyed as follows:

By United States steamers of Bremen line.....	22,168 62
By Bremen steamers, of Bremen line.....	5,090 12
By Collins line.....	1,628 17

British postages collected by United States.

Amount by Cunard line.....	\$372,119 42
Deduct United States inland, $\frac{1}{4}$	77,524 88

Balance..... 294,594 54

Amount by the United States steamers....	\$267,666 19
Deduct United States inland and sea, $\frac{1}{4}$...	234,207 91

Balance..... 33,458 28

Total..... 328,052 82

United States postages collected by Great Britain.

Amount by Cunard line.....	\$217,041 23
Deduct British inland and sea, $\frac{1}{4}$	171,824 30

45,216 93

Amount by U. S. steamers....	\$122,821 46
Deduct British inland, $\frac{1}{4}$	15,352 68

107,468 78

Total..... 152,685 71

Excess of British collected by United States.... 175,367 11

This calculation is based on the assumption that all the letters originated in the United Kingdom or the United States, which is not the fact. It, however, gives the result in the most favorable light possible with respect to Great Britain, inasmuch as a very considerable portion of the unpaid matter received from Great Britain is from Australia, China, and other countries, in transit through the United Kingdom, on which the British proportion of the whole postage is proportionally much larger than it is on matter posted in Great Britain. On the other hand, the amount of unpaid matter received in Great Britain from countries in transit through the United States, on which the United States proportion of the postage is increased, is comparatively trifling.

Statements are annexed from the Auditor's office, showing the revenues derived to the United States, and also to the United States post office, from each of the trans-Atlantic mail steamship lines, as follows:

The gross revenue to the United States, without deducting commissions or the United States inland postages—

From the Cunard line, was	\$139,530 50
From the Collins line.....	274,741 16
From the Bremen line.....	123,607 11
From the Havre line.....	86,854 35
	<hr/>
Total gross revenue.....	624,943 12

The net revenue to the United States post office, deducting commissions, but including the United States inland postages—

From the Cunard line, was.....	\$1,453 91
From the Collins line.....	208,670 89
From the Bremen line.....	84,817 01
From the Havre line.....	63,928 97
	<hr/>
Total.....	358,900 78

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

From the Collins line, was.....	\$153,377 61
From the Bremen line.....	37,906 66
From the Havre line.....	46,303 82
	<hr/>
Total net revenue by the three United States lines.....	237,588 09

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

The amount of postages collected by the United States on British mails, was..... \$660,219 03

The net revenue to the United States post office, with United States inland included, but deducting the amount paid Great Britain, *difference on British mails*, and also commissions to United States postmasters, was..... 263,431 78

The net revenue to the United States post office for ocean postage, deducting the United States inland, was. . . .	\$39,988 09
The amount of postages accruing to the United States on <i>Bremen mails</i> , was.	69,621 42
The net revenue to the United States post office with the United States inland included, was.	39,988 09
Deducting the United States inland, there was a deficit to the United States post office of.	<u>1,501 84</u>
The amount of postages accruing to the United States on Prussian closed mails, was.	\$172,737 39
The disbursements by the United States for the conveyance of those mails, including \$91,962 58 paid to Great Britain, and commissions paid United States postmasters, was.	<u>178,132 95</u>
Showing a deficit to the United States Post Office Department of.	<u>5,395 56</u>
The number of letters exchanged between the United States and the United Kingdom, in <i>British mails</i> , during the year—	
By the Cunard line, was.	2,740,866
By the Collins line.	1,086,495
By the Bremen line.	253,540
By the Havre line.	255,803
Total.	<u>4,336,704</u>
The number of newspapers—	
By the Cunard line, was.	1,571,299
By the Collins line.	630,685
By the Bremen line.	122,787
By the Havre line.	148,005
Total.	<u>2,472,776</u>
The number of letters received—	
By the Cunard line, was.	1,491,458
By the three United States lines.	707,635
Total received.	<u>2,199,093</u>
The number of letters sent—	
By the Cunard line, was.	1,249,408
By the three United States lines.	888,203
Total sent.	<u>2,137,611</u>

The number of newspapers received—

By the Cunard line, was	716,864
By the three United States lines.....	243,241
Total received	960,105

The number of newspapers sent—

By the Cunard line, was	854,435
By the three United States lines.....	658,236
Total sent	1,512,671

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

By the Bremen line, was.....	377,530
By the Bremen steamers.....	65,797
By the Collins line	8,631
Total	451,958

The number of newspapers—

By the Bremen line, was.....	10,453
By the Bremen steamers.....	2,228
By the Collins line	1,035
Total	13,716

Of this number there were received—

	Letters.	Newspapers.
By the Bremen line	238,032	5,773
By the Bremen steamers.....	35,304	393
Total received	273,336	6,166

There were sent—

By the Bremen line	139,498	4,680
By the Bremen steamers.....	30,493	1,835
By the Collins line.....	8,631	1,035
Total sent	178,622	7,550

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

By the Cunard line.....	366,642
By the Collins, Havre, and Bremen lines combined.....	315,652
Total	712,294

The number of newspapers was—	
By the Cunard line.....	25,025
By the Collins, Havre, and Bremen lines combined....	25,031
Total	<u>50,056</u>

The number of letters received was—	
By the Cunard line	91,633
By the three United States lines.....	96,655
Total received	<u>188,288</u>

The number of letters sent was—	
By the Cunard line.....	275,009
By the three United States lines.....	248,997
Total sent	<u>524,006</u>

The number of newspapers received was—	
By the Cunard line	3,356
By the three United States lines.....	4,584
Total received	<u>7,940</u>

The number of newspapers sent was—	
By the Cunard line	21,669
By the three United States lines.....	20,447
Total sent	<u>42,116</u>

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

Prussian closed mails received—	
By the Cunard line.....	30,059 ounces.
By the three United States lines	31,717
Total received	<u>61,776</u>

Prussian closed mails sent—	
By the Cunard line.....	85,350 ounces.
By the three United States lines.....	77,657
Total sent	<u>163,007</u>

Canada closed mails received—	
By the Cunard line	97,980½ ounces.
By the three United States lines.....	2,847½
Total received	<u>100,827½</u>

Sent--	
By the Cunard line.....	102,551½ ounces.
By the three United States lines.....	2,844½
Total sent	<u><u>105,396½</u></u>

California closed mails received—	
By the Cunard line.....	6,398½ ounces.
By the three United States lines.....	2,145
By the West India British packets.....	6,276
Total received	<u><u>14,819½</u></u>

Sent—	
By the Cunard line.....	4,338½ ounces.
By the three United States lines.....	1,963
Total sent	<u><u>6,301½</u></u>

Bremen closed mails sent by the Collins line.....	2,773 ounces.
Havana closed mails received—	
By the Cunard line.....	2,916 ounces.
By the three United States lines.....	985½
Total received	<u><u>3,901½</u></u>

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

	Letters.	Papers.
By the New York, New Orleans, Aspinwall, and Pacific mail steamship lines.....	2,958,681	3,482,410
By the Charleston and Havana line.....	80,012	35,820
By the New Orleans and Vera Cruz line...	21,528	22,436
Totals	<u><u>3,060,221</u></u>	<u><u>3,540,666</u></u>

The amount received from Great Britain on loose letters collected during the year on board the Atlantic mail steamers was .. \$981 74
 Amount paid Great Britain on same..... 87

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

On unpaid letters received.....	\$21,282 51
On paid letters sent.....	11,550 43
On unpaid newspapers received.....	1,155 97
On paid newspapers sent.....	692 06
Total	<u><u>34,680 97</u></u>

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

On unpaid letters received	\$1,854 40	
On paid letters sent	13 96	
		<u>\$1,868 36</u>

Excess collected in the United States on this class of correspondence.....		<u>32,812 61</u>
--	--	------------------

Amount received from Great Britain on dead letters returned to the London office.....		\$15,587 73
Amount paid Great Britain on dead letters returned to Washington.....		2,086 02
Amount received on dead letters returned to Prussia....		445 88
Amount paid on dead letters received from Prussia....		945 58
Amount received on dead letters returned to Bremen....		1,705 30
Balance due the United States on the adjustment of the accounts with Prussia at the close of the last fiscal year.....		70,412 13
Balance due Bremen on the adjustment of the accounts at the close of the fiscal year.....		13,823 46
Balance due Great Britain on adjustment of the accounts at the close of the fiscal year		195,522 68

The amount of postages for the year on mails received and sent between the United States and the British provinces, under the postal arrangements with Canada and New Brunswick, by which each party retains what it collects, was \$156,768 41. Of this amount the British provinces have collected from letters—

Of unpaid received.....	\$48,302 43
Of paid sent	30,928 77
	<u>79,231 20</u>

Total collected in British provinces

The United States have collected from letters—

Of unpaid received.....	\$38,161 79
Of paid sent.....	39,375 42

Total collected in the United States

Balance in favor of the provinces	<u>1,793 99</u>
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The balance in favor of the provinces, during the previous year, as per last annual report, was \$1,543 22.

B.

United States mail service abroad as in operation on the 1st of October, 1854.

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

* With an additional allowance of \$2,083 for each round trip performed in steamships in the months of August and September, 1854, as per act of Congress of August 5, 1854.

B.—United States mail service abroad—Continued.

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No. of routes.	Routes.	Distance.	Number of trips.	Contractors.	Annual pay.	Remarks.
7	Aspinwall to Panama, New Granada.	58½	Twice a month....	Panama Railroad Company.	\$119,797	Under a temporary arrangement, authorized by act of Congress of March 3, 1851, to carry at twenty-two cents a pound.
8	New Orleans, by Tampico, Mexico, to Vera Cruz.	900	Tri-monthly	E. H. Carmick	69,750	Under contract with the Postmaster General, agreeably to act of Congress of August 30, 1852. As yet semi-monthly service only, omitting Tampico, has been performed; and deductions for the omissions have been made in pay.

REPORT OF THE

C.

Statement of the sums paid for the year ending on the 30th of June, 1854, on the New York and Liverpool, New York and Chagres, and the Astoria and Panama mail lines, exhibiting in separate columns the whole contract pay, the amount of the ten per cent. deductions, &c., the sums deducted as fines on the recommendation of the Postmaster General, and the actual amounts paid over.

	Whole contract pay.	Amount of 10 per cent. deductions.	Amount deducted as fines.	Amount paid over.	Remarks.
New York and Liverpool line.....	\$859,000 30	\$85,900 33	.....	\$773,099 97	Twenty-five round trips and one single trip.
New York and Chagres line	200,000 00	53,722 28	\$1,000 00	235,277 72	
Astoria and Panama line.....	342,250 00	26,560 14	.....	321,689 86	

POSTMASTER GENERAL.

TREASURY DEPARTMENT, Fourth Auditor's Office, November 17, 1854.

A. O. DAYTON, Fourth Auditor.

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D.

The United Kingdom of Great Britain and Ireland in account with the United States of America for the fiscal year ended June 30, 1854. (Service of the Post Office Department.)

Dr.

	3d quarter 1853.	4th quarter 1853.	1st quarter 1854.	2d quarter 1854.	Total.
<i>Mail sent.</i>					
For postage on unpaid letters from United States for United Kingdom.....	\$22,713 04	\$20,569 47	\$24,778 81	\$23,888 15	\$91,881 47
For postage on unpaid letters from foreign countries in transit.....	484 87	227 90	457 30	584 45	1,754 49
For postage on newspapers in transit, &c.....	13 84	9 51	17 02	16 92	57 30
For postage on misment, redirected, and returned letters.....					
<i>Mail received.</i>					
For postage on paid letters from United Kingdom for United States.....	14,819 78	15,986 40	15,173 16	16,982 10	61,553 38
For postage on paid letters from foreign countries in transit.....	3 56	4 54	1 40	4 46	13 96
For postage on paid newspapers from foreign countries in transit.....					
For postage on closed mails in transit through United States.....	13,592 56	13,357 59	12,864 68	14,317 00	54,828 91
For postage on loose letters (collected on ship, &c.).....	239 26	215 55	184 17	342 76	981 74
For postage on dead letters returned to London.....	4,375 01	3,972 07	3,744 92	3,485 73	15,587 73
For postage (transit) on dead letters returned to Berlin.....		154 29			154 29
For postage, overcharges, &c., on various letters and packages.....	53 76		62 77	58	117 09
	56,285 42	53,574 13	58,978 91	56,682 14	227,027 90

Cr.

<i>Mail received.</i>					
For postage on unpaid letters from United Kingdom for United States.....	\$41,246 31	\$45,160 13	\$47,971 85	\$45,619 75	\$181,297 84
For postage on unpaid letters from foreign countries in transit.....	4,452 03	6,728 37	5,604 31	4,647 80	21,982 51
For postage on newspapers in transit, &c.....	187 10	249 07	268 79	321 01	1,155 97
For postage on misment, redirected, returned, &c.....	97 74	65 20	99 08	96 50	148 71
<i>Mail sent.</i>					
For postage on paid letters from United States for United Kingdom.....	\$4,072 89	\$4,130 24	\$4,514 90	\$6,940 10	19,858 13
For postage on paid letters for foreign countries in transit.....	2,459 89	2,925 58	3,216 59	2,938 44	11,550 43
For postage on paid newspapers for foreign countries in transit.....	137 08	178 53	206 22	178 18	690 06
For postage on closed mails in transit through United Kingdom.....	19,459 85	\$1,993 48	\$5,637 75	\$5,645 50	\$1,998 58
For postage on loose letters (collected on ship).....	87				87
For postage on dead letters returned to Washington.....	509 91	517 84	477 63	500 00	2,005 38
For postage on letters and papers to West India ports by foreign packets.....	619 68	1,973 90	1,377 85	1,194 59	4,465 32
For postage, overcharges, &c., on various letters and packages.....		40 59		38 25	78 84
	96,073 98	106,520 19	119,592 07	107,365 11	432,560 58
Balances in favor of United Kingdom....	39,777 86	52,945 99	54,315 48	44,492 97	191,529 89

No. 1.

Revenue to the United States, and also to the United States Post Office Department, per Cunard line, for the fiscal year ended June 30, 1854.

Total postages by Cunard line.....	\$589,160 66
United States portion—to wit, $\frac{3}{4}$ —being U. S. inland....	122,741 80
Add postage on 854,435 papers sent.....	17,088 70
Total to United States.....	139,830 50

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

For distribution on unpaid distributed received, \$141,212 51—10 per cent.....	\$14,121 25
For commissions to postmasters at the offices to which directed on above—30 per cent..	42,363 75
For distribution on paid distributed received, \$56,590 72—10 per cent.....	5,659 07
For distribution on paid distributed sent, \$98,343 36—10 per cent.....	9,834 33
For commissions to postmasters at the offices where paid on above—30 per cent.....	29,503 01
For distribution on unpaid distributed sent, \$74,353 09—10 per cent.....	7,435 31
For commissions to postmasters at New York, Boston, and Philadelphia, on—	
Unpaid received for those offices, \$87,398 37, at 15 per cent.....	13,184 75
Paid sent from those offices, \$44,665 18, at 15 per cent.....	6,700 77
For commissions on newspaper postage, \$17,088 70, at 50 per cent.....	8,544 35
	<hr/> 137,346 69

Net revenue to the Post Office Department, with United States inland postage included.....	1,483 91
Deduct United States inland on British mails, $\frac{3}{4}$ of \$589,160 66.....	122,741 80
Deficit to the Post Office Department without United States inland postage.....	<hr/> 121,257 89

No. 2.

Revenue to the United States, and also to the United States Post Office Department, per Collins line, for the fiscal year ended June 30, 1854.

Total postages by Collins line.....	\$265,407 75
Deduct British inland rate, $\frac{3}{4}$	33,175 97
	<hr/> 232,231 78

Add postage on 446,479 pounds sent.....	\$8,909 58
Add sea rate on Prussian closed mails, 70,639 ounces, at 40 cents.....	28,255 60
Add newspapers, Prussian closed mails, 16,897, at 2 cents	337 94
Add sea rate on Bremen closed mails, 2,773 ounces, at 40 cents.....	1,105 20
Add sea rate on Canada closed mails, 5,273½ ounces, at 40 cents.....	2,109 40
Add newspapers, Canada closed mails, 10,638, at 2 cents	212 76
Add sea rate on California closed mails, 2,833½ ounces, at 40 cents.....	1,133 40
Add newspapers, California closed mails, 8,766, at 2 cents	175 12
Add sea rate on Havana closed mails, 645½ ounces, at 40 cents.....	258 20
Add newspapers, Havana closed mails, 399, at 2 cents..	7 98
<hr/>	
Total to United States.....	274,741 16

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

For distribution on unpaid distributed received, \$53,385 19, at 10 per cent.....	\$5,338 52
For commissions to postmasters at the offices to which directed, on above, at 30 per cent	16,015 56
For distribution on paid distributed received, \$17,744 36, at 10 per cent.....	1,774 43
For distribution on paid distributed sent, \$62,842 61, at 10 per cent.....	6,284 26
For commissions to postmasters at the offices where paid, on above, at 30 per cent.....	12,852 78
For distribution on unpaid distributed sent, \$34,690 72, at 10 per cent.....	3,469 07
For commissions to postmasters at New York, Boston, and Philadelphia, on—	
Unpaid received for those offices, \$37,993 27, at 15 per cent.....	5,698 99
Paid sent from those offices, \$27,879 16, at 15 per cent.....	4,181 87
For commissions on newspaper postage, \$8,909 58, at 50 per cent.....	4,454 79
<hr/>	
	66,070 27
<hr/>	
Net revenue to Post Office Department, with United States inland postage included.....	208,670 89
Deduct United States inland on British mails, $\frac{1}{4}$ of \$266,407 75.....	66,293 28
<hr/>	
Total net revenue to the Post Office Department without United States inland.....	153,377 61
<hr/>	

No. 3.

