

REPORT OF THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
December 1, 1856.

SIR: Since my last annual report the post offices have been increased 1,155, and numbered on the 30th June last 25,565. Three hundred and thirty-nine of the postmasters were appointed by the President, by and with the advice and consent of the Senate, the yearly commissions exceeding \$1,000. On the 30th June, 1852, the number of post offices in the United States was 20,901, showing an increase in the last four years of 4,664.

On the 30th June last there were in operation 7,972 mail routes. The number of contractors was 6,372. The length of these routes is estimated at 239,642 miles, divided as follows, viz:

20,323 miles of railroad,
14,951 " " steamboat,
50,453 " " coach,
153,915 " " inferior grades.

The total annual transportation of mails was 71,307,897 miles, costing \$6,035,474, and divided as follows:

21,809,296 miles by railroad, at \$2,310,389—about ten cents and six mills a mile.

4,240,170 miles by steamboat, at \$860,755—about twenty cents and three mills a mile.

19,114,991 miles by coach, at \$1,329,356—about seven cents a mile.

26,143,440 miles by modes not specified, at \$1,534,974—five and seven-eighths cents a mile.

Compared with the service of June 30, 1855, there is an addition of 11,734 miles to the length of mail routes, 3,906,731 miles to the total annual transportation, being about $5\frac{3}{10}$ per cent.; and of \$690,236 to the cost, or $12\frac{1}{10}$ per cent.

The aggregate length of railroad routes has been increased 1,990 miles, and the annual transportation thereon 2,606,827, about $13\frac{1}{2}$ per cent., at a cost of \$237,300, or $11\frac{1}{10}$ per cent.

The length of steamboat routes has been increased 332 miles, and the cost \$235,250, although the annual transportation is less by 219,657 miles. This resulted mainly from putting in operation in January last a daily route between New Orleans and Cairo, Illinois, 1,075 miles, at a cost of \$329,000 per annum. But for this route, there would now appear a diminution of steamboat service, amounting to

743 miles in length of routes, 1,002,257 in annual transportation, and \$93,750 in cost.

The addition to the length of coach routes has been 1,250 miles, to the annual transportation 255,873 miles, and to the cost \$113,377, or $9\frac{1}{2}$ per cent.

The additional length of inferior routes is 8,162 miles, annual transportation 1,263,688 miles; cost \$104,309, or about 5 per cent. in transportation and $7\frac{1}{2}$ per cent. in cost.

The portions of additional service in California are 706 miles in length of routes, and 135,274 miles in transportation, costing \$8,223.

In Oregon no material change has taken place; and no alterations or additions have been made to the service stated in my annual report of 1855 in New Mexico and Utah.

In Nebraska and Kansas 2,238 miles have been added to the length of routes, and 250,470 miles to the annual transportation, at a cost of \$33,843. The whole service in these Territories now stands thus, viz:

Length of coach routes 964 miles; annual transportation thereon 115,648 miles; cost \$17,880, about $15\frac{1}{2}$ cents a mile.

Length of inferior routes 2,152 miles; annual transportation 210,186 miles; cost \$20,275, about 9 cents and six mills a mile.

The total length is 3,116 miles; total transportation 325,834; and the cost \$38,155.

The following table shows the extension of railroad service during the year, separately, in five groups of States, viz:

Additional.	Length of routes.	Miles of annual transportation.	Cost.
	<i>Miles.</i>		
New England and New York.....	150	262,863	\$16,940
New Jersey, Pennsylvania, Delaware, Maryland, and Ohio.....	327	425,743	23,865
Virginia, North Carolina, South Carolina, and Georgia...	168	396,804	67,911
Michigan, Indiana, Illinois, and Wisconsin	862	1,045,496	82,575
Kentucky, Tennessee, Alabama, Mississippi, and Louisiana.	483	475,921	46,009
Total	1,990	2,606,827	237,300

The railroad service within the last four years has increased at a very rapid rate, showing the growth of our country and the enterprise of its citizens. On the 1st of July, 1842, the total length of railroad routes was 3,091 miles, and the cost of service was \$432,568. On the 1st of July, 1852, the number of miles on which the mail was conveyed on railroad amounted to 10,146, costing \$1,275,520; making an increase of 7,055 miles in ten years, at an additional cost of \$842,952. Between the 1st July, 1852, and 1st July, 1856, the railroad service was increased 10,177 miles, exhibiting the fact that within that time this description of service has been more than doubled.

The table below shows the length of railroad routes, and cost of mail service thereon, at the end of each fiscal year, from 1852 to 1856, inclusive.

Year.	Miles.	Cost.
1852.....	10,146	\$1,275,520
1853.....	12,415	1,601,329
1854.....	14,659	1,786,453
1855.....	18,333	2,073,089
1856.....	20,323	2,310,389

On the 1st of December, 1856, the railroad service had increased to 21,310 miles, and the total cost for this service at that date amounted to \$2,403,747.

Within the same period, the service on horseback, and by modes not specified in the contracts, was increased 16,862 miles in length of routes, and 5,292,819 miles in annual transportation. The coach service, taken off in some localities, owing to the construction of railroads, has been given to other States and Territories, or other parts of the same State, as their growing population, and consequent increase of mail matter, demanded; so that, notwithstanding the great extension of railroads, the coach service has been reduced but 202 miles. The steamboat service has been decreased 1,479 miles.

The average cost of railroad service in 1852, estimated on the length of routes one way, was \$125 71 a mile; in 1856, \$101 45 a mile, being a decrease of \$24 26 a mile. For other modes of conveyance, the average rate of pay has largely advanced during the same period, owing to causes beyond the power of the department to control.

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

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

Conveyance.	Miles in length.	Miles of annual transportation.	Cost.
Railroad	5,298	5,607,177	\$690,526
Steamboat.....	254	115,128	10,125
Coach.....	9,163	4,025,362	202,592
Inferior modes.....	18,056	3,845,790	223,557
Total.....	32,771	13,503,457	1,126,800

Compared with the service on 30th June last, there is an aggregate decrease of 229 miles in the length of routes; but an increase of 636,554 miles in the annual transportation, and \$126,116 in cost, divided as follows:

States.	Additional miles of transporta- tion.	Additional cost.
New Jersey.....	.....	\$8,799
Pennsylvania.....	220,953	51,906
Delaware.....	53,560	3,329
Maryland.....	.....	8,747
Ohio.....	405,283	53,335

In New Jersey the transportation is reduced 40,156 miles, and in Maryland 2,186 miles, although the expense is increased.

On the 30th June last there were in service 360 route agents, at a compensation of \$265,429; 34 local agents, at \$21,758; and 1,108 mail messengers, at \$127,251; making a total of \$414,438. This amount, with the increased cost of the new service commencing 1st July last, (\$126,116,) added to the cost of service as in operation on the 30th June last, (\$6,035,474,) makes the total amount for the current year \$6,576,028. This is independent of the cost of ocean mail service.

The Panama Railroad Company has been paid for transportation of the mails across the isthmus during the fiscal year ending June 30, 1856, the sum of \$141,308 16. For the first quarter of the present fiscal year they received \$44,659 34. At the last session of Congress I took occasion to call your attention to the large sums paid the company for this service, and transmitted to you the correspondence which had taken place between the department and the company, in relation to a proposed reduction in their charges. This report was laid by you before Congress, but no definite action was had thereon. In referring again to this subject, it will be necessary for me simply to repeat the reasons stated in my correspondence with the company and in my letter to you of April 16, 1856. Prior to December 1, 1851, the mails were conveyed across the isthmus under an arrangement with the New Granadian government, and the average rate paid for transportation, including the expense of route agents, in crossing the isthmus, was a fraction over seventeen cents a pound. In October, 1851, a temporary arrangement was made with the Panama company by which they were allowed twenty-two cents a pound, the maximum rate authorized by law. At this time the amount of mail matter transported was comparatively small, and the service was performed partly by canoes and partly by mules. The greater the amount of mail matter carried, the greater would be the cost of transportation, and it therefore seemed to be but just to pay according to weight. No attempt was made to reduce the price, although the cost of the service had increased from \$40,387 in September, 1851, to \$119,727 in September, 1854, until the railroad was completed, and the company had published their tariff of rates. Ten cents per pound was to be their charge on express freight for passenger trains, as well as for the "baggage of passengers;" but as the company alleged that this did not include the expense and responsibility of putting the goods on board of the steamers, or their conveyance from ship to shore, in which case their charge was fifteen cents