Revenue to the United States, and also to the Post Office Department, per Bremen line, for the fiscal year ended June 30, 1854.

Amount of postage, British mails.....	\$61,770 07	
Deduct British inland postage, $\frac{3}{4}$	7,721 26	
	<hr/>	\$54,048 81
Add postage on 101,358 newspapers sent.....		2,027 16
Add postage on Bremen mails.....	\$68,083 20	
Less Bremen inland, $\frac{1}{10}$	6,808 32	
	<hr/>	61,274 68
Add postage on newspapers, Bremen mails.....		246 94
Add sea rate on Prussian closed mails, 13,859 ounces, at 40 cents.....		5,553 60
Add newspapers in Prussian closed mails, 2,834, at 2 cts.		56 68
Add sea rate on Canada closed mails, 193 $\frac{1}{2}$ ounces, at 40 cents.....		77 40
Add newspapers in Canada closed mails, 477, at 2 cents		9 54
Add sea rate on California closed mails, 336 ounces, at 40 cents.....		134 40
Add newspapers in California closed mails, 387, at 2 cents.....		7 74
Add sea rate on Havana closed mails, 171 ounces, at 40 cents.....		68 40
Add newspapers in Havana closed mails, 78, at 2 cents..		1 56
		<hr/>
Total to United States.....		123,507 11
The Post Office Department pays commissions to postmasters, (calculated as per revenue statement No. 1,) amounting to.....		38,690 10
		<hr/>
Net revenue to the Post Office Department, with United States inland included.....		84,817 01
		<hr/>
Deduct United States inland on British mails, $\frac{5}{24}$ of \$61,770 07.....		\$12,868 75
Deduct United States inland on Bremen mails, $\frac{6}{10}$ of \$68,083 20.....		34,041 60
		<hr/>
		46,910 36
		<hr/>
Total net revenue to the Post Office Department without United States inland.....		37,906 66
		<hr/>

Revenue to the United States, and also to the Post Office Department, per Havre line, for the fiscal year ended June 30, 1854.

Amount of postages, British mails.....	\$63,309 83	
Deduct British inland postage, $\frac{3}{4}$	7,913 73	
	<hr/>	\$55,396 10
Add postage on 111,399 papers sent.....		2,227 98
Add postage on Havre mails.....		18,629 53
Add sea rate on Prussian closed mails, 24,876 ounces, at 40 cents.....		9,950 40
Add newspapers in Prussian closed mails, 5,330, at 2 cents.....		106 60
Add sea rate on Canada closed mails, 225 $\frac{1}{2}$ ounces, at 40 cents.....		90 20
Add newspapers in Canada closed mails, 341, at 2 cents.....		6 82
Add sea rate on California closed mails, 942 $\frac{1}{2}$ ounces, at 40 cents.....		377 00
Add newspapers in California closed mails, 546, at 2 cents.....		10 92
Add sea rate on Havana closed mails, 169 ounces, at 40 cents.....		67 60
Add newspapers in Havana closed mails, 60, at 2 cents.....		1 20
		<hr/>
Total to United States.....		86,864 35
The Post Office Department pays commissions to postmasters (calculated as per revenue statement No. 1) amounting to.....		22,935 38
		<hr/>
Net revenue to the Post Office Department, with United States inland included.....		63,928 97
		<hr/>
Deduct United States inland on British mails, $\frac{3}{4}$ of \$63,309 83.....		\$13,189 55
Deduct United States inland on Havre mails, $\frac{3}{4}$ of \$18,629 53.....		4,435 60
		<hr/>
		17,625 15
		<hr/>
Total net revenue to the Post Office Department without United States inland.....		46,303 82
		<hr/>

Statement of the amount of the revenue derived by the United States from the postages on British mails, under the postal convention with Great Britain, for the fiscal year ended June 30, 1854.

RECEIPTS.		
Amount of letter postages collected by the United States....	\$639,785 61	
Amount of newspaper postages collected by the United States.....	20,433 42	\$660,219 03
DISBURSEMENTS.		
Amount paid Great Britain difference on British mails, as per account current.....	188,639 53	
Amount paid in commissions to U. States postmasters—		
On mails per Cunard line.....	137,346 59	
On mails per Collins line.....	66,070 27	
On mails per Havre line.....	17,366 07	
On mails per Bremen line.....	17,374 79	406,787 25
Total revenue from British mails, with United States inland included.....		253,431 78
Deduct also, U. States inland postage on letter mails—		
Per Cunard line.....	122,741 80	
Per Collins line.....	55,295 28	
Per Havre line.....	13,189 55	
Per Bremen line.....	12,868 75	
Newspapers per Cunard, Collins, Havre, and Bremen lines.....	10,216 71	214,310 09
Total net revenue on British mails for ocean postage.....		39,121 69

Revenue to the United States, and also to the Post Office Department, on the correspondence exchanged between the United States and Bremen, per Bremen mails, for the fiscal year ended June 30, 1854.

Amount of postage by Bremen and Collins lines.....	\$60,711 37	
Deduct Bremen portion inland, one-tenth.....	6,971 14	\$53,740 23
Amount of postage by Bremen steamers.....	13,268 49	
Deduct Bremen portion inland and sea, five-tenths.....	6,634 24	6,634 25
Add newspaper postage.....		246 94
		69,621 42
The Post Office Department pays commissions—		
To postmasters.....	26,110 84	
Collins line, for carrying 2,773 ounces, at 40 cents....	1,109 20	
Transit postage to Belgium for above.....	206 29	
Bremen steamers under temporary arrangement July 6, 1853.....	2,207 00	29,633 33
Revenue to Post Office Department, with United States inland included.....		39,949 09
Deduct United States inland by Collins and Bremen lines, five-tenths.....	34,855 64	
Deduct United States inland by Bremen steamers.....	6,634 25	41,490 33
Deficit to Post Office Department, without U. States inland.....		1,541 84

Receipts and disbursements on closed mails between the United States and the Kingdom of Prussia for the fiscal year ended June 30, 1854.

RECEIPTS.			
Amount of postage on paid and unpaid sent.....	\$159,762 55		
Deduct Prussian inland postage, seven-thirtieths.....	37,277 93		\$122,484 62
Amount of postage on paid and unpaid received.....	57,900 63		
Deduct Prussian inland postage, five-thirtieths.....	9,650 10		48,250 53
Total to United States.....			170,735 15
Add newspaper postage on 50,056, at 4 cents.....			2,002 24
			172,737 39
DISBURSEMENTS.			
Amount paid Great Britain for transportation of mails.....	91,962 58		
Commissions paid United States postmasters.....	41,909 55		
Collins line, for 70,639 ounces Prussian mails, at 40 cents...	28,255 60		
Collins line, for 16,297 papers, at 2 cents.....	337 94		
Havre line, for 24,876 ounces Prussian mails, at 40 cents...	9,950 40		
Havre line, for 5,330 papers, at 2 cents.....	106 60		
Bremen line, for 13,859 ounces Prussian mails, at 40 cents...	5,553 60		
Bremen line, for 2,834 papers, at 2 cents.....	56 68		
			178,132 95
Deficit to the Post Office Department.....			5,395 58

Amount of letter postages on British mails received in and sent from the United States, for the fiscal year ended June 30, 1854.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By Cunard line.....	\$87,898 37	\$141,212 51	\$44,886 34	\$56,590 72	\$330,587 94
By Collins line.....	37,993 27	53,345 19	13,527 09	17,744 36	122,610 91
By Havre line.....	4,687 08	16,509 15	2,340 96	4,814 48	28,447 67
By Bremen line.....	5,307 00	16,243 95	1,993 76	4,690 82	28,235 53
Total.....	135,885 72	227,440 80	62,754 15	83,840 38	509,921 05
Amount received.....	363,326 52		146,594 53		
Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By Cunard line.....	\$14,665 18	\$108,343 36	\$41,211 04	\$74,353 00	\$238,572 71
By Collins line.....	27,879 16	62,842 61	17,345 35	31,690 72	142,757 84
By Havre line.....	3,892 32	17,133 12	2,823 42	11,223 30	34,062 16
By Bremen line.....	4,396 03	17,527 31	2,324 24	9,286 96	33,534 54
Total.....	80,612 69	196,846 40	63,704 05	129,564 07	460,727 26
Amount sent.....	276,469 09		193,989 16		

Amount collected in the United States	\$639,785 61
Amount collected in the United Kingdom	339,862 69
Total amount	<u>979,648 30</u>
Excess collected in the United States	<u>299,922 92</u>

Amount of letter postages on Bremen mails received in and sent from the United States, for the fiscal year ended June 30, 1854.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By Bremen line	\$7,820 58	\$34,661 46	\$1,049 60	\$2,382 94	\$45,914 58
By Bremen steamers..	1,513 79	6,142 58	170 35	351 65	8,178 37
Total	9,334 37	40,804 04	1,219 95	2,734 59	54,092 95
Amount received	50,138 41		3,954 54		

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By Bremen line.....	\$1,823 65	\$12,404 29	\$1,134 38	\$6,806 30	\$22,168 62
By Collins line.....	10 69	1,618 08			1,628 77
By Bremen steamers..	35 14	3,048 03	171 65	1,545 30	5,099 12
Total	2,158 88	17,070 40	1,306 03	8,351 60	24,586 91
Amount sent	19,239 28		9,657 63		

Amount collected in the United States	\$69,367 69
Amount collected in Bremen	13,612 17
Total amount	<u>82,979 86</u>
Excess collected in the United States	<u>55,755 52</u>

Amount of letter postages on Havre mails received in and sent from the United States, for the fiscal year ended June 30, 1854.

Received.	Unpaid.	Unpaid distributed.	Total.
By Havre line.....	\$4,497 10	\$6,043 60	\$10,540 70
By Collins line.....	57 96	44 94	102 90
Total.....	4,555 06	6,088 54	10,643 60
Sent.	Paid.	Paid distributed.	Total.
By Havre line.....	\$3,139 20	\$4,949 63	\$3,088 83
Total amount, all collected in United States.....			18,732 43

Amount of letter postages on Prussian mails received in and sent from the United States for fiscal year ended June 30, 1854.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By Cunard line.....	\$3,057 46	\$17,215 40	\$1,994 02	\$5,959 41	\$28,186 29
By Collins line.....	4,112 88	8,217 04	1,992 30	2,450 20	16,772 42
By Havre line.....	1,616 25	3,375 13	804 30	1,086 53	6,882 21
By Bremen line.....	1,287 95	3,021 53	814 40	935 83	6,059 71
Total.....	10,074 54	31,829 10	5,535 02	10,461 97	57,900 63
Amount sent.....	41,903 64		15,906 99		
Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By Cunard line.....	\$8,684 55	\$19,750 60	\$15,893 44	\$39,733 71	\$84,062 30
By Collins line.....	5,206 55	12,377 24	9,979 20	23,959 07	51,623 06
By Havre line.....	1,440 47	4,273 24	2,837 06	8,512 94	17,110 35
By Bremen line.....	558 18	2,840 95	597 95	2,939 73	6,936 84
Total.....	16,025 75	39,242 06	29,308 25	75,146 49	159,702 55
Amount sent.....	55,977 81		104,494 74		

POSTMASTER GENERAL.

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Amount collected in the United States.....	987,171 45
Amount collected in Prussia.....	180,491 73
Total amount.....	1,167,663 18
Excess collected in Prussia.....	23,320 24

Postages on the mails received and sent between the United States and the British provinces for the fiscal year ended June 30, 1854.

Amount of the mails received unpaid.....	\$39,161 79	
Do.....do.....paid.....	30,928 77	
Amount of mails sent unpaid.....	48,382 43	\$69,090 56
Do.....do.....paid.....	39,375 42	87,677 85
Total amount.....		156,768 41
Collected in the British provinces.....	79,231 20	
Do.....United States.....	77,537 21	
Balance in favor of the provinces.....	1,793 99	

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

For the fiscal year 1854.	Number of letters.		Total letters.	Number of papers.		Total papers.
	Received.	Sent.		Received.	Sent.	
By Cunard line.....	1,491,458	1,249,408	2,740,866	716,861	854,435	1,571,296
By Collins line.....	492,862	533,633	1,026,495	185,206	415,479	600,685
By Havre line.....	106,586	149,217	255,803	36,606	111,349	148,055
By Bremen line.....	108,187	145,353	253,540	21,429	101,348	122,787
Total.....	2,199,093	2,137,611	4,336,704	960,105	1,512,671	2,472,776

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

For the fiscal year 1854.	Number of letters.		Number of papers.	
	Received.	Sent.	Received.	Sent.
By Bremen line.....	238,632	139,498	5,773	4,611
By Bremen steamers.....	35,304	30,493	393	1,833
By Collins line.....		8,631		1,033
Total.....	273,936	178,622	6,166	7,577

Number of letters and newspapers exchanged between the United States and the kingdom of Prussia, in closed mails, for the fiscal year ended June 30, 1854.

For the fiscal year 1854.	Number of letters.		Number of papers.	
	Received.	Sent.	Received.	Sent.
By Cunard line	91,633	275,009	3,356	21,669
By Collins line	54,481	169,892	2,315	14,555
By Havre line	22,407	56,346	1,269	4,061
By Bremen line	19,767	22,759	1,000	1,831
Total.....	188,288	524,006	7,940	42,116

Closed mail account for the fiscal year 1854.

	Prussian received.	Prussian sent.	Bremen sent.	Canada received.	Canada sent.	California received.	California sent.	Havana received.
LETTERS.								
By Cunard line No. of ounces	30,059	85,350		97,980½	102,551½	6,308½	4,33½	2,916
By Collins line do.....	17,836	52,803	2,773	2,641½	2,632	1,455	1,37½	645½
By Havre line do.....	7,140	17,736		112	113½	354	584½	169
By Bremen line do.....	6,741	7,118		94	99½	336		171
By W. I. British packets... do.....						6,276		
Total.....	61,776	163,007	2,773	100,827½	105,396½	14,819½	6,301½	3,901½
PAPERS.								
By Cunard line number.	3,594	21,262		481,106	297,4~4	16,630	2,755	1,013
By Collins line do.....	2,384	14,513		6,696	3,942	8,021	755	399
By Havre line do.....	1,269	4,061		282	59	270	276	69
By Bremen line do.....	1,103	1,731		427	50	387		75
By W. I. British packets... do.....						18,400		
Total.....	8,350	42,067		488,511	301,535	43,708	3,786	1,559

Amount of postages accounted for on foreign dead letters returned to and sent from the United States, with the various offices of exchange, for the fiscal year ended June 30, 1854.

Great Britain to United States.....	\$2,086 02	United States to Great Britain.....	\$15,587 73
Kingdom of Prussia to United States.....	945 58	United States to Kingdom of Prussia.....	445 88
Bremen to United States.....		United States to Bremen.....	1,705 30

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, 1854.

3d quarter 1853.....	\$18,373 97
4th quarter 1853.....	16,681 03
1st quarter 1854.....	18,332 91
2d quarter 1854.....	17,084 23
Total.....	70,412 13

Balances due Bremen on the adjustment of the accounts between that office and the United States for the fiscal year 1854.

3d quarter 1853.....	\$3,163 13
4th quarter 1853.....	5,581 33
1st quarter 1854.....	3,878 91
2d quarter 1854.....	1,960 09
Total.....	13,893 46

Statement of the number of letters and newspapers, and the amount of postages thereon, conveyed by the various home lines of ocean steamers, for the fiscal year ended June 30, 1854.

Names of lines.	Offices.	Number of letters.	Number of papers.	Postages on letters received.	Postages on letters sent.	Total postages.
New York, Chagres, and California.....	New York.....	1,888,840	2,646,222	\$100,215 59	\$29,058 67	\$129,274 26
	New Orleans.....	340,715	445,069	15,407 07	17,534 96	32,942 03
	Charleston.....	11,753	2,307	464 43	617 05	1,081 48
	Savannah.....	1,697	2,767	1,347 25	436 92	1,784 17
	Philadelphia.....	64,362	119,224	2,321 20	2,992 47	5,313 67
	Baltimore.....	29,983	23,592	1,244 20	1,243 24	2,487 44
	Washington.....	17,610	37,494	113 74	530 77	644 51
	Chicago.....	181,337	35,276	7,043 06	9,546 27	16,589 33
Boston.....	405,345	169,849	19,255 65	16,097 51	35,353 16	
Add to letter postage the postage on newspapers, at 1 cent each.....		2,958,681	3,482,410	148,072 79	138,053 30	286,126 09
Total postages.....						321,921 19
Charleston and Havana.....	Charleston.....	63,215	15,621	7,526 41	1,057 53	8,583 94
	Savannah.....	16,797	29,199	437 43	412 76	850 19
Add postage on newspapers, at 2 cents each.....		80,012	35,220	7,063 84	1,476 29	8,540 13
Total postages.....						4,675 99
New Orleans and Vera Cruz.....	New Orleans.....	21,528	22,436	2,321 35	1,965 22	4,287 27
Add postage on newspapers, at 2 cents each.....						449 72
Total postages.....						4,737 99

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STATEMENT—Continued.

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REPORT OF THE

Names of lines.	Offices.	Number of letters.	Number of papers.	Postages on letters received.	Postages on letters sent.	Total postages.
New York and Havana, (1st and 2d quarters 1854).....	New York.....	15,423	11,734	\$625 48	\$1,563 50	\$2,188 98
	Mobile.....	1,454	6	138 03	40 79	178 82
		16,877	11,740	863 51	1,604 29	2,367 80
Add postage on papers, at 2 cents each.....						234 00
Total postages.....						2,601 80
West India Islands, (1st and 2d quarters 1854).....	Various offices.....	9,966	7,231	369 40	1,493 30	1,862 70
						138 98
Add postage on newspapers.....						2,001 68
Total postages.....						2,001 77
Panama.....	Various.....	10,280	7,976	1,026 54	2,473 97	4,100 41
						318 04
Add postage on newspapers, at 4 cents each.....						4,418 45
Total postages.....						4,418 45

E.

SETTLEMENT OF FURTHER DETAILS UNDER THE POSTAL TREATY WITH GREAT BRITAIN.

Additional articles to the articles agreed upon between the Post Office of the United Kingdom of Great Britain and Ireland and the Post Office of the United States of America for carrying into execution the convention of December 15, 1848.

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

ARTICLE I.

There shall be established, on the part of the United States, a new office of exchange at Philadelphia, which shall exchange mails with the British offices of London and Liverpool, by means of the British and of the United States mail packets plying between Liverpool and Boston, or New York, respectively, and by means of the United States mail packets plying between Southampton and New York.

ARTICLE II.

When the packets are despatched from Boston, or from New York, to Liverpool, the mails forwarded from the office of Philadelphia to the office of Liverpool shall comprise the correspondence for all parts of the United Kingdom, with the exception of the city of London and its suburbs.

The mails for London shall comprise all the correspondence for that city and its suburbs, and for countries in transit through the United Kingdom.

ARTICLE III.

When the packets are despatched from New York to Southampton, the mails forwarded from the office of Philadelphia to the office of London shall comprise the correspondence for all parts of the United Kingdom, with the exception of Southampton, and for foreign countries, (France and countries on the continent of Europe addressed via Southampton and Havre excepted.) and for British colonies and possessions in transit through the United Kingdom.

The mails for Southampton shall comprise all the correspondence for that town, and for France, and for countries on the continent of Europe specially addressed via Southampton and Havre.

ARTICLE IV.

Reciprocally, when the packets are despatched from Liverpool to Boston, or to New York, separate mails for Philadelphia shall be forwarded from the offices of London and Liverpool, comprising all the correspondence for the city of Philadelphia.

ARTICLE V.

When the packets are despatched from Southampton to New York, separate mails for Philadelphia shall be forwarded from the offices of London and Southampton, comprising all the correspondence for the city of Philadelphia.

ARTICLE VI.

The present articles shall be considered as additional to those agreed upon between the two offices for carrying into execution the convention of December 15, 1848, signed at Washington the 14th of May, 1849, and shall come into operation on the first day of January, one thousand eight hundred and fifty-four.

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

HORATIO KING.
W. L. MABERLY.

• Approved:
JAMES CAMPBELL.
CANNING.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,

December 1, 1854.

SIR: For a statement of the mail service for the contract year ending 30th June, 1854, I respectfully refer you to the tables hereto annexed.

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

Table B shows the number of mail routes in operation, and the number of mail contractors, route agents, local agents, and mail messengers, in the service of the department on the 30th June, 1854.

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

Table C exhibits the service of these sections as it stood at the close of the contract year, 30th June, 1854, and at the close of the first quarter of the current year.

Table D exhibits railroad service as in operation on the 30th June, 1854; also the cost per mile in each State.

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

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

W. H. DUNDAS,

Second Assistant Postmaster General.

Hon. JAMES CAMPBELL,

Postmaster General.

Table of mail service for the year ending June 30, 1854, 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. Miles.	ANNUAL TRANSPORTATION AND RATE OF COST.								Total annual transportation by mode not specified. Miles.	Total annual transportation by coach. Miles.	Total annual transportation by steamboat. Miles.	Total annual transportation by railroad. Miles.	Total annual transportation. Miles.	Total annual rate of cost. Dollars.
		Mode not specified.		In coach.		In steamboat.		By railroad.							
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.						
Maine	4,623	1,808	12,463	2,420	33,648			395	39,335	390,264	959,036		389,064	1,738,364	85,446
New Hampshire	1,990	709	7,352	800	9,002	60	433	421	31,019	191,568	310,388	2,080	485,705	1,015,741	47,806
Vermont	2,315	516	4,983	1,312	15,275			457	46,094	145,548	541,320		567,840	1,254,708	66,352
Massachusetts	2,884	803	14,253	886	24,608	65	3,000	1,130	113,379	342,784	489,784	40,560	1,373,840	2,246,968	155,440
Rhode Island	439	156	2,655	130	2,594	59	599	94	9,044	65,624	63,836	29,432	117,312	276,224	14,692
Connecticut	1,886	684	11,369	565	9,423			637	64,727	264,056	236,272		786,274	1,296,602	84,519
New York	13,032	4,953	56,875	5,254	99,416	410	14,909	2,415	269,125	1,365,381	2,641,224	275,600	3,114,681	7,386,886	440,325
New Jersey	2,583	737	6,299	1,473	16,738	27	2,422	346	55,402	225,498	587,080	19,656	489,248	1,301,482	80,861
Pennsylvania	13,159	7,589	56,046	4,784	86,634			786	109,709	1,277,189	2,212,600		915,434	4,405,223	252,389
Delaware	516	207	2,260	309	7,545				(*)	53,144	137,592		190,736	9,805	
Maryland	2,664	1,366	17,871	684	18,259			614	156,495	349,440	339,872		806,104	1,495,416	192,625
Ohio	13,994	8,150	60,259	3,825	121,791	247	8,400	1,772	227,173	1,347,416	1,778,608	115,752	1,483,924	4,725,700	417,623
Virginia	13,839	9,582	60,537	2,304	35,808	1,130	44,463	823	92,109	1,534,712	896,069	412,845	685,191	3,528,817	232,917
North Carolina	8,779	6,245	34,857	2,112	45,100	161	2,593	261	58,500	865,369	776,308	36,608	307,944	1,986,238	141,050
South Carolina	6,333	4,293	40,233	433	12,285	890	1,800	727	102,541	658,344	135,148	166,400	615,238	1,573,130	156,859
Georgia	9,620	5,687	48,499	979	22,203	1,958	15,770	996	144,082	834,614	396,136	240,864	972,514	2,444,128	230,554
Florida	2,795	1,608	13,618	681	13,049	506	14,100			194,516	140,416	119,530		454,462	40,797
Michigan	6,336	3,598	18,842	1,365	23,687	772	12,360	601	81,060	473,442	599,716	190,950	667,368	1,931,476	135,439
Indiana	9,809	7,651	48,910	1,284	30,219	189	3,220	685	41,646	1,151,072	570,649	77,168	493,584	2,292,473	124,025
Illinois	12,581	7,653	45,602	3,922	105,545	450	5,773	556	50,019	1,080,820	1,614,882	150,800	565,768	3,412,270	206,939
Wisconsin	6,595	4,267	25,341	2,165	31,757	83	1,432	80	2,400	487,695	629,024	44,928	49,920	1,211,567	60,990
Iowa	5,384	3,838	26,612	1,546	22,105					560,132	500,552			1,060,684	48,717
Missouri	13,331	8,241	46,831	3,631	91,384	1,456	124,433			1,065,012	745,984	908,544		2,719,540	162,708
Minnesota Territory	2,403	1,224	1,449	179	733	620	8,450			41,764	22,360	141,960		206,084	10,632
Kentucky	10,200	6,108	39,297	1,790	49,858	2,208	119,955	94	8,840	989,416	835,016	1,607,424	136,864	3,569,620	217,050
Tennessee	9,165	6,597	37,084	1,816	38,350	489	8,000	263	21,400	1,006,980	616,980	76,284	1,869,868	104,834	
Alabama	8,648	6,836	59,196	1,373	101,893	229	27,248	210	29,121	1,131,052	902,200	166,712	235,400	2,405,364	217,428
Mississippi	6,678	5,154	46,073	981	40,610	484	42,845	59	5,950	786,812	374,296	238,524	43,316	1,442,948	135,477
Arkansas	6,571	5,578	36,014	590	51,225	203	8,000			692,948	209,560	42,224		944,732	95,239
Louisiana	4,242	2,970	32,313	391	15,203	863	549,803	18	450	410,592	120,325	337,480	11,232	879,632	97,769
Texas	10,023	7,766	63,728	1,087	48,218	1,170	32,000			921,648	277,940	130,000		1,329,588	144,000
California	3,683	2,911	86,748	517	35,185	255	21,000			258,484	174,026	159,120		591,630	142,933
Oregon Territory	2,058	1,797	28,151			261	17,000			98,988		38,038		137,026	45,151
New Mexico Territory	980	70	600	910	98,000					7,280	21,840			29,120	28,600
Utah Territory	177			177	2,545						22,568			22,568	2,545
Total	219,935	137,382	1,092,833	52,878	1,280,095	15,235	489,138	14,410	1,758,610	21,267,603	20,890,530	7,795,483	15,433,389	63,387,005	4,630,676
Route and local agents and mail messengers															295,109
Foreign mails	8,631	52	119,727			8,599	469,750			2,508		265,632		268,140	589,477
Total	228,566	137,434	1,212,560	52,878	1,290,095	23,834	958,888	14,440	1,758,610	21,270,111	20,890,530	1,061,115	15,433,389	63,655,145	5,515,262

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

† This embraces the steamboat service from St. Louis to New Orleans.

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

§ This includes the route from New Orleans to Mobile.

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

W. B. DUNDAS, Second Assistant Postmaster General.

B.

Number of mail routes, mail contractors, route agents, local agents, and mail messengers, at the close of the contract year ending June 30, 1854.

Sections.	Routes.	Contractors.	Route agents.	Local agents.	Mail messengers.
New England.....	849	735	46	.....	145
New York.....	535	446	46	9	304
Middle.....	1,314	988	56	4	350
Southern.....	1,231	634	38	.....	68
Northwestern.....	1,212	1,083	31	8	92
Southwestern.....	1,363	1,049	19	7	56
Ocean routes.....	8	7	24	1	.....
Total.....	6,705	5,174	260	22	968

W. H. DUNDAS,
Second Assistant Postmaster General.

C.

Mail service in the northwest section, comprising the States of Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, and the Territory of Minnesota.

	Annual transportation.	Annual cost.
<i>Services as in operation on the 30th of June, 1854.</i>		
	<i>Miles.</i>	
Railroads.....	1,776,640	\$175,115
Steamboats.....	1,514,350	55,725
Coaches.....	4,683,167	305,430
Inferior modes.....	4,859,937	213,117
Total.....	12,834,094	749,390
<i>As in operation on the 30th of September, 1854.</i>		
Railroads.....	2,816,516	245,556
Steamboats.....	1,320,598	47,003
Coaches.....	2,957,824	229,909
Inferior modes.....	6,634,850	443,654
Total.....	13,729,788	965,542
	12,834,094	749,390
Difference.....	895,694	216,152

W. H. DUNDAS,
Second Assistant Postmaster General.

C--Continued.

Mail service in the southwest section, comprising the States of Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, Texas, California, and the Territories of Oregon, New Mexico, and Utah.

	Annual transportation.	Annual cost.
<i>Service as in operation on the 30th of June, 1854.</i>		
	<i>Miles.</i>	
Railroads	566,436	\$65,761
Steamboats.....	2,795,406	324,921
Coaches.....	3,555,654	411,097
Inferior modes.....	6,304,800	429,957
Total.....	13,222,096	1,231,696
<i>As in operation on the 30th September, 1854.</i>		
Railroads	760,450	97,569
Steamboats.....	2,839,272	349,706
Coaches.....	3,716,244	418,799
Inferior modes.....	6,001,298	506,181
Total.....	15,317,264	1,410,247
	13,222,096	1,231,026
Difference.....	2,095,172	179,221

W. H. DUNDAS,
Second Assistant Postmaster General.

Railroad service as in operation on the 30th June, 1854, showing the cost per mile in each State.

Number of routes.	Terminal.	Distance.		Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost of route equipment.	Annual cost of mail-messenger service.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.									
96	Railroad junction at Danville to Waterville.	55	12	660	12	\$5,500 00		\$800 00	\$346 00		\$190 84	
96	Mechanic Falls to Rockfield.	19	6	114	6	570 00					47 50	
96	Portland, Me., to Portsmouth, N. H.	52½	12	630	12	7,637 50		1,177 00	190 00		177 00	
97	Portland to Augusta, with branch, Brunswick to Bath.	73	12	876	12	7,300 00		800 00	395 00		115 41	
100	Portland, Me., to the State line, Vt.	48	12	576	12							
129	Leed's Station to Livermore Falls.	119	6	714	6	16,500 00		1,800 00	909 00		107 23	
132	Portland to Hollis.	20	6	120	6	857 00			16 00		43 65	
				307½			\$39,336 50	3,977 00	1,086 00	\$44,398 50		\$111 82
NEW HAMPSHIRE.												
201	Concord, N. H., to Lowell, Mass.	50	18	900	18	6,429 00		761 00			143 80	
202	Concord to Portsmouth.	47	12	564	12	3,043 00					47 47	
206	Concord, N. H., to Wells River, Vt.	52	12	624	12			983 00			65 34	

REPORT OF THE

207	Concord to White River junction.	69	12	828	12	8,500 00		843 00			114 00	
	Branch, Franklin to Bristol.	13	6	78	6							
209	Concord to Bradford.	26	12	312	12	1,300 00		216 00			58 30	
209	Contoocook Village to Hillsboro' Bridge.	15	12	180	12	750 00					50 00	
215	Manchester to Henniker.	28	6	168	6	1,200 00					42 86	
239	Great Falls to South Milton.	124	6	744	6	536 00					42 88	
241	Dover to Alton Bay.	28	6	168	6	1,400 00			86 00		53 00	
251	Nashua to East Wilton.	16	6	96	6	686 00					42 88	
277	Wells River to Littleton.	21	()	21	()	1,050 00		217 00			60 33	
				420			31,019 00	3,080 00	86 00	34,125 00		81 25
VERMONT.												
401	Windsor to Burlington.	117	12	1404	12	11,700 00		1,667 00	396 00		117 03	
411	Burlington, Vt., to House's Point, N. Y.	53½	12	642	12	5,350 00		800 00	563 00		125 30	
448	Rutland to North Bennington.	52	12	624	12			433 00	350 00		109 00	
456	Branch to Bennington.	5	6	30	6	5,417 00						
	White River junction to St. Johnsbury.	61	12	732	12	5,222 00		966 00	461 00		109 00	
460	Bellows Falls to Windsor.	25	12	300	12	2,500 00		306 00	377 00		131 00	
462	Bellows Falls to Burlington.	120	12	1440	12	13,500 00		1,635 00			136 00	
463	Brattleboro' to Bellows Falls.	34	12	408	12	2,400 00		360 00	170 00		123 54	
				457½			46,096 00	6,246 00	2,313 00	54,655 00		119 55
MASSACHUSETTS.												
601	Boston, Mass., to Portsmouth, N. H.	54½	12	654	12	8,324 00		1,223 00			163 09	
602	Branch to Marblehead.	4	12	48	12							
	Boston to South Berwick junction.	74½	12	894	12							
	Branch, Boston to Medford.	54	6	324	6	8,815 00		1,800 00	125 00		129 40	
	Branch, Rollinsford to Great Falls.	3	6	18	6							

POSTMASTER GENERAL.