a pound, I concluded not only to allow them that price, but, in view of the importance of the work, and wishing to deal with them in a liberal spirit, fixed the compensation at eighteen cents a pound. As announced in my last report, the company refused to acquiesce in that decision, but were paid at that rate until the 24th December, 1855. In April following, the difficulties in Nicaragua had closed the route through that state, which made it impossible for me to have the mails of the United States conveyed by any other route than via Panama, and I was then notified that unless the department should give them twenty-two cents a pound in the future, and pay them the amount (\$18,093 88) withheld by my order, reducing the price to eighteen cents a pound, the mails of the United States should not be taken across the isthmus. In view of the financial troubles and probable bankruptcies which a discontinuance of the mail service would have caused to hundreds, if not thousands of our citizens on both our Atlantic and Pacific coasts, I was compelled to submit to what I considered a gross imposition, and the order of the department reducing the rate was rescinded, and the company have continued to be paid at the rate of twenty-two cents a pound up to this time. The Panama railroad is forty-eight miles in length, and in its construction and equipments cost, it is said, eight millions of dollars. The service performed is twice a month each way. To show the exorbitancy of the demand made by the company, it will only be necessary for me to refer to one of the railroads in the United States, which receives an adequate compensation for the services rendered the department; and a like reference could be made to the compensation received by other railroads, with a similar result. The New York and Erie railroad is 460 miles in length, and cost over thirty-one millions of dollars. The service performed is nineteen trips a week, for which they receive \$92,000 a year. The Panama company, with a road costing about one-fourth as much as the New York and Erie, performing but a tithe of the service, received the last year, \$49,083 36 more compensation, and for the present year are likely to receive an amount nearly double that paid to the latter company. Viewing this as an attempt to draw from the treasury more than was properly due, it ought, in my opinion, to be promptly rebuked; and I would, therefore, recommend the immediate passage of a law limiting the compensation to a sum not exceeding \$50,000 per annum. This would be a liberal and just remuneration for all the services rendered to the government.

In my previous reports, I have referred to the necessity for increased mail facilities between our Atlantic and Pacific coasts. The great and increasing trade and correspondence between these important points demand a weekly service, and I would ask that power be conferred on the department to enter into a contract to convey the mails twice a month, alternating with the line via Panama, by the route via Nicaragua or Tehuantepec, at a sum not exceeding two hundred thousand dollars a year.

The expenditures of the department for the past fiscal year amounted to \$10,405,286 36, viz:

For compensation to postmasters.....	\$2,102,890 78
For ship, steamboat, and way letters.....	17,612 67

For transportation of the mails.....	\$6,765,639	42
For wrapping paper.....	31,627	14
For office furniture.....	5,290	33
For advertising.....	64,603	53
For mail bags.....	48,915	64
For blanks.....	48,563	94
For mail locks, keys, and stamps.....	11,686	76
For mail depredations, and special agents.....	63,501	77
For clerks for offices.....	758,080	80
For postage stamps.....	26,704	77
For stamped envelopes.....	64,685	84
For payment to letter-carriers.....	162,915	59
For miscellaneous payments.....	200,080	40
For balances due to Bremen.....	8,638	27
For balances due to Great Britain.....	23,848	71
	<u>10,405,286</u>	<u>36</u>

The gross revenue of the department from all sources, in the past fiscal year, was \$6,920,821 66, viz:

Letter postage.....	\$1,754,766	96
Registered letters.....	31,466	60
Stamps sold.....	4,235,445	49
Newspapers and pamphlets.....	632,745	49
Fines.....	70	00
Emoluments returned.....	74,800	03
Letter-carriers.....	162,915	59
Dead letters.....	8,383	50
Extra compensation to postmasters overcharged.....	14,714	96
Miscellaneous receipts.....	5,513	04
	<u>6,920,821</u>	<u>66</u>

If to the gross revenue, derived from postages and the other sources embraced in the foregoing statement, be added the permanent annual appropriation of \$700,000, granted by the acts of March 3, 1847, and March 3, 1851, for mail services rendered to the government, in the transportation and delivery of free matter, the entire revenue of the year 1856 will amount to \$7,620,821 66. The expenditures of the year, as before stated, were \$10,405,286 36, to which is to be added the sum of \$3,194 78, for accounts closed by "bad" and "compromised debts," less \$612 96 for the amount of credit balances closed by "suspense account," leaving the whole expenditure of the year, as stated by the Auditor, \$10,407,868 18. Hence it appears that the excess of expenditures over the gross revenue of the year was \$2,787,046 52.

The "act to reduce and modify the rates of postage and for other purposes," approved March 3, 1851, went into operation on the 1st July, 1851. By this act the 5 and 10 cent rates for inland letters, established by the act of 1845, were reduced to 3 cents prepaid, and 5 cents unpaid, for any distance under three thousand miles, and double

for distances over three thousand miles within the United States. These rates continued until the 1st April, 1855, when the law requiring prepayment of inland letters took effect, and established the present rates of 3 and 10 cents prepaid. In the fiscal year which ended June 30, 1852—the first after the adoption of the reduced rates—the revenue was diminished about 22 per cent.; and for the period of four years, terminating on the 30th June, 1856, the average annual increase of revenue from letter postage and stamps sold, was only 9³/₁₀ per cent., nearly four per cent. of which average was derived from the extraordinary increase in 1854, which exceeded the previous year 21³/₁₀ per cent. In 1853, 1855 and 1856, the business of the country was neither seriously depressed nor embarrassed, and yet the average increase in these years was less than 5¹/₄ per cent.; from which it is fair to conclude that low rates of postage have ceased to stimulate the correspondence of the country.

It is estimated that the expenditures for the year 1857 will amount to \$10,658,678, viz:

For transportation of the mails, foreign and inland, and for local agents, route agents, and mail messengers.....	\$6,675,000 00
For compensation to postmasters; ship, steamboat and way letters; wrapping paper, office furniture, advertising; mail-bags, blanks, mail locks, keys and stamps; mail depredations and special agents; clerks for offices, postage stamps, and stamped envelopes..	3,508,500 00
For various expenses incidental to the service.....	100,000 00
For balances payable to foreign countries on postal accounts	210,178 00
For letter-carriers	165,000 00
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	10,658,678 00
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The means available for the year 1857 are estimated at \$9,991,794 78, viz:

Balance to the credit of the revenue account on the 30th June, 1856, as stated by the Auditor.....	\$789,599 78
Deduct for unavailable balances and suspended credit, about	200,000 00
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Probable available balance.....	589,599 78
Gross revenue for 1857, estimated at.....	7,339,695 00
Appropriations applicable to 1857, remaining in the treasury undrawn.....	2,062,500 00
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	9,991,794 78
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Estimated deficiency in 1857, to be provided by Congress.....	666,883 22
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If the permanent annual appropriation of \$700,000, granted by Congress for services rendered to the government in the transmission and distribution of free matter, be embraced in the revenue of each year, the annual excess of expenditure over revenue for four years past will be as follows, viz :

Excess of expenditure year ending June 30, 1853.....	\$2,042,364 67
Excess of expenditure year ending June 30, 1854.....	1,666,224 82
Excess of expenditure year ending June 30, 1855.....	2,626,856 15
Excess of expenditure year ending June 30, 1856.....	2,787,046 52

The deficiency in 1853 was, as above stated, \$2,042,364 67. When I came into the administration of the department, in March, 1853, the liabilities of the year had been chiefly incurred, and, of course, existing engagements were fully met. In the following year the department was enabled, by the practice of a proper economy and by the increase of its revenue, to enlarge its expenditures where the public service required it, and at the same time considerably to reduce the deficiency. But in the year 1855 the increase of revenue was small, and the additional burdens thrown upon the department were very large. These were noticed in detail in my annual report of that year, but I deem it expedient again to refer to them. A considerable item of increase arose from the grant of larger commissions to postmasters by the act of June 22, 1854, which amounted to about \$316,498 31; to which are to be added various grants to mail contractors, amounting to \$56,606 22, and other items, forming an aggregate increase of \$442,264 09 in the deficiency of 1855. The deficiency of 1856 is in like manner enlarged by the operation of the act of June 22, 1854, granting increased commissions to postmasters, by the greater cost of the mail service on the Mississippi river, and by the rapid extension of the service generally. The additional compensation to postmasters in 1856, under the act mentioned, alone amounts to not less than \$330,000; and without regarding the immense increase of service throughout the country since the year 1853, it will be seen that if the additional compensation allowed to postmasters alone be deducted from the expenditures, the whole deficiency of the year will not exceed that of 1853 more than \$414,000.

While the deficiency has been thus augmented, the increase of service has been very great. During this period the railroad service was increased 7,908 miles in length of routes, at a cost of \$709,060. The increase of service, by modes not specified, in the different sections of the Union, in the same period, amounted to 19,722 miles in length of routes, and 5,252,944 in annual transportation, the additional cost of which was \$479,661. There was a reduction in coach and steamboat service, owing chiefly to the construction of railroads, but much higher prices had to be paid under the new lettings; and although the tables show a decrease of 5,731 miles, in both descriptions of service, during the three years, the increased cost amounted to \$350,785.

In my last annual report, in referring to the deficiency in the post office revenue, I expressed my regret that Congress had not abolished the franking privilege when they passed the act of 3d of March, 1851, reducing the rates of postage. The experience of the last year has

satisfied me more fully that this privilege should be speedily abolished. For months during this year, free matter by the ton passed through the mails into every part of the United States, interfering greatly with the regular transmission of the correspondence of the country. When this free matter passes from the railroads, it is almost impracticable to forward it by the ordinary conveyances. The evil is yearly increasing, detracting largely from the revenues of the department and impairing its efficiency.