* 12 trips a week 1 month, and 6 trips a week 8 months.

† 12 trips a week 3 months, and 6 trips a week 9 months.

Number of route.	Terminal	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost of route agencies.	Annual cost of mail-messenger service.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.
603	Boston to Lowell.....	26	Miles.	18	\$3,600 00		\$317 00			\$135 07	
	Branch, Winchester to Woburn	3	Miles.	6							
604	Boston to Fitchburg.....	50½		18	7,425 00		694 00	\$584 00		121 29	
	Branch, Cambridge to Lexington	8		6							
	Branch, Junction to Watertown	4		6							
	Branch, South Acton to Feltonville	9		6							
	Branch, South Framingham to Framingham	20		6							
605	Boston to Worcester.....	46		19	12,528 00		544 00	796 00		198 01	
	Branch, Natick to Saxonville			6							
	Branch, South Framingham to Milford			6							
606	Boston, Mass., to Providence, E. I.	45		12	5,718 00		327 00	167 00		107 11	
	Branch to Dedham	5		12							
	Branch to Seekonk	8		6							
607	Dedham to Blackstone.....	25½		6	1,447 00					49 05	
	Branch, North Wrentham to Midway	4		6							
615	Salem to Lawrence.....	20		6	713 00					35 65	
618	Lawrence to Manchester.....	28		12	1,400 00		234 00			58 35	

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622	Lowell to Lawrence.....	14		12	700 00			69 00		54 93	
625	Groton Junction to Mason Village	23		6	980 00					42 87	
626	Groton Junction to Lowell.....	17		6	854 00					50 23	
628	Boston to Dover.....	18		6	500 00					27 77	
634	South Braintree Junction to Fall River.....	42		12	3,200 00		600 00			104 76	
636	Braintree Depot to Cohasset.....	12		6	600 00					50 00	
641	Middlebury's Vest Barnstable.....	36		6	2,500 00					70 16	
652	Taunton to Mansfield Junction	12		19	1,200 00			78 00		106 50	
653	Taunton to New Bedford.....	21		19	2,100 00					104 00	
660	Fitchburg, Mass., to Bellows Falls, Vt.	64		12	6,400 00		871 00	554 00		122 26	
661	Fitchburg, Mass., to Brattleboro', Vt.	67		6	4,637 00	762 00	445 00	124 00		75 90	
	Palmer to Amherst.....	20		6							
	Worcester to Albany.....	55		19							
673	Worcester to Nashua.....	46		12	26,500 00	1,856 00	175 00			181 72	
692	Springfield to Keene.....	50		12	3,468 75	600 00	409 00			97 34	
692	Springfield to Keene.....	50		12	6,200 00	811 00	412 00			100 31	
	Willimansett to South Hadley	6		6							
692	Springfield to Chokechoe Falls	6		6	250 00					41 00	
699	Pittsfield to North Adams.....	21		12	300 00					50 00	
703	Stirling Junction to Fitchburg	14		12	900 00					42 76	
					700 00					53 00	
			1,120 7			\$113,448 75	10,620 00	3,937 00	\$124,004 75		\$113 34
RHODE ISLAND.											
82	Providence, R. I., to Stonington, Ct.	50		12	5,000 00		361 00	189 00		111 00	
807	Providence, R. I., to Worcester, Mass.	44		12	4,044 00		600 00			105 54	
			94			9,044 00	964 00	189 00		108 43	

D.—Railroad service as in operation on the 30th June, 1854—Continued.

674

Number of route.	Terminal.	Distance.		Total mileage in each State.	Number of miles per week.	Annual pay.	Annual pay in each State.	Annual cost of cars and engines.	Annual cost of mail-messenger service.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.
CONNECTICUT.												
		Miles.	Miles.									
907	Hartford to Willimantic.....	29½		12		\$1,095 00			\$170 00		\$54 84	
908	Hartford to Bristol.....	20		12		1,095 00					50 00	
905	Norwich, Ct., to Worcester, Mass.....	50		12		5,087 00		\$200 00	111 00		97 76	
906	New London, Ct., to Palmer, Me.....	14		12		3,800 00		600 00	601 60		55 77	
933	Middletown to depot on New Haven, Hartford, and Springfield railroad.....	10		12		500 00			50 00		55 00	
937	New Haven to New London.....	50		12		4,985 00		600 00	698 00		111 00	
939	New Haven, Ct., to Springfield, Mass.....	63½		12		15,833 00		1,038 00	585 00		275 84	
940	New Haven to Torrington.....	45		12		2,571 50			900 00		58 80	
941	New Haven, Ct., to New York, N. Y.....	78		12		19,500 00		1,400 00	513 00		279 65	
942	Bridgeport to Winchester.....	62		12		3,110 00		600 00	105 00		61 37	
943	Bridgeport, Ct., to State Line, Mass., and branch to Pittsfield.....	121		6		5,143 00		1,300 00	89 00		53 00	
950	South Norwalk to Danbury.....	23½		12		1,307 00			305 00		68 50	
				638		\$63,702 50		6,436 00	3,436 00	\$73,576 50		\$115 32

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NEW YORK.												
		Miles.	Miles.									
1001	New York to Dunkirk.....	460		19		92,000 00		6,300 00	3,619 00		221 55	
	Branch, Sufferns to Piermont.....	18		6		772 00					42 86	
1002	New York to Albany.....	144		19		32,400 00		4,500 00	5,078 00		207 76	
1003	New York to Chatham Four Corners.....	130½		6		5,598 86		1,200 00	1,325 00		62 90	
1008	New York to Greenport.....	101		6		4,950 00		1,200 00	2,126 00		81 94	
1034	Newburg to Chester.....	19		6		914 00			77 60		46 39	
1074	Eagle Bridge, N. Y., to Rutland, Vt.....	62½		12		6,320 00		421 00	102 00		108 37	
1081	Albany to Schenectady.....	17		25		3,403 00		285 00	15 00		218 20	
1087	Troy to East Albany.....	7		13		900 00					128 57	
1088	Troy to Schenectady.....	22		12		1,450 00			80 00		78 63	
1089	Troy to Saratoga Springs.....	32		12		3,200 00		521 00	250 00		125 95	
1100	Saratoga Springs, N. Y., to Castleton, Vt.....	54		12		5,400 00		879 00	38 00		116 96	
1126	Plattsburg to Canada line.....	23		6		985 00					42 86	
1128	House's Point to Ogdensburg.....	119		6		5,100 00		1,400 00	627 00		50 88	
1151	Rackett's Harbor to Pierrepont Manor.....	18½		6		791 65			378 00		63 23	
1162	Schenectady to Ballston.....	10		12		800 00			150 00		50 37	
1164	Schenectady to Utica.....	78		25		15,600 00		1,312 00	957 00		249 09	
1191	Utica to Syracuse.....	53		25		10,600 00		892 00	664 00		234 72	
1201	Rome to Cape Vincent.....	73		12								
		24		6		8,320 00		1,200 00	1,200 00		109 79	
1217	Syracuse to Rochester.....	104		12		20,800 00		1,749 00	1,344 00		289 75	
1218	Syracuse to Rochester.....	80		13		4,000 00		800 00	1,311 00		76 26	
1219	Syracuse to Oswego.....	35½		13		3,043 00			120 00		80 93	
1226	Canandaigua to Watkins.....	46½		12		2,325 00		300 00	306 00		64 97	
1261	Canandaigua to Niagara Falls.....	97		6		4,514 00		824 00	671 00		61 94	
1264	Rochester to Niagara Falls.....	74		12		7,600 00		1,600 00	1,100 00		125 74	
1269	Rochester to Buffalo.....	69		25		13,800 00		1,161 00	845 00		228 79	
1287	Batavia to Attica.....	11		6		471 00					42 80	
1306	Buffalo to Niagara Falls.....	22		6		1,100 00			110 00		55 00	
1346	Buffalo to Hornellville.....	91		6		3,000 00		1,200 00	1,322 00		70 57	
1351	Buffalo to State line.....	69		12		13,800 00		1,600 00	940 00		226 81	
1357	Corning to Batavia.....	100		6		4,226 00		700 00	650 00		56 45	
1369	Elmira to Watkins.....	22		12		1,100 00		120 00			58 45	

POSTMASTER GENERAL.

675

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost of route agencies.	Annual cost of mail-messenger service.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.								
1365	Owego to Ithaca	33		12	\$1,415 00		\$700 00	\$223 00		\$70 85	
1440	Buffalo to Lockport	22		6	1,100 00					50 00	
1459	Suspension Bridge to Detroit, Michigan	220		6	6,600 00		1,600 00	800 00		40 90	
1460	Troy, N. Y., to North Bennington, Vt.	32½		12	3,250 00		224 00	584 00		124 85	
1461	Albany to Eagle Bridge	33		12	2,829 00		379 00	156 00		101 91	
			2,635			\$295,468 51	33,224 00		\$355,803 51		\$131 71
NEW JERSEY.											
9001	New York, N. Y., to New Brunswick, N. J.	36		19	13,838 00		1,200 00	1,125 00		*449 00	
9003	New York, N. Y., to Hackettstown	63		12	5,400 00		600 00	289 00		100 00	
9020	Elizabethport to Easton	64		12	5,486 00		600 00	1,047 00		111 00	
9054	New Brunswick, N. J., to Philadelphia, Pa.	54		19	20,250 00		1,800 00	2,930 00		1463 50	
9069	Trenton to Easton	50		12	2,500 00			548 00		61 00	
9079	Burlington to Mount Holly	7		12	300 00					43 00	
9085	Philadelphia, Pa., to South Amboy, N. J.	72		7	7,379 00			586 00		111 00	
			346			55,153 00	4,200 00	6,575 00	65,928 00		190 50

PENNSYLVANIA.											
9200	Philadelphia to Columbia	70		14	13,800 00						
		13½		7	675 00						
9210	Philadelphia to Pottsville	97		12	11,218 00		1,177 00	159 00		190 50	
9223	West Chester to Philadelphia	33		12	750 00		1,600 00	3,262 00		196 52	
9297	Port Clinton to Tamaqua	20		6	853 00			100 00		26 00	
9302	Lancaster to Harrisburg	37½		14	7,525 00		623 00	110 00		43 00	
9310	Columbia to Middletown	19		6	815 00			198 00		225 00	
9316	York to Harrisburg	27		6	815 00			200 00		53 50	
9324	Harrisburg to Chambersburg	52		14	5,400 00		848 00	85 00		233 00	
9336	Harrisburg to Pittsburg	52		7	5,200 00			50 00		101 00	
9352	Chambersburg to Hagerstown, Maryland	250		14	50,000 00		3,600 00	3,609 00		229 00	
9367	Pottsville to Tuscarora	10		6	943 00			22 00		96 50	
9441	Blossburg to Corning	11½		6	300 00			140 00		40 00	
9600	Lodersville to Scranton	40		6	1,715 00			215 00		63 25	
9601	Northville to Erie	50		6	2,143 00		600 00	403 00		64 50	
9603	Glen Rock to Hanover	20		14	4,000 00			247 00		213 00	
9606	Schuylkill Haven to Tremont	13		6	557 00			310 00		69 00	
		12		6	510 00					42 50	
			775½			109,409 00	9,048 00	9,260 00	127,717 00		165 00
MARYLAND.											
9850	Baltimore, Md., to Philadelphia, Pennsylvania	102		19	37,500 00		5,028 00	3,736 00		414 00	
9851	Baltimore, Md., to Washington, D. C.	40		26	12,000 00		1,972 00	586 00		363 00	
9852	Baltimore, Md., to Wheeling, Virginia }	179		13	53,700 00						
	Branch, Frederick to Junction. }	201		7	37,687 00		5,400 00	432 00		255 00	
9856	Baltimore to Columbia	3		7	300 00						
		59		14							
		13		7	12,450 00		1,852 00	90 00		200 00	
9887	Annapolis to Annapolis junction	20		13	2,853 00			30 00		144 50	
			617			156,495 50	14,252 00	4,874 00	175,621 50		

* Includes \$3,038, being 25 per cent. on \$300 a mile for night service and for a third extra trip.
 † Includes \$1,050, being 25 per cent. on \$300 a mile for night service and for a third extra trip.

D.—Railroad service as in operation on the 30th June, 1854—Continued.

678

Number of routes.	Terrains.	Distance.		Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay to each State.	Annual cost of route operation.	Annual cost of mail, messenger, car, &c.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.									
	Ohio.											
10386	Erie, Pa., to Cleveland, Ohio.	98			13	\$35,300 00		\$1,500 00	\$1,770 00	\$367 00		
10454	Springfield to Dayton	94			6	2,400 00		800 00	261 00	144 00		
10156	Columbus to Xenia	85			13	14,050 00		900 00	181 00	300 00		
10160	Columbus to Cleveland	136			13	37,000 00		900 00	1,083 00	300 00		
10165	Mansfield to Sandusky	61			6	5,200 00		600 00	204 00	105 00		
10166	Mansfield to Newark	63			6	5,000 00		600 00	336 00	102 00		
10234	Springfield to Sandusky	132			6	13,000 00		600 00	356 00	100 00		
	Branch, Carey to Finley	16			6							
	Branch, Tiffin to Bellevue	38			6	2,700 00				43 00		
	Branch, Sandusky to Haron	9			6							
10264	Cincinnati to Springfield	64			13	17,300 00		800 00	675 00	295 00		
		19			6	1,500 00				100 00		
10266	Cincinnati to Dayton	6			6	6,000 00		800 00	948 00	130 00		
10264	Cincinnati to New Castle	94			6	4,000 00		600 00	267 00	52 00		
10330	Cleveland to Wellsville	5 1/2			6							
10330	Pittsburg, Pa., to Crestline, Ohio	187			6	22,800 00		1,600 00	1,315 00	96 00		
10331	Zanesville to Columbus	60			14	12,600 00		1,300 00	214 00	223 00		
10334	Hillsboro' to Loveland	37			6	1,850 00			145 00	54 00		
10349	Galion to Union City	118			6	5,160 00		1,400 00	89 00	55 00		
10343	Dayton to Indianapolis	130			6	13,000 00		1,300 00	75 00	110 00		

REPORT OF THE

10344	Tulade to Grafton	87			13	17,900 00		1,600 00	703 00	238 00		
10395	Dayton to Piqua	39			6	1,900 00				43 00		
10396	Columbus to Urbana	46			6	1,971 00		600 00	134 00	50 00		
10417	Springfield to Delaware	50			6	1,600 00			65 00	31 00		
10397	Cleveland to Sandusky	61 1/2			6	3,085 00		600 00	400 00	50 00		
				1,914			\$29,673 00	\$18,600 00	\$11,230 00	\$268,503 00		\$135 05
VIRGINIA.												
9401	Aquia Creek to Richmond	75 1/2			14	22,700 00		5,400 00	258 00	111 71		
9459	Richmond to Staunton	13 1/2			7	13,815 00		1,600 00	25 00	111 71		
9433	Richmond to Petersburg	34 1/2			14	7,350 10		1,000 00		341 06		
9443	Petersburg to Appomattox depot	108			6	4,378 00		800 00		50 70		
9445	Petersburg to City Point	18			6	450 00				27 50		
9448	Petersburg, Va., to Weldon, North Carolina	64			14	10,900 00		1,800 00	100 00	389 57		
9452	Hicksford, Va., to Gaston, N. C.	30			7	1,000 00				50 00		
9470	Petersburg, Va., to Weldon, North Carolina	80			7	8,000 00			113 00	101 41		
9518	Manassas Station to Piedmont	33			6	1,414 00		600 00	141 90	65 33		
9533	Winchester to Harper's Ferry	32			6	2,743 00			40 00	86 89		
9622	Lynchburg to Big Lick	55			6	2,557 00		600 00	75 30	55 12		
9734	Alexandria to Gordonsville	97			7	4,450 00		600 00	25 00	56 44		
9726	Richmond to Staunton river	90			7	3,358 00		900 00	50 00	58 31		
				823 1/2			\$2,100 00	\$3,300 00	\$27 00	\$106,136 00		194 91
NORTH CAROLINA.												
9801	Raleigh to Weldon	90			7	9,000 00		1,600 00		116 16		
9846	Weldon to Wilmington	182			14	49,600 00		4,000 00	900 00	399 63		
				961			58,500 00	5,600 00	800 00	64,900 00		348 66
SOUTH CAROLINA.												
3101	Columbia to Branchville	60			7	6,000 00			305 00	104 42		
3102	Columbia to Greenville C. H.	161 1/2			6	10,337 50		1,300 00	150 00	78 51		

POSTMASTER GENERAL.