By the act of 1825 the revenue of the Post Office Department was entirely in the control of the Postmaster General, the objects of expenditure being generally left to his discretion, and he was simply required to pay all the expenses. The extension of the postal system over our rapidly growing country required a more thorough organization, which was effected by the act of July, 1836. That act required "specific estimates" to be submitted at each session of Congress; and when an appropriation was made, it was limited to the aggregate sum of those estimates, and there was no authority to exceed them. The appropriation was made out of the revenues of the Post Office Department, the theory being that the department should sustain itself. The beneficial effects of this act, intended to secure a system of rigid accountability, have been impaired by various causes. After estimates have been submitted, additional service, involving large expenditures, has been required by law, without any additional appropriation. The railroad service, which has been rapidly extended in every section of the country, though much more advantageous, is far more expensive than the old modes of service, and the increased revenue arising therefrom has not been in proportion to the increased outlay. The reduced rates of postage having largely reduced the revenue, it has not been possible to confine the expenditures of the department within its income, and the Postmaster General has been compelled to apply to Congress annually to appropriate the deficiency from the general treasury. These causes have removed in effect the salutary restraints imposed by the act of 1836, and left the head of this department, in a great degree, uncontrolled in his expenditures. This state of things should not continue. The laws should be so framed as to produce a sufficient amount of revenue to defray all proper expenditures. If my views regarding the abolition of the franking privilege—a measure which would greatly reduce the expenses of the department—be not adopted by Congress, I would recommend the passage of a law enabling the department to charge the ordinary rates of postage on letters and printed matter which now pass free through the mails. If, in addition to this, the clause in the act of the 30th August, 1852, allowing a deduction of fifty per cent. on newspapers and periodicals, when paid quarterly or yearly in advance, be abolished, as recommended in my last two annual reports, and the department be relieved from the expense of ocean mail steamships and isthmus service, it would, with a proper economy, soon sustain itself. The power of the head of this department over the treasury would then be confined within proper limits, and the accountability contemplated by the act of 1836 again established.

The operation of the act which went into effect 1st April, 1855, re-

quiring prepayment of postage on letters from one point to another within the United States, has proved generally very satisfactory. Without alluding to other advantages, it affords the only sure means of guarding the department against loss from fraud or carelessness; and I beg to renew my former recommendation for the passage of an act making prepayment also compulsory on all transient printed matter.

By the act of 3d of March, 1845, the Postmaster General is authorized, under the restrictions and provisions of the existing laws, to contract for the transportation of the mails of the United States between any of the ports of the United States and a port or ports of any foreign power whenever, in his opinion, the public interest will thereby be promoted. It is made his duty to report to the next ensuing Congress a copy of each of these contracts, with a statement of the amount of postage derived under the same. These contracts must be made with citizens of the United States, the mail carried in American vessels by American citizens, and the contracts may be made for a term not exceeding ten years, and must contain stipulations reserving the right to the two houses of Congress to terminate them at any time by a joint resolution. The power given by this act is one under which large expenditures involving millions could be created, but neither of my predecessors nor myself has ever used the authority thus given. Believing that Congress should reserve to itself the right to say to how many and to what foreign ports the mails of the United States should be transported, and the amount of money which should be expended for that purpose, I would recommend the repeal of so much of this act as confers this great power on the Postmaster General.

The contract for the lines between New York and Bremen, and New York and Southampton and Havre, will expire on the first of June, 1857. For the most part the service has been performed to the satisfaction of the department. If this service is to be continued, the department should at once be authorized to advertise, or to take such other steps as may be deemed wise and expedient by Congress to secure that object. The present contractors state that they are prepared to build other and swifter ships than those now on their lines, provided their contract be renewed; and if the service is to go into other hands, the new contractors should have ample time given them by which they may be enabled to commence the new service immediately on the expiration of the present contract. In relation to these mail lines to foreign ports, I may be permitted to observe, that if the present system is to be continued of sustaining them, in whole or in part, out of the funds of the general treasury, no reason is perceived why one port of the United States should be preferred to the exclusion of others. From the port of New York there now run four lines, embracing the branch from New Orleans to Havana, which receive from the treasury the yearly sum of one million four hundred and fifty-eight thousand dollars, and appropriations continue to be asked for other lines running from the same port. The establishment of steam lines from any port adds considerably to its trade and importance, and the advantages arising therefrom should be distributed equally, as far as practicable, among the different States of the Union.

General regularity has been observed on all the United States mail steamship lines, except between New Orleans and Vera Cruz, and New Orleans and Aspinwall. On the line to Vera Cruz the service has never come up to the requirements of the contract—only two trips monthly, instead of three, having been performed, omitting Tampico; and from the 16th August to 14th October last, the service by steamer was entirely suspended. For these delinquencies suitable deductions have been made. The most serious complaints have arisen from the repeated failures of the New Orleans mail to connect with the New York and Pacific line at the isthmus of Panama. No less than thirteen of these failures, either outward or inward, have occurred since the 20th of June, 1855. Some of these, it is alleged, have been occasioned by accidents to the steamers, and others from other causes beyond the control of the company. Many more failures have occurred since the contractors have run via Havana than when the service was direct between New Orleans and Aspinwall. From July, 1852, to September, 1854, the mails were conveyed direct; but by their contract the company stipulated only to run from New York and New Orleans to Havana, thence by one line to Aspinwall, and the department cannot compel them to keep up the direct service. Every means, however, within the power of the department, has been, and will continue to be, employed to enforce regularity, and it is hoped there will be no further cause of complaint.

I regret that the differences hitherto preventing the conclusion of a postal convention with France are still unadjusted. The hope was entertained that as this department had yielded to the desire of the French government, as regards the adoption of the quarter-ounce scale for letters, an arrangement would, before this, have been consummated and in successful operation. The terms offered on the part of the United States are certainly liberal, and there appears to be no good reason why they may not be accepted. It was with reluctance, however, that consent, on our part, was given to the quarter-ounce scale, since the half-ounce for single letters is the scale observed with us, and in all our postal arrangements with foreign countries; and looking to a cheap, simple, and, as far as practicable, uniform system of postage, which, it is hoped, may before long be arranged for international correspondence throughout the civilized world, it would be an important point gained were the French government to assent to the half-ounce scale. The French government having made provision for the transit conveyance through England of books, pamphlets, newspapers, magazines, and other printed matter from the United States addressed to France, Algeria, or cities of Turkey, Syria, and Egypt, where France has postal arrangements, on application of the French director general of posts, in the month of March last, instructions were issued from this department authorizing the transmission, via England, of all such printed matter on prepayment of the same rates of United States postage as are chargeable thereon when despatched to France direct.

A proposition has been received from the British post office for a reduction of the postage between the United States and Great Britain from 24 to 12 cents the single letter. In answer, this department has indicated a willingness to agree to this proposal, provided the

transit charge on mails passing through England from and to the United States is reduced to 12½ cents an ounce, the price paid by that government for the conveyance of the British and Canada mails through the United States. This department has been for years endeavoring to have an abatement made in this transit charge, which is considered excessive; and in the present instance the condition was rendered necessary, inasmuch as a reduction on United States and British correspondence will involve also a reduction of the sea-postage on the United States and continental closed mails, the effect of which would be greatly to reduce the receipts from the United States mail steamship lines, unless there is a corresponding reduction in the British transit tax, so that by lower rates correspondence would be increased sufficiently to prevent loss. So far as Great Britain is concerned, in the event of a reduction simply in the Atlantic postage, it is not likely she would suffer any serious diminution of her postal revenues, since she would doubtless be compensated for any loss on that account by the increased amount of transit postage she would realize under such an arrangement. This condition was moreover coupled with an offer, on the part of this department, to have the transit price for all closed mails in both countries fixed at the uniform rate of 12½ cents an ounce—a concession which would secure to the British and California and West India closed mails the right of transit in some cases at one-half, and in others at only one-quarter the price now charged under the treaty. I was the more ready to make this concession, first, because I regard it as of the highest importance that the correspondence between this country and Europe should be relieved from the onerous tax to which it is now subjected, in order that the people on both sides of the Atlantic, in their social and business intercourse, may be as little trammelled as possible; and, second, because it is likewise very desirable, as well in foreign as in domestic postal arrangements, that simplicity and uniformity should be observed.

Arrangements have been made between this department and the postal authorities of Great Britain and Canada, providing for the registration of valuable letters transmitted between those countries and the United States. The United States registration fee is five cents, the same as on registered letters destined to any place in this country. (The articles of agreement are annexed.)

Articles of agreement have been drawn and executed on behalf of this department providing for a regular exchange of mails with Holland. The project is favorably regarded by the government of the Netherlands, and assurances have been received leading to the belief that, with a slight modification touching the Belgian transit postage, it will be accepted.