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D.—Railroad service as in operation on the 30th June, 1854—Continued.

080

Number of routes.	Terminal.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost of route agencies.	Annual cost of mail-messenger service.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.
3188	Columbia to Charlotte.....	117	Miles.	6	\$8,400 00			\$120 00		72 00	
3189	Kane to Junction.....	39		7	1,950 00			300 00		55 19 1/2	
3183	Kilmerville to Wilmington.....	171		7	40,618 50		\$3,000 00	450 00		257 69	
3227	Newbury C. H. to Lauras C. H.	31		6	1,386 57					45 05	
3131	Charleston, S. C., to Augusta, Ga.....	139		14	33,018 50		3,000 00	641 00		263 00	
			782 1/2			\$102,541 07	7,900 00	1,674 00	\$111,615 07		\$153 50
GEORGIA.											
3250	Savannah to Macon.....	192		14	33,600 00			60 00		175 31	
3264	Milledgeville to Gordon.....	17		7	980 00					58 76	
3290	Macon to Atlanta.....	102		7	12,750 00			130 00		126 37	
3312	Augusta to Atlanta.....	174		14							
	Branch, Camack to Warrenton	33		7	41,700 00		3,000 00	205 00		251 92	
3318	Double Wells to Washington.....	124		6	843 57					42 26	
3320	Union Point to Athens.....	324		6	2,000 00					50 63	
3325	Atlanta to West Point.....	92		7	15,400 00		1,500 00	180 00		218 04	
3356	Atlanta, Ga., to Chattanooga, Tenn.....	140		6	14,000 00		2,400 00	324 00		119 88	
3374	Kingston to Rome.....	123		6	930 00			90 00		64 83	
3411	Fort Valley to Oglethorpe.....	92		7	1,100 00					50 00	
3415	Macon to Columbus.....	99		7	9,900 00			100 00		101 01	

REPORT OF THE

3484	Millin to Augusta.....	54		7	6,750 00					125 00	
3442	Milledgeville to Easton.....	23		7	1,150 00					50 00	
			996 1/2			144,082 57	6,900 00	1,129 00	152,111 57		152 70
MICHIGAN.											
3703	Detroit to Chicago, Ill.....	232 1/2		12	42,375 00		3,200 00	714 00		163 81	
3716	Toledo, Ohio, to Chicago, Ill.....	242		12	36,300 00		2,400 00	970 00		163 92	
	Branch, Monroe to Adrian.....	36		6	1,800 00					50 00	
	Branch, Constantine to White Pigeon.....	4		6	200 00					50 00	
	Branch, Elkhart to Goshen.....	10		6	424 00					42 96	
3705	Detroit to Pontiac.....	25 1/2		6	1,275 00					50 00	
			600			82,378 00	5,600 00	1,684 00	89,662 00		140 44
INDIANA.											
3803	Madison to Indianapolis.....	87		6	7,151 00		800 00	40 00		95 00	
3805	Indianapolis to Terre Haute.....	73		6	7,300 00		800 00	395 00		65 00	
3808	Indianapolis to Lafayette.....	61		6	5,486 00		6 00	100 00		96 00	
3874	Edinburgh to Martinsville.....	25		6	750 00					30 00	
3875	Edinburgh to Rushville.....	37		6	1,671 00			30 00		46 00	
3898	Edinburgh to Vincennes.....	52		6	2,224 50		600 00	10 00		54 00	
4007	Jeffersonville to Edinburgh.....	77		6	3,300 00		1,200 00	120 00		60 00	
4139	Knightsdown to Shelbyville.....	26		6	1,040 00			40 00		42 00	
4134	Lawrenceburg to Indianapolis.....	94		6	6,769 00		1,200 00	441 00		93 00	
4119	New Albany to Michigan City.....	215		6	9,214 00		1,800 00	65 00		52 00	
			740 1/2			45,209 50	7,000 00	1,782 00	53,991 52		71 57
ILLINOIS.											
4150	St. Louis, Mo., to Bloomington, Ill.....	150		6	13,670 00		2,800 00	120 00		100 34	
4154	Springfield to Naples.....	56		6	2,911 00			110 00		55 00	

POSTMASTER GENERAL.

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D.—Railroad service as in operation on the 30th June, 1854—Continued.

682

Number of route.	Terminal.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost of route agencies.	Annual cost of mail-messenger service.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.	
4310:	Chicago to Rock Island.....	198		7	923, 150 00		\$1, 600 00	\$713 00		\$139 90		
4312:	Chicago to Warren.....	145		6	14, 500 00		1, 600 00	679 00		115 71		
4318:	Junction to St. Charles.....	64			278 00					48 78		
4312:	Junction to Aurora.....	13		6	557 00					48 78		
			567½			\$55, 000 00	6, 000 00	1, 992 00	\$62, 991 00		\$96 73	
	WISCONSIN.											
	Milwaukee to Stoughton.....	80	80	6	2, 400 00	2, 400 00			2, 400 00	30 00	30 00	
	NEWYORK.											
5106	Louisville to Lexington.....	94	94	14	9, 840 00	8, 840 00	1, 000 00		10, 440 00	111 06½	111 06½	
	TENNESSEE.											
5420:	Memphis to La Grange.....	50		7	2, 500 00					50 00		
5472	London, Tenn., to Dalton, Ga.	82		6	6, 150 00		1, 900 00	212 40		92 22		
5475	Nashville to Chattanooga.....	131½		6	12, 750 00		1, 800 00	25 00		110 84		
			963¾			\$1, 400 00	3, 000 00	237 00			23 50	

REPORT OF THE

ALABAMA.												
5601	Montgomery, Ala., to West Point, Ga.....	89½		14	24, 327 50		1, 500 00	240 00		294 66		
5557	Decatur to Tusculumbia.....	43		7	2, 150 00					50 00		
5590	Selma to Montevallo.....	56		6	2, 400 00					42 86		
5700:	Mobile to Citronelle.....	33		3	234 00					7 09		
	MISSISSIPPI.											
5704	Jackson to Vicksburg.....	46		7	4, 000 00					100 00		
5834	Jackson to Brandon.....	134		7	1, 250 00					100 00		
			504			5, 950 00					100 00	
	LOUISIANA.											
6106	New Orleans to Lafayette.....	2		6	150 00					75 00		
6183	New Orleans to Terre-au Boeu	16		6	300 00					16 75		
			18			450 00					25 00	

POSTMASTER GENERAL.

W. H. DUNDAS, Second Assistant Postmaster General.

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Railroad service as in operation on 30th September, 1854.

Number of route.	Terminal.	Distance.	Total distance in each State.	Number of trips per tri. m.	Annual pay.	Annual pay in each State.	Annual cost of roads & engines.	Annual cost of mail & messenger service.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.
MAINE.											
92	Railroad junction at Danville to Waterville	55	Miles.	12	\$5,300 00		\$90 00	\$346 00	\$5,646 00	\$120 81	
95	Mechanics' Falls to Buckfield	12	Miles.	6	570 00			570 00	47 50		
96	Portland to Portsmouth, N. H.	52½	Miles.	12	7,837 50		1,177 10	190 00	9,004 60	177 00	
97	Portland to Augusta, branch Brunswick to Bath	73	Miles.	12	7,300 00		800 00	365 00	8,465 00	115 41	
100	Portland to the State line, Vt.	44	Miles.	12							
		119	Miles.	6	16,500 00		1,400 00	200 00	18,100 00	155 43	
129	Leeds's Station to Livermore Falls	20	Miles.	6	857 00			16 00	873 00	43 65	
132	Portland to Hollis	18	Miles.	6	771 00				771 00	43 00	
				397		\$39,335 00	4,177 00	1,095 00	44,527 00		\$112 33
NEW HAMPSHIRE.											
201	Concord to Lowell, Mass.	50	Miles.	14	6,429 00		761 00		7,190 00	143 80	
202	Concord to Portsmouth	47	Miles.	12	2,043 00				2,043 00	47 47	
206	Concord to Wells River, Vt.	52	Miles.	12							
		43	Miles.	(*)	7,125 00		1,352 00		8,477 00	202 23	

REPORT OF THE

207	Concord to White River junction	69	Miles.	12	8,500 00		843 00		9,343 00	114 00	
	Branch Franklin to Bristol	13	Miles.	6							
208	Concord to Bradford	26	Miles.	12	1,300 00		216 00		1,516 00	58 39	
209	Contoocook Village to Hillsboro' Bridge	15	Miles.	12	750 00				750 00	50 00	
215a	Manchester to Henniker	28	Miles.	6	1,200 00				1,200 00	42 86	
229	Great Falls to South Milton	12½	Miles.	6	535 00				535 00	42 88	
241	Dover to Alton Bay	28	Miles.	6	1,400 00			86 00	1,486 00	53 00	
251	Nashua to East Wilton	16	Miles.	6	645 00				645 00	40 28	
277	Wells River to Littleton	21	Miles.	(1)	1,050 00		248 00		1,298 00	61 80	
				420		31,019 00	3,420 00	80 00	34,525 00		\$2 22
VERMONT.											
401	Windsor to Burlington	117	Miles.	12	11,700 00		1,667 00	326 00	13,763 00	117 63	
411	Burlington to Rouse's Point, N. Y.	53½	Miles.	12	5,350 00		800 00	553 00	6,703 00	125 30	
436	Rutland to North Bennington	52	Miles.	12							
	Branch to Bennington	5	Miles.	6	5,417 00		433 00	350 00	6,200 00	100 00	
456	White River junction to St Johnsbury	61	Miles.	12	5,223 00		966 00	461 00	6,650 00	109 00	
430	Bellows Falls to Windsor	25	Miles.	12	2,500 00		306 00	377 00	3,273 00	131 00	
462	Bellows Falls to Burlington	120	Miles.	12	13,500 00		1,635 00		15,135 00	126 00	
469	Brattleboro' to Bellows Falls	24	Miles.	12	2,400 00		584 00	176 00	3,160 00	123 54	
				457½		46,196 00	6,481 00	2,313 00	54,990 00		119 17
MASSACHUSETTS.											
691	Boston to Portsmouth, N. H.	53½	Miles.								
	Branch to Middlebury	4	Miles.								
692	Boston to So. Berwick junction	74½	Miles.		8,321 00		1,223 00		9,544 00	163 66	
	Branch, Boston to Medford	54	Miles.				2,100 00	125 00	11,040 00	133 40	
	Branch, Holliston to Gt. Falls	3	Miles.								

* 12 trips a week 1 month, and 6 trips a week 2 months.

† 12 trips a week 3 months, and 6 trips a week residue.

POSTMASTER GENERAL.

E.—Railroad service as in operation on 30th September, 1854—Continued.

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Number of route.	Terminal.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost of route operated.	Annual cost of mail-messenger service.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.
603	Boston to Lowell.....	26	Miles.	19							
	Branch, Winchester to Webster	3		6							
604	Boston to Plattsburg.....	53		19	\$3,000 00		\$317 00		\$3,317 00	\$125 67	
	Branch, Cambridge to Londonton	8		6							
	Branch, Junction to Waterbury	4		6							
	Branch, to Acton to Falmouth	4		6							
605	Boston to Worcester.....	46		19	7,025 00		684 00	684 00	8,709 00	187 20	
	Branch, Waltham to Danversville	8		6							
	Branch, South Framingham to Framingham	20		6	12,520 00		544 00	785 00	13,809 00	190 01	
	Branch, South Framingham to Milford	8		6							
	Branch to Millbury.....	4		6							
606	Boston to Providence.....	45		19							
	Branch to Dedham.....	5		12	5,716 00		367 00	167 00	6,212 00	107 11	
	Branch to Seekonk.....	8		6							
607	Dedham to Blackstone.....	25½		6							
	Branch, North Wrentham to Medway	4		6	1,447 00				1,447 00	49 05	
608	Boston to Plymouth.....	37½		12	4,050 00		294 00		4,344 00	130 00	
609	South Abington to Bridgewater	7½		6	300 00				300 00	30 57	
615	Salem to Lawrence.....	20		6	715 00				715 00	35 65	
618	Lawrence to Manchester.....	28		12	1,400 00		234 00		1,634 00	58 35	
622	Lowell to Lawrence.....	14		12	700 00			60 00	760 00	54 53	

REPORT OF THE

635	Groton Junction to Mason Village	23		6	265 00				265 00	42 67		
636	Groton Junction to Lowell.....	17		6	364 00				364 00	50 23		
638	Boston to Dover.....	18		6	500 00				500 00	27 77		
634	South Braintree Junction to Fall River.....	42		12	3,800 00		600 00		4,400 00	104 76		
635	Braintree Depot to Cohasset.....	12		12	900 00				900 00	75 00		
641	Middleboro' to West Barnstable	36		6	2,525 00				2,525 00	70 16		
652	Taunton to Mansfield Junction.....	12		19	1,900 00			78 00	1,978 00	103 50		
653	Taunton to New Bedford.....	21		19	2,100 00				2,100 00	100 00		
660	Fitchburg to Bellows Falls, Vt.	64		12	6,400 00		871 00	554 00	7,825 00	122 26		
661	Fitchburg to Brattleboro', Vt.	67		6								
		10		12	4,637 00		982 00	445 00	5,944 00	77 20		
666	Palmer to Amherst.....	20		6	857 00				857 00	49 05		
672	Worcester to Albany.....	55		19								
		102		12	96,500 00		1,856 00	175 00	2,531 00	181 72		
673	Worcester to Nashua.....	40		12	3,428 75		600 00	409 00	4,477 75	97 34		
602	Springfield to Keosauqua.....	50		12								
		24		6	6,300 00		1,216 00	412 00	7,928 00	105 77		
692	Williamson to South Hill.....	6		6	350 00				350 00	41 66		
693	Springfield to Chippewa Falls.....	6		6	300 00				300 00	50 00		
694	Fitchburg to North Andover.....	21		12	900 00				900 00	42 76		
703	Stoughton Junction to Fitchburg.....	14		12	700 00				700 00	50 00		
RHODE ISLAND.					1,174½		\$118,609 75	11,064 75	3,937 00	134,203 75		\$114 25
802	Providence to Sunningwell, Ct.	50		12	5,000 00		364 00	180 00	5,563 00	111 00		
807	Providence to Worcester, Mass.	44		12	4,044 00		600 00		4,644 00	105 54		
					94		9,044 00	964 00	1,090 00	10,197 00		109 48
CONNECTICUT.												
907	Hartford to Willimantic.....	32½		12	1,006 00			170 00	1,176 00	54 64		
908	Hartford to Bristol.....	20		12	1,000 00				1,000 00	50 00		
925	Norwich to Worcester, Mass.	50		12	5,067 00		600 00	111 00	5,768 00	97 76		
928	New London to Palmer, Mass.	14		12								
		52		6	4,372 00		600 00	601 00	5,573 00	81 44		

POSTMASTER GENERAL.