An informal arrangement has been entered into with the free city of Hamburg for an exchange of mails, by means of the direct line of Hamburg steamers plying monthly between that city and New York. The single rate of postage established for letters is ten cents; no mails for places beyond Hamburg being transmitted by this line.

With Mexico no postal convention has yet been concluded, but it is confidently hoped that the pending negotiations on this subject may result in an arrangement mutually advantageous to both countries.

The statistics of the foreign mail service are fully stated in Appendix A, annexed to this report. I will, however, briefly mention some of the principal results in this important branch of the service, as compared with the operations of the fiscal year ended 30th June, 1855.

The aggregate amount of postages, foreign and domestic, on mails transported by the United States mail steamship line, was \$1,035,740 38, which is a decrease of \$24,890 40 from the previous year. The decrease of postages by the Collins line was \$43,117 86; by the Havre line, \$503 51; and by the Charleston and Havana line, \$545 61. By the Bremen line, the postages were increased \$12,593 77; by the New York and California lines, \$6,370 92; and by the New Orleans and Vera Cruz line, \$311 89.

The total amount of letter postages on British mails during the year was \$897,648 70, being a decrease from last year of \$32,048 74. Of this amount, \$601,031 40 was collected in the United States, and \$296,617 30 in Great Britain; showing an excess of \$304,414 10 collected in this country. The unpaid received from Great Britain exceeded the paid received \$155,454 94, and the paid sent from the United States exceeded the unpaid sent \$148,959 16.

The total letter postages on Prussian closed mails was \$299,465 71, which varies but little from the preceding year, when the postages on this class of correspondence amounted to \$299,578 46. The proportion of this postage collected by the United States was, however, largely increased, the excess collected in this country being \$80,388 83. This excess during the previous year was \$29,722 78.

The amount of letter postages on Havre mails was \$16,139 08, all of which was collected in this country. Last year the postages on these mails amounted to \$16,915 92.

A corresponding decrease has also taken place in the amount of correspondence exchanged with Bremen, the total postages being only \$55,789 85, or \$1,874 21 less than the preceding year.

It will thus be observed that the amount of foreign correspondence has not only fallen off very considerably, but the revenue derived therefrom to the United States Post Office has likewise been materially lessened by the largely increased collections made in this country, as compared with any previous year. During the year ending June 30, 1855, the excess of British postages collected by the United States over the total amount of United States postages collected by Great Britain was \$64,820 64. This excess during the last fiscal year was increased to \$84,530 83, notwithstanding the diminished amount of correspondence. Like results are exhibited in respect to the mails exchanged with Prussia and Bremen, showing that under our postal arrangements with those countries, the principle of optional prepayment operates very unequally against the United States, the expenses of collection being chiefly borne by this department, which not only collects its own, but also a very large proportion of the foreign postages, and accounts for the same in full to the foreign offices without receiving any compensatory benefit in return.

The gross amount of United States postages on mails conveyed during the year by the Collins line was \$415,867 44; by the Bremen line, \$128,937 64; and by the Havre line, \$88,483 99. Deducting the

United States inland postages on these mails, the net revenue from ocean postages by the Collins line was \$339,749 14 ; by the Bremen line, \$86,492 88 ; and by the Havre line, \$71,882 10.

The general results of the foreign mail service during the year, as exhibited in the appendix, will be found, on comparison, not to vary materially in other respects from those of the fiscal year ending June 30, 1855.

Notwithstanding the unusual extension of mail facilities, and the increase of railroad service, the number and cost of mail-bags have been very considerably diminished. The reduction in this item of expense amounts to \$14,512 75, or thirty-one per cent. less than the expenditure incurred for this article in the preceding year. Measures which have been adopted to check abuses, and secure increased vigilance and accountability in respect to this species of public property, as well as improvements which have been introduced in the system of bagging and distribution, are believed to be the principal circumstances which have tended to produce this favorable result.

A report will be presented to Congress containing a specific statement of the fines imposed and deductions made from the pay of the contractors for failures and other irregularities which have occurred in the conveyance of the mails during the year. It will be seen that these fines and deductions have amounted to the sum of \$162,740 05. During the previous year they amounted to \$124,530 68.

On the passage of the Post Office appropriation bill at the last session of Congress, the following amendment was inserted and became a law: "*And be it further enacted, That the First Comptroller of the Treasury be, and he is hereby, required to adjust the damages due to Edward H. Carmick and Albert C. Ramsey, on account of the abrogation by the Postmaster General of their contract to carry the mail on the Vera Cruz, Acapulco, and San Francisco route, dated the 15th of February, 1853; to adjudge and award to them, according to the principles of law, equity, and justice, the amount so found due. And the Secretary of the Treasury is hereby required to pay the same to the said Carmick and Ramsey, out of any money in the treasury not otherwise appropriated.*" I append to this report copies of the correspondence on file in the department on this subject. From this it will be seen that the contract was simply a conditional one, to have no force or validity unless it met with the sanction of Congress. In order to enable the projectors of the route to show that it was practicable, and that the mail could be carried within the time stipulated in the contract, and thus to recommend its adoption by Congress, on their application, my predecessor, under date of 7th March, 1853, authorized the postmasters of New Orleans, San Francisco, Monterey, and San Diego, "to make up and send mails by the Vera Cruz and Acapulco line, when the said communication is open and the contractors are prepared to carry a mail on the terms of their contract of February 15, 1853." In communicating to the contractors this authority to the postmasters, he informed them that it was given "with the express understanding that neither this department nor the government was to be in any way holden for any expenses attending such service; but, as provided in the contract, it is left to Congress to de-

termine whether the contract is to be sanctioned by an appropriation to carry it into effect; the pay, if any, for said service commencing only in accordance with the terms of the contract, namely, from the time Congress should ratify the contract." Thus the matter stood on the 8th of March, 1853. On the 15th June of that year, the department received the letter referred to in my first annual report. If silence had been observed, and the contracting parties had gone on making expenditures without a knowledge that its ratification could not be recommended to Congress, they might have had some pretext for complaint. After a careful consideration of the subject, the conclusion was arrived at that the route was impracticable for mail purposes, and that the contract could not meet my approbation. These being my views, I deemed it but just to the contractors that they should know them, and they were accordingly communicated to them, leaving them to determine whether they would proceed in their endeavors to establish the route and obtain the ratification of the contract by Congress without the aid of the department, or abandon the attempt. Such was the action of the department, and the cause of it, which did not certainly interfere with any of the rights of the contractors. Neither was the order of the Postmaster General of the 7th March, 1853, annulled. The mail to and from San Francisco being a very important one, it was deemed but proper that the head of the department should alone determine whether the contractors had provided the necessary means for its safe transmission; and that this power should not be unreservedly delegated, the postmasters at New Orleans, San Francisco, Monterey, and San Diego were therefore directed, in case the contractors applied to them for a mail, "to report to the department for further instructions." No instructions were ever required by the postmasters, nor was any request made by the contractors to deliver the mails. The only instance in which such request was made, was that contained in the letter of E. H. Carmick of November 12, 1853, in which he asks that an order may be given permitting him, "as one of the contractors, to carry a mail on this route from California, leaving it optional with persons to send by this way, and to designate the same on the letter;" but as it appeared that the contract had gone into other hands, it was not thought that a reply was necessary. In the same spirit, and with a determination not to interfere with the contract, or with anything my predecessor had done, the letter of the 30th November, 1853, to Messrs. Harris and Morgan, was written. Independently, however, of these considerations, there was no obligation, either express or implied, on the part of the department, to aid the contractors in the ratification of their contract by Congress. All the expenses incurred were at the risk of the contractors, voluntarily assumed by them; and if they could have shown that the route was as practicable and expeditious as represented, their contract would no doubt have been confirmed by Congress, and themselves amply indemnified. Their allegations in their letters to the department that the road was equipped, and that they had placed the commercial cities of San Francisco and New Orleans within fifteen days' postal intelligence of each other, could then have been corroborated; and could such have been shown to be

the case, no aid from the department was necessary, and no opposition that could have been made would have prevented the ratification of their contract by Congress, and the passage of an appropriation to carry it into effect.

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

To the PRESIDENT.

A.

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

By Collins line—New York and Liverpool.

On letters.....	\$440,455 60	
On newspapers.....	21,120 34	
	<hr/>	\$461,575 94

By New York and Bremen line.

On letters.....	\$138,717 52	
On newspapers.....	4,529 00	
	<hr/>	143,246 52

By the New York and Havre line.

On letters.....	\$92,105 43	
On newspapers.....	3,719 60	
	<hr/>	95,825 03

By Charleston and Havana line.

On letters and newspapers.....		6,285 11
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By New York and California lines.

On letters and newspapers.....		322,848 06
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By New Orleans and Vera Cruz line.

On letters and newspapers.....		5,959 72
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Total.....		<hr/> 1,035,740 38 <hr/>
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The total amount of letter postage on British mails, collected in the United States and Great Britain, was \$897,648 70

Collected in the United States.