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Number of routes.	Terminal.	Distance.	Total message miles in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost of route equipment.	Annual cost of mail-messenger service.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.
933	Middleton: to depot on New Haven, Hartford, and Springfield railroad.....	19	Miles.	12	\$22.00			850 00	850 00	45 26	
937	New Haven to New London.....	50	Miles.	12	4,450 00		9800 00	680 00	5,430 00	111 61	
939	New Haven to Springfield, Mass.....	63½	Miles.	19	15,453 00		1,030 00	580 00	17,063 00	275 04	
940	New Haven to Torrington.....	66	Miles.	12							
		71	Miles.	6	2,771 50			900 00	2,771 50	69 80	
941	New Haven to New York.....	70	Miles.	19	19,500 00		1,450 00	513 00	21,463 00	579 63	
942	Bridgewater to Winchester.....	68	Miles.	12	3,100 00		700 00	15 00	3,805 00	63 09	
943	Bridgewater to State line, Mass. and branch to Pittsfield.....	191	Miles.	6	5,143 00		1,200 00	80 00	6,423 00	13 00	
960	South Norwalk to Danbury.....	23½	Miles.	12	1,347 00			300 00	1,647 00	64 59	
			63½			954,274 50	6,530 40	3,436 00	74,940 50		9116 37
NEW YORK.											
1001	New York to Dunkirk.....	400	Miles.	19	92,000 00		6,300 00	3,613 00	101,913 00	221 55	
	Branch Suffern to Pierpont.....	14	Miles.	6	772 00			772 00	772 00	43 86	
1002	New York to Albany.....	144	Miles.	19	32,400 00		4,500 00	5,078 00	42,978 00	297 76	
1003	New York to Chatham Four Corners.....	130½	Miles.	6	5,592 00		1,900 00	1,325 00	8,817 00	68 00	
1008	New York to Greenvale.....	101	Miles.	6	4,950 00		1,300 00	2,186 00	8,236 00	81 94	

REPORT OF THE

1024	Newburgh to Chester.....	10	Miles.	6	814 00			77 00	891 00	46 80	
1074	Eagle Bridge to Rutland, Vt.....	62½	Miles.	12	6,950 00		481 00	108 00	7,539 00	160 48	
1081	Albany to Schenectady.....	17	Miles.	25	3,400 00		936 00	15 00	4,351 00	218 80	
1087	Troy to East Albany.....	7	Miles.	13	900 00				900 00	126 57	
1093	Troy to Schenectady.....	32	Miles.	12	1,850 00			80 00	1,930 00	78 63	
1099	Troy to Saratoga Springs.....	29	Miles.	12	3,300 00			581 00	3,881 00	135 92	
1100	Saratoga Springs to Castleton, Vt.....	54	Miles.	12	5,400 00		879 00	36 00	6,315 00	126 11	
1126	Plattsburg to Canada line.....	93	Miles.	6	986 00				986 00	48 88	
1128	Rouse's Point to Ogdensburg.....	119	Miles.	6	5,100 00		1,400 00	687 00	7,187 00	60 88	
1151	Sackett's Harbor to Pierpont Manor.....	18½	Miles.	6	791 65			378 00	1,169 65	63 23	
1182	Schenectady to Ballston.....	16	Miles.	12	800 00			180 00	980 00	50 37	
1164	Schenectady to Utica.....	78	Miles.	25	15,600 00		1,319 00	967 00	17,886 00	229 09	
1191	Utica to Syracuse.....	53	Miles.	25	10,900 00		802 00	688 00	12,440 00	129 29	
1301	Rome to Cape Vincent.....	73	Miles.	12							
		94	Miles.	6	8,329 00		1,900 00	1,190 00	10,649 00	109 79	
1317	Syracuse to Rochester.....	104	Miles.	12	90,900 00		1,749 00	1,444 00	93,093 00	299 75	
1318	Syracuse to Rochester.....	80	Miles.	13	4,000 00		800 00	1,311 00	6,111 00	76 39	
1319	Syracuse to Oswego.....	35½	Miles.	13	3,043 00			190 00	3,143 00	80 98	
1358	Canandaigua to Watkins.....	46½	Miles.	12	2,325 00		390 00	306 00	3,021 00	64 97	
1364	Canandaigua to Niagara Falls.....	97	Miles.	6	4,514 00		834 00	671 00	6,009 00	61 94	
1364	Rochester to Niagara Falls.....	76	Miles.	12	7,400 00		1,600 00	1,100 00	10,100 00	135 64	
1387	Rochester to Buffalo.....	69	Miles.	25	13,900 00		1,161 00	825 00	15,786 00	228 79	
1387	Batavia to Attica.....	11	Miles.	6	471 00				471 00	43 86	
1306	Buffalo to Niagara Falls.....	92	Miles.	6	1,100 00			110 00	1,210 00	55 00	
1306	Buffalo to Hornellsville.....	91	Miles.	6	3,900 00		1,900 00	1,388 00	6,488 00	70 57	
1311	Buffalo to State line.....	60	Miles.	19	13,800 00		1,600 00	949 00	16,349 00	236 81	
1357	Corning to Batavia.....	100	Miles.	6	4,986 00		700 00	650 00	6,336 00	56 45	
1360	Elmira to Watkins.....	59	Miles.	12	1,100 00		186 00		1,286 00	58 45	
1365	Owego to Ithaca.....	33	Miles.	12	1,415 00		700 00	223 00	2,338 00	70 85	
1440	Buffalo to Lockport.....	92	Miles.	6	1,100 00				1,100 00	50 00	
1459	Suspension Bridge to Detroit, Mich.....	290	Miles.	6	6,600 00		1,600 00	800 00	9,000 00	40 90	
1460	Troy to North Bennington, Vt.....	34½	Miles.	12	3,950 00		224 00	544 00	4,718 00	124 85	
1461	Albany to Eagle Bridge.....	33	Miles.	12	2,820 00		379 00	156 00	3,355 00	101 91	
			9,035			326,468 51	33,984 00	27,111 00	387,061 54		121 71

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Ex. Doc. 1—44

E.—Railroad service as in operation on 30th September, 1854—Continued.

Number of routes.	Terminal.	Distance.	In		Annual pay.	Annual pay in each State.	Annual cost of retiro agencies.	Annual cost of mail-messenger service.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.
			Total distance each State.	Number of trips per week.							
NEW JERSEY.											
		<i>Miles.</i>	<i>Miles.</i>								
9001	New York to Brunswick.....	36		19	\$13,638 00		\$1,200 00	\$1,195 00	\$16,163 00	\$449 00	
9002	New York to Hackettstown.....	63		12	5,400 00		600 00	969 00	6,969 00	100 00	
9000	Elizabethport to Easton.....	64		12	5,495 00		600 00	1,047 00	7,133 00	111 00	
9054	New Brunswick to Philadelphia.....	54		19	20,250 00		1,800 00	2,981 00	25,030 00	463 50	
9009	Trenton to Easton.....	50		12	2,500 00			548 00	3,048 00	61 00	
9072	Washington to Mt. Holly.....	7		12	300 00				300 00	43 00	
9085	Philadelphia to South Amboy.....	72		7	7,379 00			596 00	7,975 00	111 00	
9110	Camden to Atlantic City.....	69		14	890 00						
			405			\$55,953 00	4,200 00	6,575 00	66,728 00		\$190 50
PENNSYLVANIA.											
9200	Philadelphia to Columbia.....	70		14	13,800 00						
		134			675 00		1,177 00	150 00	15,811 00	190 50	
9210	Philadelphia to Pottsville.....	97		12	14,219 00		1,600 00	3,982 00	19,600 00	196 50	
9223	West Chester to Philadelphia.....	33		12	750 00			100 00	850 00	26 00	
9237	Port Clinton to Tamaqua.....	20		6	858 00			110 00	906 00	45 00	
9292	Lancaster to Harrisburg.....	37½		14	7,528 00		623 00	198 00	8,349 00	225 00	
9210	Columbia to Middletown.....	19		6	815 00			200 00	1,015 00	53 50	
9316	York to Harrisburg.....	27		14	5,400 00		848 00	35 00	6,283 00	233 00	
9324	Harrisburg to Chambersburg.....	52		7	5,200 00			50 00	5,250 00	101 00	
9336	Harrisburg to Pittsburg.....	260		14	50,000 00		3,600 00	3,609 00	57,209 00	229 00	
9352	Chambersburg to Hagerstown.....	10		6	943 00			22 00	965 00	96 50	

9363	Sunbury to Shamokin.....	28		6	840 00				840 00	30 00	
9367	Pottsville to Tuscarora.....	11½		6	300 00			140 00	440 00	40 00	
9441	Bossburg to Corning.....	40		6	1,715 00		600 00	215 00	2,530 00	63 25	
9600	Lodersville to Scranton.....	50		6	2,143 00		600 00	403 00	3,346 00	61 50	
9601	Northville to Erie.....	20		14	4,000 00			247 00	4,247 00	213 00	
9693	Glen Rock to Hanover.....	13		6	557 00			340 00	897 00	69 00	
9696	Harrisburg to Auburn.....	59		6	1,770 00				1,770 00	30 00	
9660	Schuylkill Haven to Tremont.....	12		6	510 00				510 00	42 50	
			862½			112,019 00	9,048 00	9,260 00	130,327 00		151 00
MARYLAND.											
9850	Baltimore to Philadelphia.....	102		19	37,500 00						
9851	Baltimore to Washington.....	40		26	12,000 00		5,028 00	3,736 00	40,264 00	414 00	
9852	Baltimore to Wheeling.....	179		13	53,700 00		1,372 00	596 00	14,558 00	383 00	
		201			37,087 50		5,400 00	432 00	97,512 50	255 00	
		3			300 00						
9856	Baltimore to Columbia.....	50		14							
		13		7	12,450 00		1,852 00	90 00	14,392 00	200 00	
9887	Annapolis to Annapolis Junction.....	26		13	2,858 00			30 00	2,888 00	144 50	
			617			156,495 50	14,452 00	4,874 00	175,821 50		284 50
OHIO.											
10056	Erie to Cleveland.....	26		13	25,920 00		1,800 00	1,770 00	29,490 00	307 00	
10154	Springfield to Dayton.....	94		6	2,400 00		800 00	251 00	3,451 00	144 00	
10156	Columbus to Xenia.....	55		13	14,850 00		900 00	151 00	15,901 00	289 00	
10160	Columbus to Cleveland.....	138		13	37,290 00		1,800 00	1,663 00	40,753 00	296 00	
10185	Mansfield to Sandusky.....	61		6	5,220 00		700 00	804 00	6,724 00	110 00	
10186	Mansfield to Newark.....	63		6	5,400 00		700 00	309 00	6,409 00	103 00	
10234	Springfield to Sandusky.....	132		6	13,200 00		800 00	306 00	14,306 00	109 00	
	And branches.....	83		6	2,700 00				2,700 00	43 00	
10261	Cincinnati to Springfield.....	64		13	17,200 00		800 00	675 00	18,675 00	295 00	
		19		6	1,000 00				1,000 00	100 00	

* Includes \$3,034, being 25 per cent. on \$300 a mile for night service, and for a third extra trip.
 † Includes \$4,050, being 25 per cent. on \$300 a mile for night service, and for a third extra trip.
 ‡ Includes \$6,900 for ferry at night, and accommodation for agents in night trains.

E.—Railroad service as in operation on the 30th September, 1864—Continued.

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Number of roads.	Terminal.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost of revenue expenses.	Annual cost of mail-messenger service.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.
10966	Cincinnati to Dayton	80		6	66,000 00		6,000 00	696 00	77,746 00	\$199 00	
10979	Morrow to Lancaster	86		6	6,800 00		800 00		7,600 00	88 00	
10984	Cincinnati to New Castle	94		6	4,098 00		800 00	97 00	5,115 00	54 00	
10989	Cleveland to Wellerville	100		6	10,000 00						
10990	Pittsburg to Crestline	159		6	2,518 00		1,000 00	749 00	14,867 00	93 00	
		197		6							
		98		6	22,800 00		1,000 00	1,315 00	26,715 00	96 00	
10331	Zanesville to Columbus	60		14	12,000 00		1,900 00	914 00	13,414 00	223 00	
10334	Hillsboro' to Loveland	37		6	1,850 00			145 00	1,995 00	54 00	
10342	Galva to Union City	118		6	5,142 00		1,400 00	59 00	6,631 00	56 00	
10343	Dayton to Indianapolis	130		6	13,000 00		1,300 00	75 00	14,375 00	110 00	
13244	Toledo to Grafton	87		13	17,900 00		1,000 00	703 00	20,603 00	238 00	
10396	Dayton to Piqua	96		6	1,300 00				1,300 00	43 00	
10398	Columbus to Urbans	46		6	1,971 00		600 00	134 00	2,705 00	59 00	
10417	Springfield to Delaware	50		6	1,500 00			65 00	1,565 00	31 00	
10418	Cresline to Van Wert	99		6	4,950 00		700 00	195 00	5,635 00	58 00	
10419	Dayton to Xenia	16		12	2,000 00			195 00	2,195 00	133 00	
10397	Cleveland to Sandusky	61		6	2,695 00		600 00	400 00	3,695 00	59 00	
			2,117			4942,223 00	21,500 00	11,840 00	275,261 00		\$130 00
VIRGINIA.											
9401	Aquia Creek to Richmond	54		14	22,700 00		5,400 00	258 00	28,358 00	374 77	
9489	Richmond to Staunton	138.15		7	13,815 00		1,600 00	95 00	15,440 00	111 71	

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9433	Richmond to Petersburg	244		14	7,350 00		1,000 00		8,350 00	341 66	
9443	Petersburg to Prospect	110		6	4,715 00		800 00		5,515 00	50 13	
9445	Petersburg to City Point	19		6	450 00				450 00	37 50	
9448	Petersburg to Weldon	64		14	19,300 00		1,800 00		21,100 00	329 51	
2452	Hicksford to Gaston	90		7	1,000 00			100 00	1,000 00	50 00	
2470	Portsmouth to Weldon	80		7	8,000 00			113 00	8,113 00	101 41	
2518	Manassas Station to Piedmont	33		6	1,414 00		600 00	141 00	2,155 00	65 33	
2533	Winchester to Harper's Ferry	32		6	2,743 00			40 00	2,783 00	86 89	
2622a	Lynchburg to Newbern	106		6	4,585 00		600 00	390 00	5,505 00	51 94	
2724	Alexandria to Gordonsville	97		7	4,850 00		600 00	25 00	5,475 00	56 44	
2728	Richmond to Clover Depot	95		6	4,072 00		800 00	50 00	4,922 00	51 08	
			877.31			94,834 00	13,900 00	1,132 00	109,166 00		123 00
NORTH CAROLINA.											
2801	Raleigh to Weldon	99		7	9,900 00		1,600 00		11,500 00	116 16	
2825	Weldon to Wilmington	162		14	48,600 00		4,000 00	800 00	53,400 00	329 63	
			261			58,500 00	5,600 00	800 00	64,900 00		248 66
SOUTH CAROLINA.											
3101	Columbia to Branchville	69		7	6,900 00			305 00	7,205 00	104 42	
3102	Columbia to Greenville C. H.	164		6	10,327 50		1,200 00	150 00	11,697 50	72 51	
3103	Columbia to Charlotte	117		6	8,400 00			126 00	8,526 00	72 82	
3106	Camden to Junction	39		7	1,950 00			200 00	2,150 00	56 12	
3153	Kingville to Wilmington	171		7	40,612 50		3,000 00	484 00	44,096 50	257 69	
3227	Newberry C. H. to Laurens C. H.	31		6	1,298 57				1,298 57	42 85	
3131	Charleston to Augusta	130		14	33,012 50		3,000 00	641 06	36,653 56		
			727.4			102,641 07	7,200 00	1,874 00	111,615 07		153 50
GEORGIA.											
3250	Savannah to Macon	192		14	33,600 00			60 00	33,660 00	175 31	
3284	Milledgeville to Gordon	17		7	999 00				999 00	58 78	

POSTMASTER GENERAL.

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Number of route.	Termini.	Distance.		Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost of route agencies.	Annual cost of mail-messenger service.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.								
3299	Macon to Atlanta.....	102		7	\$12,750 00			\$130 00	\$12,880 00	\$126 27	
3319	Augusta to Atlanta.....	174½		14							
3312	Branch, Camack to Warrenton.	3½		7	41,700 00		\$3,000 00	205 00	44,905 00	251 92	
3318	Double Wells to Washington.	1¾		6	803 57				803 57	42 66	
3320	Union Point to Athens.....	39½		6	2,060 00				2,000 00	50 63	
3365	Atlanta to West Point.....	92		7	18,400 00		1,500 00	160 00	20,060 00	218 04	
3366	Atlanta to Chattanooga, Tenn.	140		6	14,000 00		2,400 00	334 00	16,734 00	119 82	
3374	Kingston to Rome.....	18½		6	930 00			90 00	1,020 00	54 83	
3411	Fort Valley to Oglethorpe....	22		7	1,100 00				1,100 00	50 00	
3415a	Macon to Columbus.....	99		7	9,900 00			100 00	10,000 00	101 01	
3424	Millin to Augusta.....	54		7	6,750 00				6,750 00	125 00	
3442	Milledgeville to Eatonton....	23		7	1,150 00				1,150 00	50 00	
			996½			\$144,082 57	6,900 00	1,129 00	152,111 57		\$152 70
ALABAMA.											
7001	Montgomery to West Point, Ga.	88½		14	24,337 50		1,500 00	240 00	26,077 50	294 66	
7073	Memphis, Tenn., to La Grange and Decatur, Ala., to Tusculumbia	93		7	9,300 00				9,300 00	100 00	
7114	Selma to Monteavalla.....	56		6	2,400 00				2,400 00	42 66	
7141	Mobile to Citronelle.....	33		3	234 00				234 00	7 09	
			270½			36,271 50	1,500 00		38,011 50		140 52