By Collins line.....	\$255,760 81	
By Cunard line.....	251,725 12	
By Havre line.....	40,994 39	
By Bremen line.....	52,551 08	
	<hr/>	\$601,031 40

Collected in the United Kingdom.

By Collins line.....	\$109,907 19	
By Cunard line.....	151,687 96	
By Havre line.....	17,733 96	
By Bremen line.....	17,288 19	
	<hr/>	296,617 30

Excess collected in the United States.....	<hr/>	304,414 10
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Of the amount collected in the United States, there was—

Of unpaid received.....	\$306,397 12
Of paid sent.....	294,634 28

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

Of unpaid received.....	145,675 12
Of paid sent.....	150,942 18

The unpaid received in the United States exceeds the unpaid received in the United Kingdom.....	160,722 00
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And the paid sent from the United States also exceeds the paid sent from the United Kingdom.....	143,692 10
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The amount of unpaid received by Cunard line, was	\$149,520 23
Deduct paid received, same line.....	82,382 62

Excess of unpaid received.....	<hr/>	67,137 61
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The amount of unpaid received by Collins line, was...	\$119,077 77
Deduct paid received by same line.....	53,520 04

Excess of unpaid received.....	<hr/>	65,557 73
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The amount of unpaid received by Havre line, was....	\$17,566 66
Deduct paid received by same line.....	7,486 28

Excess of unpaid received.....	<hr/>	10,080 38
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The amount of unpaid received by Bremen line, was...	\$20,232 46
Deduct paid received by same line.....	7,553 24
Excess of unpaid received	<u>12,679 22</u>
Total excess of unpaid over paid received by all the lines.....	<u>\$155,454 94</u>
The amount of paid sent by Cunard line, was.....	\$102,204 89
Deduct unpaid sent by same line.....	69,305 34
Excess of paid sent.....	<u>32,899 55</u>
The amount of paid sent by Collins line, was.....	\$136,683 04
Deduct unpaid sent by same line	56,387 15
Excess of paid sent.....	<u>80,295 89</u>
The amount of paid sent by Havre line, was.....	\$23,427 73
Deduct unpaid sent by same line.....	10,247 68
Excess of paid sent.....	<u>13,180 05</u>
The amount of paid sent by Bremen line, was.....	\$32,318 62
Deduct unpaid sent by same line.....	9,734 95
Excess of paid sent.....	<u>22,583 67</u>
Total excess of paid over unpaid sent by all the lines	<u>\$148,959 16</u>
The total amount of letter postages on Prussian mails during the year, was.....	<u>\$299,465 71</u>
Amount collected in the United States.....	\$189,927 27
Amount collected in Prussia.....	109,538 44
Excess collected in United States.....	<u>80,388 83</u>
Of the amount collected in the United States, there was—	
Of unpaid received.....	\$98,454 88
Of paid sent.....	91,472 39

Of the amount collected in Prussia, there was—

Of unpaid received.....	\$84,223 71
Of paid sent.....	25,314 73

The total amount of paid and unpaid sent from Prussia, was	123,769 61
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Conveyed as follows:

By the Cunard line.....	45,217 08
By the Collins line.....	46,623 31
By the Havre line.....	16,500 75
By the Bremen line.....	15,428 47

The total amount of paid and unpaid sent from the United States, was.....	175,696 10
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Conveyed as follows:

By the Cunard line.....	68,829 35
By the Collins line.....	76,705 34
By the Havre line.....	19,183 52
By the Bremen line.....	10,977 89

The total amount of letter postages on Havre mails during the year, was	16,139 08
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All of which was collected in the United States.

Amount received by Havre line	7,633 08
Amount sent by Havre line.....	8,506 00

The total amount of letter postages on Bremen mails, during the year, was.....	\$55,789 85
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Amount collected in the United States.....	45,046 41
Amount collected in Bremen.....	10,743 44

Excess collected in United States.....	34,302 97
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Of the amount collected in the United States, there was—

Of unpaid received.....	26,941 73
Of paid sent	18,104 68

Of the amount collected in Bremen, there was—

Of unpaid received.....	6,538 11
Of paid sent.....	4,205 33

The total amount sent from Bremen, was	31,147 06
The total amount sent from United States, was.....	24,642 79

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

British postages collected in the United States.

Amount by Cunard line.....	\$251,725 12	
Deduct United States inland postage, $\frac{5}{74}$	52,442 73	
Balance.....		\$199,282 39
Amount by United States steamers.....	349,306 28	
Deduct United States inland and sea postage, $\frac{31}{74}$	305,643 00	
Balance.....		43,663 28
Total.....		242,945 67

United States postages collected by Great Britain.

Amount by Cunard line.....	\$151,687 96	
Deduct British inland and sea, $\frac{3}{24}$	120,086 30	
Balance.....	31,601 66	
Amount by United States steamers.....	\$144,929 34	
Deduct British inland, $\frac{12}{74}$	18,116 16	
Balance.....	126,813 18	
Total.....		158,414 84
Excess of British postages collected by United States		84,530 83

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

The gross amount of United States postages on mails transported—	
By the Cunard (English) line, was.....	\$99,598 23
By the Collins line.....	415,867 44
By the Bremen line.....	128,937 64
By the Havre line.....	88,483 99
Total gross revenue.....	732,887 30

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

From the Collins line.....	\$314,862 84
From the Bremen line.....	112,132 32
From the Havre line.....	73,821 96
Total.....	500,817 12
Deduct deficit from the Cunard line.....	964 88
Balance of revenue.....	499,852 24

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

From the Collins line, was.....	\$238,744 54
From the Bremen line.....	69,687 56
From the Havre line.....	57,220 07

Total net revenue by the three United States lines	365,652 17
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Statements are annexed showing the revenue derived during the last fiscal year by the United States, and by the United States post office, on the correspondence exchanged with Great Britain, Bremen, and Prussia, respectively, under the existing postal arrangements with each of those countries, as follows:

The amount of postages collected by the United States on <i>British mails</i> , was.....	\$640,113 44
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Deducting the amount paid Great Britain, <i>difference on British mails</i> , and commissions to United States postmasters, leaves a revenue to the United States post office, of.....	298,817 01
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Deducting, also, the United States inland, the <i>net</i> revenue to the United States post office from ocean postage, was.....	92,499 06
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The amount of postages accruing to the United States on <i>Bremen mails</i> , was.....	\$50,447 99
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Disbursements in commissions paid postmasters, &c..	16,805 32
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Revenue, including United States inland.....	33,642 67
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Deduct United States inland.....	25,105 43
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Net revenue to United States post office from ocean postage.....	8,537 24
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The amount of postages accruing to the United States on <i>Prussian closed mails</i> , was	\$239,496 77
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The disbursements by the United States for the conveyance of those mails, including \$71,157 83 paid to Great Britain, and commissions paid to United States postmasters, was.....	223,550 63
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Showing a revenue to the Post Office Department of...	15,946 14
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The number of letters exchanged between the United States and the United Kingdom in *British mails*, during the year—

By the Cunard line, was.....	1,891,859
By the Collins line.....	1,510,370
By the Bremen line.....	272,580
By the Havre line.....	234,319

Total	3,909,128
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The number of newspapers—

By the Cunard line, was	1,533,189
By the Collins line.....	1,172,107
By the Bremen line.....	260,512
By the Havre line.....	230,206
Total	<u>3,196,014</u>

The number of letters received—

By the Cunard line, was	1,020,415
By the three United States lines	891,142
Total received.....	<u>1,911,557</u>

The number of letters sent—

By the Cunard line, was.....	871,444
By the three United States lines.....	1,126,127
Total sent.....	<u>1,997,571</u>

The number of newspapers received—

By the Cunard line, was.....	742,576
By the three United States lines.....	499,336
Total received.....	<u>1,241,912</u>

The number of newspapers sent—

By the Cunard line, was	790,613
By the three United States lines.....	1,163,489
Total sent.....	<u>1,954,102</u>

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

And the number of newspapers, was.....