MICHIGAN.											
13003	Detroit to Chicago.....	282½		12	42,375 00		3,600 00	714 00	46,689 00	165 23	
13005	Detroit to Pontiac.....	25½		6	1,093 00				1,093 00	42 86	
13018	Toledo to Chicago.....	242		12	36,300 00		2,400 00	970 00	39,670 00	163 92	
13019	Monroe to Adrian.....	36		6	5,400 00				5,400 00	150 00	
13020	White Pigeon to Three Rivers	13		6	325 00				325 00	25 00	
13021	Elkhart to Goshen.....	10		6	425 00				425 00	42 86	
			609			85,921 00	6,000 00	1,684 00	93,605 00		153 70
INDIANA.											
14500	Lawrenceburg to Indianapolis.	90½		6	6,757 00		1,400 00	482 00	8,651 00	96 00	
14501	Indianapolis to Dayton.....	108		12	13,500 00		700 00	309 00	14,509 00	134 00	
14502	Indianapolis to Madison.....	87		6	4,350 00		800 00	140 00	5,290 00	61 00	
14503	Indianapolis to Lafayette....	64		6	6,400 00		700 00	167 00	7,267 00	113 00	
14504	Indianapolis to Terre Haute..	73		6	7,300 00		800 00	436 00	8,536 00	117 00	
14505	Indianapolis to Peru.....	78½		6	3,925 00		800 00	25 00	4,750 00	60 00	
14512	Franklin to Martinsville.....	26		6	780 00				780 00	30 00	
14513	Edinburgh to Rushville.....	37		6	1,671 00			50 00	1,721 00	49 00	
14514	Knightstown to Shelbyville....	26		6	1,040 00			40 00	1,080 00	42 00	
14515	Jefferson to Edinburgh.....	77		6	3,300 00		1,200 00	120 00	4,620 00	60 00	
14516	New Albany to Michigan City..	135		6							
		153		12	22,050 00		2,800 00	136 00	25,086 00	87 00	
14529	Evansville to Vincennes.....	52		6	2,229 00		600 00	10 00	2,839 00	54 00	
14533	Cincinnati to Seymour.....	22		24							
		67		12	11,125 00		1,400 00	150 00	12,675 00	142 00	
			1,096			84,439 00	11,200 00	2,115 00	97,754 00		89 33
ILLINOIS.											
13253	Decatur to Naples.....	95		6	4,072 00			110 00	4,182 00	44 42	
13264	Joliet to St. Louis.....	245		12	24,500 00		2,200 00	120 00	26,820 00	109 47	
13437	Chicago to Rock Island.....	184		12	15,772 00		1,600 00	893 00	18,265 00	99 26	
13439	Chicago to Seales Mound.....	159		12	15,900 00		1,600 00	679 00	18,179 00	114 33	
13440	Mendota to Decatur.....	220		6	9,429 00		606 00		10,029 00	46 95	
13441	Chicago to Urbana.....	129		6	5,509 00		800 00		6,309 00	49 90	

Number of routes.	Terminal.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost of revenue appliances.	Annual cost of mail-transport service.	Total annual cost.	Annual cost per mile.	Total average cost per mile in each State.
13442	Chicago to Dixon.....	90	Miles.	6	\$2,976 00				\$2,976 00	\$30 00	
13443	Chicago to West Wheeling.....	95		6	695 00				695 00	25 00	
13450	Mendota to Salisbury.....	79		6	2,160 00				2,160 00	30 00	
13586	Junction to Mendota.....	65		6	1,950 00				1,950 00	30 00	
			1,393			\$73,887 00	\$6,800 00	\$1,808 00	\$81,495 00		\$71 53
WISCONSIN.											
13662	Milwaukee to Madison.....	96	96	6	4,800 00	4,800 00			4,800 00	50 00	59 00
KENTUCKY.											
8902	Louisville to Lexington.....	94		12	8,100 00		1,600 00			103 90	
8915	Lexington to Covington.....	97½		14	9,765 00		1,600 00	764 00		124 90	
			191½			17,865 00	3,200 00	764 00	\$21,830 00		113 90
TENNESSEE.											
8455	Nashville to Chattanooga.....	160		7	25,000 00		1,800 00	95 00		168 71	
8496	Loudon to Dalton.....	82		6	6,150 00		1,500 00	272 40		99 22	
			941			31,150 00	3,300 00	937 40	\$34,387 40		142 68

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MISSOURI.											
970	St. Louis to Pacific.....	37	37	7	1,480 00	1,480 00			1,480 00	40 00	40 00
MISSISSIPPI.											
7302	Jackson to Brandon.....	13½		7	1,350 00					100 00	
7304	Jackson to Vicksburg.....	46		3	4,600 00					100 00	
7318	Bolton's Depot to Raymond.....	8		12	600 00					75 00	
7319	Grand Gulf to Port Gibson.....	8		6	400 00					50 00	
			75½			6,950 00					92 00
LOUISIANA.											
7705	New Orleans to Carrollton.....	7		6	300 00					264	
7706	New Orleans to Terre au Bruf.....	16		6	300 00					18 00	
			33			500 00					21 67

POSTMASTER GENERAL.

WM. H. DUNDAS,
Second Assistant Postmaster General.

Steamboat service as in operation on the 30th of September, 1854.

States.	Number of routes.	Terminals.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
New Hampshire	967	Weir's Bridge to Centre Harbor, and Wolf-boro' and Southworth Villages.	Miles. 30	Miles.	6	\$300 00		During navigation.
	974	Alton Bay to Centre Harbor.	30	60	6	133 00	\$433 00	During navigation.
Massachusetts	649	New Bedford to Nantucket	65	75	6	3,000 00	3,000 00	From 25th November to 25th March, from Wood's Hole to Nantucket only by steamboat and packet, alternately.
Rhode Island	801a	Providence to Newport.	23	23		500 00	500 00	18 trips per week so long as steamers run so frequently, and 6 trips per week residue of year.
New York	1094	New York to Stonington, Ct.	125		6	7,000 00		
	1095	New York to Norwich, Ct.	142		6	1,200 00		
	1110	White Hall to Plattsburg	95		12	4,800 00		During navigation.
	1190	Port Kent to Burlington, Vt.	8		1	110 00		Part of a coach contract.
	1365	Ithaca to Cayuga.	40	410	6	1,799 00	14,909 00	Part of a railroad contract.
Ohio	10270	Cincinnati to Mayaville, Ky.	64		6	4,000 00		
	10335	Sandusky to Toledo.	66		6	2,400 00		During navigation.

Virginia	10340	Portsmouth to Cincinnati.	123	247	3	2,000 00	8,400 00	
	2401 pt	Washington, D. C., to Aquia Creek, Va.	54½		14	16,300 00		
	2440	Richmond to Norfolk.	148		6	3,625 00		
	2464	Baltimore, Md., to Yorktown, Va.	200		1	650 00		\$15 the round trip, with \$100 additional for mail messenger service.
	2467	Norfolk to Hampton	18		6	1,600 00		
	2468	Norfolk, Va., to Baltimore, Md.	200		6	9,000 00		\$250 additional per month for 3 additional weekly trips, from December 1, 1853, to March 15, 1854.
					3	5,250 00		
	2460	Norfolk to Eastville.	57		2	1,700 00		
	2576	Wheeling to Parkersburg.	93		3	2,500 00		
	2726	Norfolk to New York.	300		1	520 00		
2730	Norfolk to Mathews C. H.	60	1,230½	2	600 00	41,975 00		
North Carolina	2-30a	Greenville to Washington.	25		6	1,200 00		
	2654	Franklin Depot to Plymouth.	108		3	893 00		
	3008	Wilmington to Smithville.	28		1	500 00		
South Carolina	3222	Charleston, by Beaufort, to Savannah, Ga.	160	161	1	1,300 00	2,593 00	
	3226	Charleston to New York, N. Y.	720		2	500 00		
Georgia	3251	Savannah to Pilatka, Fla.	358	680	2	7,450 00	1,800 00	
	3413	Savannah to New York, N. Y.	800		1	4,100 00		
	3425	Philadelphia, Pa., to Savannah, Ga.	800		1	4,100 00		
Florida	3500	Pilatka to Mellonville.	130	1,358	1	1,500 00	15,770 00	
	3540	Bainbridge to Apalachicola.	206		1	11,500 00		3 trips a week 4 months, and 2 trips a week 4 months.
	3557	Charleston, S. C., to Pilatka, Fla.	300		2	2,600 00	15,660 00	
Michigan	13007	Detroit to Sault St. Marie.	351	620	1	200 00		During navigation.
	13008	Detroit to Cleveland.	120		6	2,500 00		During navigation—offer of department.
	13091	Sault St. Marie to Ontonagon.	300	771	3	1,000 00	3,739 00	During navigation.

States.	Number of routes.	Terminal.	Distance.		Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.				
Illinois.....	13436	Chicago to Milwaukee.....	88	88	6	\$5,000 00	\$5,000 00	During navigation.
Wisconsin.....	13668	Milwaukee to Sheboygan.....	50	50	6	1,500 00	1,500 00	
Iowa.....	9436	Kookuk to Rock Island, Ill.....	150	150	6	7,800 00	7,800 00	\$25 per trip.
Missouri.....	8912	St. Louis to Kookuk, Iowa.....	206	206	3	15,000 00	15,000 00	During navigation.
Kentucky.....	8901	Louisville to Cincinnati, Ohio.....	142		7	4,800 00		Service engaged by the trip; pay estimated.
	5109	Louisville to New Orleans, La.....	1,416		7	32,300 00		
	5103	Louisville to St. Louis, Mo.....	650		7	70,000 00		
Alabama.....	7009	Stockton to Mobile.....	34	2,908	7	10,355 00	117,100 00	Under coach contract.
	7069	Chattanooga to Decatur.....	195		7	19,500 00	29,655 00	
Mississippi.....	7309	Vicksburg to New Orleans, La.....	170	510	34	33,680 00	48,580 00	
	7311	Vicksburg to Napoleon, Ark.....	230		2	10,400 00		
	7312	Vicksburg to Yazoo City.....	110		3	4,500 00		
Arkansas.....	7511	Napoleon to Aberdeen.....	165		3	13,000 00		
	7512	Napoleon to Memphis, Tenn.....	203		2	10,000 00		

Louisiana.....	7513	Aberdeen to Batesville.....	272	640	2	16,686 00	30,686 00	Pay estimated.
	7701	New Orleans to Mobile, Ala.....	183		7	35,000 00		
	7702	New Orleans to Shreveport.....	670		3	7,890 00		
	7703	New Orleans to Covington.....	60		3	800 00		
	7717	Donaldsonville to New Iberia.....	95	1,008	3	7,285 00	50,775 00	
Texas.....	7851	New Orleans, La., to Indianola, Texas.....	540		2	45,000 00		1 additional weekly trip nine months of the year, between New Orleans and Galveston, 400 miles.
	7852	New Orleans to Brazos Santiago.....	550			15,000 00		2 trips a month.
	7854	Galveston to Houston.....	80	1,170	3	10,940 00	70,940 00	
California.....	12500	San Francisco to Sacramento City.....	125		6	15,000 00		
	12501	San Francisco to Stockton.....	125		6	9,970 00		
	12529	Sacramento City to Marysville.....	54	304	6	2,000 00	26,970 00	
Oregon Territory...	12700	Astoria to Portland.....	120		2	9,000 00		
	12708	Portland to Oregon City.....	13	133	2	1,100 00	10,100 00	
				13,142½			728,096 00	

WM. H. DUNDAS,
Second Assistant Postmaster General.

OFFICE OF AUDITOR OF TREASURY FOR P. O. DEPARTMENT,
November 13, 1854.

SIR: The rapid and steady extension of the operations of the Post Office Department over the whole surface of our Federal Union and its Territories, has occasioned, during the fiscal year ended the 30th June last, a corresponding increase of the labors of this office. In submitting, as I now have the honor to do, the following report of the results of those labors, I have the satisfaction to state that they have been performed with a cheerful promptitude and industry on the part of the gentlemen of the several divisions of the office, which, while it entitles them to this grateful acknowledgment, has also secured the punctual and faithful discharge of the functions of the office, and, I trust, given satisfaction as well to the department as the public.

The balance standing to the credit of the Post Office

Department on the books of this office on the 1st of July, 1853, was..... \$356,029 65

The receipts for the fiscal year ended 30th June, 1854, were..... 6,255,586 22

The amount placed in the treasury for the service of the Post Office Department, being grants in aid of the revenue, under acts of 3d March, 1847, '51, and '53, and 31st May and 27th July, 1854, was..... 2,736,748 96

Making a total revenue of..... \$9,348,364 83

The expenditures for the fiscal year ended 30th June, 1854, were..... \$8,577,424 12

Add the amount of accounts closed by bad debts, including those mentioned in my last annual report, \$30,826 17

Also compromised debts.. 906 23

31,116 85

From this deduct the balance of credit accounts closed by suspense..... 254 77

30,862 08

8,608,286 20

Leaving to the credit of the Post Office Department on 1st July, 1854..... \$746,078 63

Excess of expenditures of all kinds over the revenue of the year, exclusive of receipts and payments for foreign postages, and of the balance on hand 1st July, 1853, and of the amount drawn from the treasury..... \$2,366,224 62

CONTRACTORS' ACCOUNTS.

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

On regular routes.....	4,863
On special routes.....	3,314
Payments on recognitions of service.....	595
The whole amount passed to the credit of contractors and others for transportation, was.....	\$5,503,593 58
Amounts charged to contractors:	
To damages, over-credits, &c.....	31,363 30
“ fines.....	30,095 27
“ deductions.....	80,391 32
Amount actually paid for transportation during the year.....	5,401,382 50
Of which there were paid for regular service in the United States.....	4,859,386 83
Route agents.....	177,516 00
Supply of special offices.....	147,177 69
Transportation in previous years.....	33,340 26
River mails.....	86,660 00

FOREIGN MAIL TRANSPORTATION.

New York to Bremen.....	\$183,333 26
New York to Havre.....	137,500 00
Charleston to Havana.....	50,000 00
Across the isthmus of Panama, and agents.....	126,212 41
New Orleans to Vera Cruz.....	44,950 00
Total.....	541,995 67

POSTMASTERS' ACCOUNTS.

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

In 3d ^o quarter of 1853.....	22,773
In 4th quarter of 1853.....	22,305
In 1st quarter of 1854.....	22,768
In 2d quarter of 1854.....	22,949
Total.....	90,795

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

New York city.....	\$82,284 84	Madison, Wis.....	\$871 51
Chicago, Ill.....	6,711 21	Louisville, Ky.....	493 38
Washington, D. C....	2,611 49	Providence, R. I....	224 46
Toledo, O.....	1,107 44	Worcester, Mass.....	154 20

REPORT OF THE

Detroit, Mich.....	\$126 94	Philadelphia, Pa.....	\$322 68
Troy, N. Y.....	87 10	Norwich, Ct.....	187 46
Springfield, Mass.....	20 12	Newark, N. J.....	120 22
Boston, Mass.....	15,923 29	Buffalo, N. Y.....	119 75
Harrisburg, Pa.....	3,045 37	Montgomery, Ala.....	36 75
Baltimore, Md.....	1,203 37	Albany, N. Y.....	8 09
Hartford, Ct.....	1,082 56	Wilmington, Del.....	63 96
Brooklyn, N. Y.....	508 97		
Total surplus commissions.....			<u>117,458 45</u>

The aggregate balances due from postmasters in the adjustment of their quarterly accounts for the year, were as follows:

1st July to September 30, 1853.....	\$813,194 37
1st October to December 31, 1853.....	853,865 68
1st January to March 31, 1854.....	929,000 72
1st April to June 30, 1854.....	892,730 54
Total.....	<u>3,488,791 31</u>

COLLECTION OF POST OFFICE REVENUE.

During the fiscal year the collection division of this office had in charge the following number of accounts of present postmasters..... 23,546

Of late postmasters who became late in fiscal year—

	Debit.	Credit.	
1846	4	305	
1847	11	311	
1848	8	333	
1849	34	552	
1850	69	899	
1851	105	635	
1852	964	1,748	
1853	2,603	3,847	
1854	3,882	3,757	
			<u>90,047</u>

Total accounts of late and present postmasters in hand..... 43,593

The number of changes of postmasters reported to this office by the Appointment Office of the Post Office Department, (occasioned by removals, resignations, and giving new bonds,) which required the final adjustment of their respective accounts, was..... 7,619

The following is a correct classification of the offices now in operation, viz:

Draft offices.....	1,059
Deposit offices.....	1,109
Special and mail messenger offices, and those partially so....	4,164
Collection offices.....	<u>17,214</u>
Total offices in operation.....	<u>23,546</u>

POSTMASTER GENERAL.