The number of letters received, was.....	192,231
The number sent	160,964

The number of newspapers received, was.....	11,309
The number sent	11,856

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

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

By the Cunard line.....	372,084
By the three United States lines.....	602,415
Total	<u>974,499</u>

The number of newspapers—

By the Cunard line.....	24,229
By the three United States lines.....	38,902
Total	<u>63,131</u>

The number of letters received—

By the Cunard line, was	147,120
By the three United States lines.....	254,633
Total received.....	<u>401,753</u>

The number of letters sent—

By the Cunard line.....	224,964
By the three United States lines.....	347,782
Total sent.....	<u>572,746</u>

The number of newspapers received—

By the Cunard line, was	6,515
By the three United States lines.....	15,240
Total received.....	<u>21,755</u>

The number of newspapers sent—

By the Cunard line, was	17,714
By the three United States lines.....	23,662
Total sent.....	<u>41,376</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	45,876 ounces.
By the three United States lines.....	85,716
Total received.....	<u>131,592</u>

Prussian closed mails, sent—

By the Cunard line.....	71,494 ounces.
By the three United States lines.....	111,722
Total sent.....	<u>183,216</u>

Canada closed mails, received—

By the Cunard line.....	103,330 ounces.
By the three United States lines.....	17,265
Total received.....	<u>120,595</u>

Canada closed mails, sent—

By the Cunard line.....	94,550 ounces.
By the three United States lines.....	36,545
Total sent.....	<u>131,095</u>

California closed mails, received—

By the Cunard line.....	4,804 ounces.
By the three United States lines.....	5,511
By the West India British packets.....	5,109
Total received.....	<u>15,424</u>

California closed mails, sent—

By the Cunard line.....	1,063 ounces.
By the three United States lines.....	3,280
Total sent.....	<u>4,343</u>

Havana closed mails, received—

By the Cunard line.....	4,183 ounces.
By the three United States lines.....	2,472
Total received.....	<u>6,655</u>

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

	Letters.	Newspapers.
By the New York, New Orleans, Aspinwall, and Pacific mail steamship lines.	2,365,902	3,463,817
By the Charleston and Havana line....	56,439	44,838
By the New Orleans and Vera Cruz line.....	27,773	11,540
Total.....	<u>2,450,114</u>	<u>3,520,195</u>

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.....	\$16,554 55
On paid letters sent.....	9,784 86
On unpaid newspapers received.....	1,024 81
On paid newspapers sent.....	751 76
Total	<u>28,115 98</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.....	\$3,236 86
On paid letters sent.....	855 78
On newspapers in transit.....	8 92
	<u>4,101 56</u>
Excess collected in the United States	<u>24,014 42</u>

Amount received from Great Britain on dead letters returned to London.....	•8,659 90
Amount paid Great Britain on dead letters returned to Washington.....	2,305 39
Amount received on dead letters returned to Prussia.	1,001 22
Amount paid on dead letters received from Prussia...	690 01
Amount received on dead letters returned to Bremen.	886 43
Balance due the United States on the adjustment of the accounts with Prussia, at the close of the last fiscal year	45,305 70
Balance due Bremen, on the adjustment of the accounts at the close of the fiscal year.....	5,003 33
Balance due Great Britain on adjustment of the accounts at the close of the fiscal year	108,261 37

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 \$161,084 83. Of this amount the United States collected—

Of unpaid received.....	\$37,369 55
Of paid sent.....	45,786 27
Total collected in the United States.....	<u>83,155 82</u>
The British Provinces collected—	
Of unpaid received.....	\$46,672 54
Of paid sent.....	31,256 47
Total collected in the British Provinces.....	<u>77,929 01</u>
Balance in favor of the United States.....	<u>5,226 81</u>

B.

United States mail service abroad, as in operation on the 30th of September, 1856.

No. of route.	Routes.	Distance.	Number of trips.	Contractors.	Annual pay.	Remarks.
1	New York, by Southampton, England, to Bremenhaven, Germany.	<i>Miles.</i> 3,700	Once a month...	Ocean Steam Navigation Company, C. H. Sands, president.	\$200,000 00	Under contract with the Postmaster General, agreeably to act of Congress of March 3, 1845.
2	Charleston, S. C., by Savannah, Ga., and Key West, Fla., to Havana, Cuba.	668	Twice a month...	M. C. Mordecai.....	50,000 00	Under contract with the Postmaster General, agreeably to acts of Congress of March 3, 1847, and July 10, 1848.
3	New York to Aspinwall, New Granada, direct.	2,000	Twice a month...	M. O. Roberts, B. R. McIlvain, and Moses Taylor.	290,000 00	Under contract with the Secretary of the Navy, agreeably to acts of Congress of March 3, 1847, and March 3, 1851.
	New York, via Havana, to New Orleans.	2,000				
	Havana to Aspinwall.....	1,200				
4	Astoria, Oregon, by Port Orford and San Francisco, to Panama, New Granada, (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. Davidge, president.	348,250 00	Under contract with the Secretary of the Navy and Postmaster General, agreeably to acts of Congress of March 3, 1847, and March 3, 1851.
5	New York to Liverpool, England.	3,100	Twenty-six trips a year.	E. K. Collins, Jas. Brown, and Stewart Brown.	858,000 00	Under contract with the Secretary of the Navy, agreeably to acts of Congress of March 3, 1847, and July 21, 1852.

6	New York, by Cowes, England, to Havre, France.	3,270	Once a month---	Ocean Steam Navigation Company, M. Livingston, agent.	150,000 00	Under contract with the Postmaster General, agreeably to act of Congress of March 3, 1847.
7	Aspinwall to Panama, New Granada.	48	Twice a month--	Panama Railroad Company.	164,841 92	Under a temporary arrangement authorized by act of Congress of March 3, 1851. Service recognized at the rate of 22 cents a pound.
8	New Orleans, by Tampico, Mexico, to Vera Cruz.	900	Tri-monthly ----	E. H. Carmick -----	69,750 00	Under contract with the Postmaster General, agreeably to act of Congress of August 30, 1852. As yet, semi-monthly service only, omitting Tampico, has been performed, and deductions for these omissions have been made in pay.

* Of this amount \$12,296 56 was paid for service performed during quarters ending June 30, and September 30, 1855, being the difference between twenty-two and eighteen cents a pound on mails transported during that period, and should properly be added to the cost of transportation of previous year, ended September 30, 1855, stated in the last annual report.

C.

Statement of the sums paid for the year ending June 30, 1856, 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 10 per cent. deduction, &c.; the sums deducted as fines on the recommendation of the Postmaster General; and the actual amount paid over.

	Whole contract pay.	Amount of 10 per cent. deductions, &c.	Amount deducted as fines.	Am't paid over, including fines remitted and interest abated.
New York and Liverpool line.	\$858,000 00	\$50,853 74	\$36,000 00	\$756,575 08
New York and Chagres line.	290,000 00	37,027 83	3,400 00	250,278 42
Astoria and Panama line.	348,250 00	24,185 31	600 00	326,172 87

A. O. DAYTON.

TREASURY DEPARTMENT, *Fourth Auditor's Office, November 21, 1856.*

D.

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 the fifteenth, one thousand eight hundred and forty-eight.

In pursuance of the power granted to the two post offices by article 21 of the convention of December the fifteenth, one thousand eight hundred and forty-eight, between the United Kingdom of Great Britain and Ireland and the United States of America, to settle the matters of detail, which are to be arranged by mutual consent, for ensuring 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.

Letters posted in the United Kingdom addressed to the United States, or posted in the United States addressed to the United Kingdom, and

intended to be forwarded between the United Kingdom and the United States, by British or United States packets, may be registered on the application of the persons posting the same, but such registration shall not render the Post Office Departments of the United Kingdom or the United States liable for the loss of such letters or the contents thereof.

It is understood that this regulation applies equally to letters between the United Kingdom and California or Oregon, whether conveyed via New York, via Boston, or via Panama.

ARTICLE II.

The conditions under which registered letters shall be received and delivered, and the forms to be observed in their transmission from the place at which they are posted to the office of exchange, or from the office of exchange to the place of their destination, shall be regulated by the rules in force in the two countries respectively.

ARTICLE III.

The postage upon registered letters shall invariably be paid in advance, including not only the ordinary postage to the place of their destination, but also any registration fee to which letters of this class may be liable, according to the regulations of the country from which they are sent.

ARTICLE IV.

The post office of the United Kingdom shall be at liberty to fix the amount of the registration fee to be levied upon all registered letters forwarded from the United Kingdom to the United States; and, in like manner, the post office of the United States shall be at liberty to fix the amount of the registration fee to be levied upon all registered letters forwarded from the United States to the United Kingdom.

These amounts may be altered, from time to time, by the respective post offices, if an alteration be deemed expedient.

No charge, whether for registration or other service, shall, under any pretext whatever, be made in the United Kingdom or the United States on the delivery of registered letters.

ARTICLE V.

Upon every registered letter forwarded from the United Kingdom to the United States, the post office of the United Kingdom shall account to the post office of the United States for one-half of the amount of the registration fee levied upon the posting of such registered letter in the United Kingdom; and, in like manner, upon every registered letter forwarded from the United States to the United Kingdom, the post office of the United States shall account to the post office of the United Kingdom for one-half of the amount of the registration fee levied upon the posting of such registered letter in the United States.

ARTICLE VI.

All registered letters forwarded from the United Kingdom to the United States, or from the United States to the United Kingdom, shall be made up at the respective offices of exchange in a parcel separate from the unregistered letters, which parcel shall be tied in the usual manner, and securely sealed by the despatching officer.

The name of the person to whom each registered letter is addressed, the place of its destination, and the amount to be credited to the office to which the letters are forwarded, shall be entered at the respective offices of exchange in a separate letter bill, which shall be made out in the form annexed to these articles. Such letter bill shall not be enclosed in the parcel containing the registered letters, but shall be forwarded in a separate wrapper or envelope, sealed and addressed to the postmaster of the corresponding office of exchange.

ARTICLE VII.

Upon the arrival at an office of exchange in the United Kingdom of registered letters from the United States, and upon the arrival at an office of exchange in the United States of registered letters from the United Kingdom, the postmaster of such office of exchange shall compare the letters with the letter bill, and if they agree, he shall write at the foot of the letter bill the word "correct," and affix his signature and official stamp.

The letter bill thus certified must be returned by the first mail to the office of exchange from which the registered letters were received.

If any error be observed, the postmaster shall report the circumstance to the General Post Office in London or Washington, as the case may be, in order that the error may be investigated through the ordinary channel.

ARTICLE VIII.

The letter bills and acknowledgments of receipt for the mails exchanged between the two countries shall be made out according to the amended forms annexed to the present articles, in lieu of the forms (F and G) as originally adopted.

ARTICLE IX.

The articles shall be considered as additional to those agreed upon between the two offices for carrying into execution the convention of December the fifteenth, one thousand eight hundred and forty-eight, signed at Washington the fourteenth of May, one thousand eight hundred and forty-nine, and shall come into operation on the first day of May, one thousand eight hundred and fifty-six.

Done in duplicate, and signed at Washington on the twentieth day of March, and at London on the ninth day of April, one thousand eight hundred and fifty-six.

HORATIO KING.
ROWLAND HILL.

Approved:

JAMES CAMPBELL.

ARGYLL.

Letter bill for registered letters between the United States and the United Kingdom.

Mail from _____ to _____, by the _____ packet.

Post Office _____,
the _____ of _____, 185 .

The following registered letters are sent herewith :

No.	To whom addressed.	Destination.	AMOUNT TO BE CREDITED TO THE BRITISH OFFICE.		
			Postage.		Registration fee.
			Dollars.	Cents.	Cents.
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					
32					
33					

[Signature of receiving officer.]

[Signature of despatching officer.]

If the entries on this letter bill agree with the letters received, the postmaster at the office of receipt must write the word "correct" at the foot, and affix his signature and official stamp. If any error be observed, the postmaster must immediately report the circumstance to the General Post Office in London.

REPORT OF THE

Letter bill for registered letters between the United Kingdom and the United States.

Mail from _____ to _____, by the _____ packet.

Post Office _____,

the _____ of _____, 185 .

The following registered letters are sent herewith :

No.	To whom addressed.	Destination.	AMOUNT TO BE CREDITED TO THE UNITED STATES POST OFFICE.		
			Postage.		Registration fee.
			Dollars.	Cents.	Cents.
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					
32					
33					

[Signature of receiving officer.]

[Signature of despatching officer.]

If the entries in this bill agree with the letters received, the postmaster at the office of receipt must write the word "correct" at the foot, and affix his signature and official stamp. If any error be observed, the postmaster must immediately report the circumstance to the General Post Office at Washington.

Letter Bill for the correspondence between the United Kingdom and the United States.

Mail from ——— to ——— by the ——— packet.

Post Office ———,

the ——— day of ———, 185 .

The following articles are sent herewith, the receipt of which it is requested may be acknowledged, viz:

	Statement by the British office.		Verification by the United States office.	
	AMOUNT.		AMOUNT.	
	Dollars.	Cents.	Dollars.	Cents.
§ I. <i>Unpaid letters, &c., to be placed to the credit of the British office.</i>				
1. Unpaid letters from the United Kingdom for the United States, at ——— cents the single rate.....				
2. Unpaid letters from foreign countries, and British colonies and possessions, in transit through the United Kingdom for the United States.....				
3. Newspapers in transit through the United Kingdom for the United States, at 2 cents each.....				
4. Mis-sent, redirected, and returned letters received from the United States.....				
5. Closed mails for the United States office in transit through the United Kingdom.....				
ORIGIN.	The weight of letters and the number of newspapers contained in the closed mails are to be entered in the verification column by the United States office.		Net weight of letters in ounces.	Number of newspapers.

Letter Bill, &c.—Continued.

	Statement by the British office.		Verification by the United States office.	
	AMOUNT.		AMOUNT.	
	Dollars.	Cents.	Dollars.	Cents.
§ II. <i>Paid letters, &c., to be placed to the credit of the United States office</i>				
6 Paid letters from the United Kingdom for the United States, at — cents the single rate.....				
7. Paid registered letters from the United Kingdom for the United States, at — cents the single rate, and including one half of the registration fee.....				
8. Paid letters from foreign countries for the United States upon which the sea rate has been paid.....				
9. Paid letters for foreign countries, United States possessions, &c., in transit through the United States.....				
10 Paid newspapers for foreign countries, United States possessions, &c., in transit through the United States, at 2 cents each.				
11. Closed mails from the British office in transit through the United States				
DESTINATION.	Net weight of letters in ounces.		Number of newspapers.	
Number.				
§ III. <i>Letters, newspapers, &c., on which the British postage has been paid, and which form no charge between the two offices.</i>				
12. Letters from foreign countries, &c., in transit through the United Kingdom for the United States.....				
13. Letters from the United Kingdom for foreign countries, &c., in transit through the United States.....				
14. Newspapers, periodical works, pamphlets, &c.....				

_____,
Superintending President or Postmaster.

Acknowledgment of receipt for the correspondence between the United States and the United Kingdom.

Post Office _____,
the _____ of _____, 185 .

The mail from _____ to _____ by the _____ packet of the _____ of _____, 185 , has been received, containing the following articles, viz :

	Statement by the United States office.		Verification by the British office.	
	AMOUNT.		AMOUNT.	
	Dollars.	Cents.	Dollars.	Cents.
§ 1. <i>Unpaid letters, &c., to be placed to the credit of the United States office.</i>				
1. Unpaid letters from the United States for the United Kingdom, at _____ cents the single rate.....				
2. Unpaid letters from foreign countries, United States possessions, &c., in transit through the United States for the United Kingdom				
3. Newspapers in transit through the United States for the United Kingdom, at 2 cents each.....				
4. Mis-sent, redirected, and returned letters received from the United Kingdom.....				
5. Closed mails for the British office in transit through the United States				
ORIGIN.	The weight of letters and the number of newspapers contained in the closed mails are to be entered in the verification column by the British office.		Net weight of letters in ounces.	Number of newspapers.

Acknowledgment of receipt, &c.—Continued.

	Statement by the United States office.		Verification by the British office.	
	AMOUNT.		AMOUNT.	
	Dollars.	Cents.	Dollars.	
§ II. <i>Paid letters, &c., to be placed to the credit of the British office.</i>				
6. Paid letters from the United States for the United Kingdom, at — cents the single rate				
7. Paid registered letters from the United States for the United Kingdom, at — cents the single rate, and including one-half of the registration fee.....				
8. Paid letters for foreign countries, and British colonies and possessions, in transit through the United Kingdom.....				
9. Paid newspapers for foreign countries, &c., in transit through the United Kingdom, at 2 cents each				
10. Closed mails from the United States office in transit through the United Kingdom..				
DESTINATION.	Net weight of letters in ounces.		Number of newspapers.	
	Number.			
§ III. <i>Letters, newspapers, &c., on which the United States postage has been paid, and which form no charge between the two offices.</i>				
11. Letters from foreign countries, &c., in transit through the United States for the United Kingdom.....				
12. Letters from the United States for foreign countries, &c., in transit through the United Kingdom.....				
13. Newspapers, periodical works, pamphlets, &c				

_____,
Postmaster.

Letter bill for the correspondence between the United States and the United Kingdom.

Mail from ——— to ——— by the ——— packet.

Post Office, ———,
the ——— of ———, 185 .

The following articles are sent herewith, the receipt of which it is requested may be acknowledged, viz :

	Statement by the United States office.		Verification by the British office.	
	AMOUNT.		AMOUNT.	
	Dollars.	Cents.	Dollars.	Cents.
§ I. <i>Unpaid letters, &c , to be placed to the credit of the United States office.</i>				
1. Unpaid letters from the United States for the United Kingdom, at — cents the single rate				
2. Unpaid letters from foreign countries, United States possessions, &c., in transit through the United States for the United Kingdom.....				
3. Newspapers in transit through the United States for the United Kingdom, at 2 cents each.....				
4. Mis-sent, redirected, and returned letters received from the United Kingdom				
5. Closed mails for the British office in transit through the United States				
ORIGIN.	The weight of letters and the number of newspapers contained in the closed mails are to be entered in the verification column by the British office.		Net weight of letters in ounces.	Number of newspapers.

Letter bill, &c.—Continued.