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The whole amount collected by contractors on orders sent from this office was..... \$928,260 83
 Amount collected by special drafts, &c..... 1,990 19

930,241 02

The balance on account of late postmasters, who went out of office or whose accounts terminated between July 1, 1845, and June 30, 1853, unsettled on 1st of July, 1853, increased by estimates since last report, amounted to..... \$216,548 97

Amount of these accounts placed in suit during the last fiscal year, and still uncollected..... 15,408 55

Leaving due on these accounts 1st July, 1853..... 201,140 42

Of this sum there have been collected during the year:

Without suit..... \$148,386 39
 With suit..... 10,062 84
 Credited on vouchers..... 4,159 83
 Closed by suspense..... 377 19
 Charged to bad debts..... 390 41

163,376 66

Leaving uncollected on 30th June, 1854, on accounts prior to July 1, 1853, and not in suit..... 37,763 76

Add amount in suit, and uncollected on June 30, 1854, of accounts placed in suit prior to 30th June 1853... 52,085 31

Leaving an aggregate of indebtedness of late postmasters, on accounts prior to 1st of July, 1853..... 89,849 07

Amount due by late postmasters, who became late during the fiscal year ending 30th June, 1854..... \$303,994 46

Collected within the year..... \$244,112 17
 Credited on vouchers..... 311 01
 Closed by suspense..... 143 95

244,567 13

Balance on these accounts uncollected on 30th June, 1854..... 59,427 33

Of which sum this amount is in suit..... 1,555 89

Leaving a balance on these accounts still uncollected, and not in suit, to 30th June, 1854, of..... 57,871 44

Aggregate indebtedness by late postmasters from July 1, 1845, to July 1, 1853..... \$216,548 97

Same from July 1, 1853, to July 1, 1854..... 303,994 46

Total amount for collection from July 1, 1845, to July 1, 1854..... 520,543 43

Collected and closed during the fiscal year:

On accounts prior to 1st July, 1853. . . . \$163,376 66
 On accounts of year ending 30th June, 1854 244,567 13

Total collections in the year on both classes of accounts \$407,943 79

Balance yet due the United States on accounts from 1st July, 1845, to 30th June, 1854, by postmasters who became late during that time, and not in suit. \$95,797 14
 Same in suit. 53,641 20

Total balance due United States on said accounts. . . . 149,438 34

Classification of balances still due as above, and not in suit:

For the year ending June 30, 1846.	\$54 08	
For the year ending June 30, 1847.	116 08	
For the year ending June 30, 1848.	52 11	
For the year ending June 30, 1849.	246 62	
For the year ending June 30, 1850.	580 43	
For the year ending June 30, 1851.	1,311 74	
For the year ending June 30, 1852.	3,188 09	
For the year ending June 30, 1853.	32,376 55	
For the year ending June 30, 1854.	57,871 44	
		<u>\$95,797 14</u>

Balances for the same years in suit:

For the year ending June 30, 1846.	\$3,025 77	
For the year ending June 30, 1847.	728 06	
For the year ending June 30, 1848.	1,220 03	
For the year ending June 30, 1849.	1,890 48	
For the year ending June 30, 1850.	1,167 50	
For the year ending June 30, 1851.	2,870 04	
For the year ending June 30, 1852.	3,618 91	
For the year ending June 30, 1853.	37,564 22	
For the year ending June 30, 1854.	1,555 89	
		<u>53,641 20</u>

Total amount due on late postmasters' accounts to 30th June, 1854. 149,438 34

From this amount should be deducted the aggregate balance due from late postmasters in California and Oregon, and which is now in process of cancellation by the allowance of vouchers for compensation and extraordinary but necessary incidental expenses of their offices, heretofore suspended for want of commissions to pay them, under the provisions of the 4th and 5th sections of an act entitled "An act making provision for the postal service in the State of California and in the Territories of Oregon and Washington," approved July 27, 1854, as follows:

POSTMASTER GENERAL.

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Amount of these accounts not in suit. . . .	\$60,873 71	
Amount of these accounts in suit.	55,668 06	
	<u> </u>	\$106,541 77

Leaving a final balance still due the United States on accounts of late postmasters from 1st July, 1845, to 30th June, 1854, of.		<u>42,896 57</u>
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CREDIT BALANCES.

Balances due to late postmasters from 1st July, 1845, to 30th June, 1853.		\$173,794 38
Which has been increased during the year by the allowance of extra. commissions, under the act of 3d March, 1851.		<u>7,477 92</u>

Total		191,272 30
Of which there has been paid or settled during the year.		<u>66,030 39</u>

Leaving still due the late postmasters at the close of the year on accounts prior to 30th June, 1853.		<u>115,241 91</u>
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Balances due to late postmasters for the fiscal year ending 30th June, 1854.		\$71,662 54
Of which there has been paid or settled during the year		<u>15,770 93</u>

Leaving still due on accounts to 30th June, 1854.		<u>65,891 61</u>
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AGGREGATE OF BALANCES REMAINING DUE TO LATE POSTMASTERS.

From July 1st, 1845, to June 30th, 1853.		\$115,241 91
From July 1st, 1853, to June 30th, 1854.		<u>55,891 61</u>

171,133 52

Deduct from this the amount of the final balance due the United States by late postmasters from 1st July, 1845, to 30th June, 1854, as above.		<u>42,896 57</u>
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And it appears that the indebtedness of the United States to late postmasters, who have held office since the 1st of July, 1845, exceeded, on the 30th June, 1854, the aggregate amount of their indebtedness to the United States by the sum of.		<u>\$128,236 95</u>
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SUITS.

Eighty-four suits were brought during the fiscal year ended 30th June, 1854, for the recovery of balances, &c., due on or before the 1st July, 1853, amounting in the aggregate to.		\$41,554 50
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Six suits were brought during the same period for balances, &c., that were due on or after the 1st July, 1863, amounting to.....	\$11,565 65
Ninety suits were therefore brought during the year, for the recovery of.....	<u>53,150 16</u>
Twenty-four of the above suits have been concluded, and the balances, &c., for which they were commenced, collected, amounting to.....	\$17,551 76
Collections were also made during the year in twenty suits, which were commenced prior to 1st July, 1863, amounting to.....	<u>2,060 08</u>
Total collections by suit in the year.....	19,601 84
Collections have also been made since the close of the year, in one suit which was commenced prior to July 1st, 1863, amounting to.....	\$108 56
And in ten suits which were commenced since and during the last fiscal year, amounting to.....	<u>979 27</u>
Total collections since the close of the year.....	<u>1,087 83</u>
Total collections by suit.....	20,689 67
One of the above suits commenced since 1st July, 1863, has been discontinued and the balance charged to bad debt account, amounting to.....	11 74

Among the results accomplished by this office during the fiscal year may be mentioned the facts, that it has adjusted and paid the quarterly accounts of 8,000 contractors and other agents of the department engaged in carrying the mail, making an aggregate of 32,000. It has adjusted and settled the quarterly accounts of 23,546 postmasters, or an aggregate of 94,184; or a grand aggregate of 126,184 accounts of both classes, during the last fiscal year.

The settlement of these accounts has involved the receipt of 122,668 letters and packages, the transmission of 70,735 letters and circulars in reply, and the issuance of 65,787 collection orders in favor of contractors, and 13,092 error notices to postmasters.

By comparison of these statistics with those of former years, some idea may be gained of the rapidity with which the labors of this office have increased.

The voluminous statistical tables of the foreign mail service have been furnished to you in detail; and as they will be treated as a part of the Postmaster General's annual report, it is deemed unnecessary to encumber this report with them.

The tabular statement herewith, marked A, exhibits the expenditures of the Post Office Department, under their several heads, for the year ending 30th June, 1864.

That marked B, exhibits the receipts of the Post Office Department for the same period.

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

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

In conclusion, I beg to bring to your notice, again, the unsafe condition of the accounts, vouchers, and other papers of this office, as well as the great inconvenience and discomfort of the clerks, for want of sufficient room in the General Post Office building, for the safe-keeping of the former, and the suitable accommodation of the latter.

Respectfully submitted:

WM. F. PHILLIPS, *Auditor.*

HON. JAMES CAMPBELL,
Postmaster General.

A.—Statement exhibiting the expenditures of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1854.

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Object.	Third quarter, 1853.	Fourth quarter, 1853.	First quarter, 1854.	Second quarter, 1854.	Total under each head.	Aggregate amount.
Compensation to postmasters.....	\$390,495 64	\$401,597 81	\$464,436 08	\$451,194 72	\$1,707,708 29	
Extra compensation, act 3d March, 1851.....	25,094 50	5,479 94	2,870 14	1,355 49	34,799 97	
Ship, steamboat, and way letters.....	4,303 29	4,899 34	4,523 39	5,764 65	19,549 67	
Transportation.....	1,236,383 75	1,380,372 71	1,425,296 61	1,859,439 43	5,401,389 50	
Wrapping paper.....	2,831 21	9,187 79	12,455 60	9,929 13	49,463 66	
Office furniture.....	907 52	1,777 02	1,301 17	2,043 65	5,999 36	
Advertising.....	8,020 64	21,435 68	62,417 61	11,989 64	103,863 57	
Mail bags.....	10,147 23	16,712 54	10,045 84	11,955 96	48,861 57	
Blanks.....	16,467 53	20,178 70	17,596 76	23,933 82	78,176 81	
Mail locks, keys, and stamps.....	3,342 95	2,973 62	2,296 15	2,167 85	10,770 77	
Mail depredations, and special agents.....	11,797 44	11,635 44	12,500 29	12,846 31	49,769 51	
Clerks for offices.....	129,810 01	185,018 55	156,863 32	159,446 34	631,138 26	
Official letters received by postmasters.....	94 30	149 35	90 64	104 03	447 32	
Postage stamps.....	6,618 50	2,432 50	2,284 50	2,329 07	13,664 57	
Stamped envelopes.....	11,356 70	12,022 78	11,612 32	12,426 97	47,418 77	
Stamps redeemed, old issue.....				5 65	5 65	
Stamps returned to department, old.....	36 00		10 00		46 00	
Payments to letter-carriers.....	51,977 39	32,876 85	35,426 61	35,687 67	135,968 52	
Completion of post routes.....				1,000 00	1,000 00	
Miscellaneous payments.....	23,646 93	54,855 43	42,967 70	32,117 90	153,587 96	
Miscellaneous, account British mails.....			*94,541 39		94,541 39	
	1,919,311 57	2,162,838 05	2,359,475 12	2,135,802 35		\$9,577,424 12

REPORT OF THE

* This sum is in payment of the ascertained balances, including premium on exchange, arising from British postages, and found to be due to the United Kingdom on account of the 4th quarter 1852, and 1st quarter 1853.

Respectfully submitted:

AUDITOR'S OFFICE POST OFFICE DEPARTMENT, November 7, 1854.

WM. F. PHILLIPS, Auditor.

B.

Statement exhibiting the receipts of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1854.

	Third quarter, 1853.	Fourth quarter, 1853.	First quarter, 1854.	Second quarter, 1854.	Total under each head.	Aggregate amount.
Letter postage.....	\$723,057 94	\$795,222 56	*\$909,599 69	\$850,230 31	\$3,277,110 50	
Stamps sold.....	409,511 55	533,740 62	540,545 03	552,669 82	2,146,476 02	
Newspapers and pamphlets.....	133,329 15	147,074 78	170,065 72	155,674 53	606,144 18	
Fines.....	5 00	7 50		5 00	17 50	
Receipts on account of enrolment.....	9,736 77	35,614 20	14,811 24	17,790 25	81,952 46	
Receipts on account of letter-carriers.....	31,977 39	32,876 85	35,426 61	35,687 67	135,968 52	
Receipts on account of damages, falling contractors.....			200 00	200 00	400 00	
Receipts on account of dead letters.....			4,346 11		4,346 11	
Miscellaneous receipts.....	280 87	1,362 54	369 40	1,154 12	3,166 93	
	1,397,998 67	1,545,908 05	1,680,363 80	1,622,415 70		\$6,255,596 22

POSTMASTER GENERAL.

* In the item "letter postage," for the first quarter 1854, is included the sum of \$51,614 78, ascertained to be due to the United States from the kingdom of Prussia, arising from foreign postages for the fourth quarter 1852, and second and third quarters 1853; also the sum of \$39,777 80, ascertained to be due to the United Kingdom for the third quarter 1853.

† In same item, for second quarter 1854, is embraced the sum of \$36,393 54, due to the United States from the kingdom of Prussia, arising from foreign postages for the first and fourth quarters 1853.

Respectfully submitted:

AUDITOR'S OFFICE POST OFFICE DEPARTMENT, November 7, 1854.

WM. F. PHILLIPS, Auditor.

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REPORT OF THE POSTMASTER GENERAL.

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

Places.	Number of letters.	Number of circulars and handbills.	Number of newspapers & pamphlets.	Total number of letters, circulars, newspapers, and pamphlets.	Total amount received for carriage.
New York.....	3,933,154	224,762	478,680	3,997,326	\$69,320 79
Philadelphia.....	1,894,983	38,917	318,989	2,212,489	38,351 97
Boston.....	836,071	27,498	43,761	907,418	8,678 98
Baltimore.....	785,189	34,430	130,677	950,296	14,434 08
New Orleans.....	100,495	19,468	7,374	127,337	2,176 83
	6,817,798	337,761	970,360	8,115,773	134,961 69

Respectfully submitted:

WM. F. PHILLIPS, Auditor.

D.—The following table shows the amounts actually credited for the transportation of the mails by States and Territories, and the amount of postages collected in the same.

States and Territories.	Letter postage.	Newspaper postage.	Stamps sold.	Aggregate.	Transportation.
Maine.....	\$73,368 64	\$14,779 64	\$52,677 48	\$142,726 76	\$62,369 44
New Hampshire.....	44,618 70	10,974 72	26,996 59	87,790 71	47,384 90
Vermont.....	44,670 01	11,452 37	31,477 98	87,500 60	67,661 30
Massachusetts.....	945,843 95	30,194 17	806,198 79	519,186 90	154,566 89
Rhode Island.....	25,604 19	4,315 98	26,935 69	56,755 76	13,730 17
Connecticut.....	78,560 94	16,450 67	74,171 08	169,191 69	80,427 05
New York.....	736,353 25	101,079 49	490,729 67	1,348,155 42	436,669 97
New Jersey.....	64,940 90	19,407 59	26,817 51	109,015 91	78,414 79
Delaware.....	6,432 70	9,980 94	6,383 04	17,815 94	9,419 00
Pennsylvania.....	998,948 78	64,808 99	191,479 69	554,679 46	242,580 34
Maryland.....	90,325 04	21,273 87	77,954 90	193,153 91	190,999 73
District of Columbia.....	19,277 50	5,281 99	17,515 84	40,315 33	
Virginia.....	98,984 11	26,745 97	84,928 65	209,528 73	\$21,965 01
North Carolina.....	30,701 14	11,147 91	37,245 83	89,124 16	163,806 11
South Carolina.....	41,619 47	6,303 04	40,387 98	90,309 89	197,111 67
Georgia.....	68,326 95	16,780 34	68,901 99	149,318 55	220,226 91
Florida.....	10,695 60	9,095 38	7,003 19	19,794 17	59,187 56
Alabama.....	53,580 80	13,324 36	35,949 75	102,919 71	219,806 44
Mississippi.....	42,250 03	12,550 02	21,197 74	76,197 79	108,944 67
Texas.....	35,126 54	8,479 59	15,253 67	58,859 79	169,901 79
Kentucky.....	61,197 85	14,911 98	47,643 68	138,762 51	178,355 21
Michigan.....	63,149 18	1,390 08	40,331 46	118,470 72	132,680 67
Wisconsin.....	51,441 81	15,183 68	93,389 71	90,424 90	61,199 19
Tennessee.....	46,417 88	19,946 00	27,101 45	95,465 33	106,066 75
Missouri.....	62,511 26	19,476 00	37,906 69	111,903 95	120,311 04
Illinois.....	121,948 56	26,752 40	72,910 92	220,611 88	307,111 33
Indiana.....	91,926 42	22,453 40	46,653 21	161,032 10	118,440 64
Arkansas.....	16,576 17	4,823 03	6,692 80	27,199 00	81,177 15
Iowa.....	30,172 17	6,569 17	15,063 63	54,703 97	44,030 09
California.....	174,693 30	14,970 64	67,324 44	256,988 34	163,077 83
Ohio.....	924,909 75	48,150 59	151,946 54	438,986 88	449,479 80
Louisiana.....	84,197 58	14,827 96	41,119 99	140,144 80	97,959 79
Oregon Territory.....	8,460 92	1,145 97	467 64	10,074 71	45,780 90
Minnesota Territory.....	2,048 25	849 18	9,997 83	5,895 01	7,423 74
New Mexico Territory.....	244 34	144 74	928 99	1,658 07	89,847 45
Utah Territory.....	1,406 64	63 85	380 00	1,850 53	9,545 00
Nebraska Territory.....	924 26	43 72	.....	971 99	
Washington Territory.....	1,954 18	176 50	97 35	1,608 05	
Add Prussian and Bremen postage.....	3,160,961 77	601,915 14	9,144,320 40	5,941,909 61	4,864,141 30
Deduct miscellaneous entries.....	688,417 06				
Add miscellaneous entries.....	1,520 82				
Deduct miscellaneous entries.....	87,148 73	4,320 74	2,856 28		
	3,977,110 60	608,148 18	9,146,476 00		

Respectfully submitted:

WM. F. PHILLIPS, Auditor.

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