	Statement by the United States office.		Verification by the British office.	
	AMOUNT.		AMOUNT.	
	Dollars.	Cents.	Dollars.	Cents.
§ II. <i>Paid letters, &c., to be placed to the credit of the British office.</i>				
6. Paid letters from the United States for the United Kingdom, at — cents the single rate.....				
7. Paid registered letters from the United States for the United Kingdom, at — cents the single rate, and including one-half of the registration fee				
8. Paid letters for foreign countries, and British colonies and possessions, in transit through the United Kingdom.....				
9. Paid newspapers for foreign countries, &c., in transit through the United Kingdom, at 2 cents each.....				
10. Closed mails from the United States office in transit through the United Kingdom..				
DESTINATION.	Net weight of letters in ounces.		Number of newspapers.	
Number.				
§ III. <i>Letters, newspapers, &c., on which the United States postage has been paid, and which form no charge between the two offices.</i>				
11. Letters from foreign countries, &c., in transit through the United States for the United Kingdom.....				
12. Letters from the United States for foreign countries, &c., in transit through the United Kingdom.....				
13. Newspapers, periodical works, pamphlets, &c				

_____,
Postmaster.

Acknowledgment of receipt for the correspondence between the United Kingdom and the United States.

Post Office _____,
the _____ day of _____, 185 .

The mail from _____ to _____, by the _____ packet, of the _____ of _____, 185 , has been received, containing the following articles, viz:

	Statement by the British Office.		Verification by the United States office.	
	Amount.		Amount.	
	Dollars.	Cents.	Dollars.	Cents.
§ I. <i>Unpaid letters, &c., to be placed to the credit of the British office.</i>				
1. Unpaid letters from the United Kingdom for the United States, at _____ cents the single rate.....				
2. Unpaid letters from foreign countries, and British colonies and possessions, in transit through the United Kingdom for the United States.....				
3. Newspapers in transit through the United Kingdom for the United States, at 2 cents each.....				
4. Missent, redirected, and returned letters received from the United States.....				
5. Closed mails for the United States office in transit through the United Kingdom.....				
ORIGIN.	The weight of letters and the number of newspapers contained in the closed mails are to be entered in the verification column by the United States office.		Net weight of letters, in ounces.	Number of newspapers

Acknowledgment of receipt, &c.—Continued.

	Statement by the British Office.		Verification by the United States office.	
	Amount.		Amount.	
	Dollars.	Cents.	Dollars.	Cents.
§ II. <i>Paid letters, &c., to be placed to the credit of the United States office.</i>				
6. Paid letters from the United Kingdom for the United States, at — cents the single rate.....				
7. Paid registered letters from the United Kingdom for the United States, at — cents the single rate, and including one-half of the registration fee.....				
8. Paid letters from foreign countries for the United States, upon which the sea rate has been paid.....				
9. Paid letters for foreign countries, United States possessions, &c., in transit through the United States.....				
10. Paid newspapers for foreign countries, United States possessions, &c., in transit through the United States, at 2 cents each.				
11. Closed mails from the British office in transit through the United States.....				
DESTINATION.	Net weight of letters, in ounces.		Number of newspapers.	
§ III. <i>Letters, newspapers, &c., on which the British postage has been paid, and which form no charge between the two offices.</i>	Number.			
12. Letters from foreign countries, &c., in transit through the United Kingdom for the United States.....				
13. Letters from the United Kingdom for foreign countries, &c., in transit through the United States.....				
14. Newspapers, periodical works, pamphlets, &c.....				

E.

ADDITIONAL ARTICLES

Of agreement between the Post Office Department of the United States and the Post Office Department of Canada, providing for the exchange of registered letters between the two countries.

ARTICLE I.

Letters, alleged to be valuable, posted at any post office in the United States or its Territories, and addressed to Canada, or posted in Canada and addressed to the United States, and deliverable at any of the respective offices of exchange, to be thence conveyed to their destination, shall be registered at the office of mailing, on the application of the person posting the same: *Provided*, That the full postage chargeable thereon to destination, together with a registration fee of five cents on each letter, be prepaid at such mailing office: *And provided, also*, That such registration shall not be compulsory, and shall not render the respective Post Office Departments of the United States or Canada, or their revenues, liable for the loss of such letters or packets, or the contents thereof.

ARTICLE II.

All such letters or packets mailed in the interior of the United States or Canada, respectively, shall be received, registered, and receipted for, as directed in the general regulations issued in each country in regard to the registration of valuable letters, and shall be sent to the respective exchange offices for the purpose of being forwarded thence by the first mail.

ARTICLE III.

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

ARTICLE IV.

On receipt of registered letters for delivery or distribution at either of the respective exchange offices, the postmaster of such receiving

office will compare the letters with the bill, and endorse it "correct," if it is found so, or will note the error, if there be one, in the manner prescribed with regard to registered letters received from an inland post office. He will then fill up the corresponding return bill, noting upon it whether correct or otherwise, and will see that it is returned by the first mail thereafter to the exchange office of mailing.

ARTICLE V.

Registered letters received at either of the exchange offices, and destined for an inland post office, shall be forwarded in the same manner as other registered letters originally mailed at such office.

ARTICLE VI.

The registration fee of five cents shall accrue to the United States Post Office Department upon all registered letters sent from the United States to Canada, and to the Canadian Post Office Department upon all registered letters sent from Canada to the United States.

ARTICLE VII.

The present articles shall be considered additional to those agreed upon between the two offices on the 25th day of March, A. D. 1851, and shall come into operation on the 1st day of October, A. D. 1856.

In witness whereof, the Postmaster General of the United States, and the Postmaster General of Canada, have hereto set their hands and affixed their seals, at the date set opposite to each, respectively.

[L. s.]

JAMES CAMPBELL,
Postmaster General.

AUGUST 25, 1856.

[L. s.]

ROBERT SPENCE,
Postmaster General.

AUGUST 28, 1856.

F.

POST OFFICE DEPARTMENT,
Washington, January 31, 1855.

SIR: I have the honor to transmit herewith, in compliance with the resolution of the House of the 2d of January instant, a copy of the conditional contract made by my predecessor, Mr. Hubbard, with Messrs. Ramsey & Carmick, on the 3d of March, 1853, for the extension of two of the trips on the New Orleans and Vera Cruz line, from Vera Cruz, Mexico, via Acapulco, to San Francisco, in California; also, copies of all the correspondence relative to the same, and also relative to the change of schedule proposed on the line from New Orleans to Vera Cruz.

My views in regard to this contract were fully stated in my annual report to Congress of December 1, 1853, and are also contained in the correspondence herewith communicated. It was not deemed necessary to answer the letter of Robert G. Rankin, president of the Mexican Ocean Mail and Inland Company, dated November 23, 1853, and received at the department on the 30th of January, 1854. That they were not prepared to fulfil their conditional contract on the 23d of November, 1853, nine months after its execution, is therein conceded, and the department had neither the time nor desire to enter into a discussion of the irrelevant matters introduced into the body of that letter.

The objections which I entertained to the change of schedule on the New Orleans and Vera Cruz route, proposed by Messrs. Harris & Morgan in their letter of the 26th October, 1853, were two-fold :

1st. That by authorizing the change proposed, the original intent and object of my predecessor, Mr. Hubbard, in entering into the conditional contract with Messrs. Ramsey & Carmick—which was, to secure an additional semi-monthly mail between the Atlantic States and California by alternating at regular intervals with the present semi-monthly line via Panama—would have been entirely frustrated; and thus, instead of having a weekly mail between the Atlantic and Pacific, there would have been, as heretofore, only a semi-monthly communication.

2d. By changing the schedule so as to make connexions at Acapulco with the steamers of the Pacific Mail Steamship Company, that company would receive not only their regular compensation under their contract with the government, but extra pay under the contract of Ramsey & Carmick, although no additional service was really rendered by them to the department or the public.

Authority having been given by Mr. Hubbard, on the 7th of March, 1853, to the postmasters of New Orleans, San Diego, Monterey, and San Francisco, to make up and send mails by the Vera Cruz and Acapulco line, containing such matter as was expressly directed to go by that line, I took the precaution to withhold from those officers the authority to send mails without first consulting the department, by instructing them, on the 23d of September following, to report to the department before delivering such mails, for further instructions, should the proprietors apply for them. My object in issuing those instructions was simply to enable the department to be fully satisfied that all mails forwarded by that route were committed to the care and custody of competent and proper persons, and would be safely transported through Mexico. It does not appear, however, that any application has ever been made by Messrs. Ramsey & Carmick for a mail to be conveyed by that route, as no report from any postmaster to that effect has been received at this department.

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

Hon. LINN BOYD,
Speaker of House of Representatives.

No. 9—\$424,000 PER ANNUM.

This article of contract, made the fifteenth day of February, in the year one thousand eight hundred and fifty-three, between the United States (acting in this behalf by their Postmaster General) and Albert C. Ramsey and Edward H. Carmick, William H. Aspinwall and Edwin Bartlett, of the city of New York; Silas C. Herring, Elihu Townsend, Simeon Draper, and R. B. Coleman, of the same place, *witnesseth*: That whereas, by an act of Congress, passed March 3, 1845, entitled "An act to provide for the transportation of the mail between the United States and foreign countries, and for other purposes," the Postmaster General is authorized to contract for the transportation of the United States mail between any of the ports of the United States and a port or ports of any foreign power whenever, in his opinion, the public interests will thereby be promoted; and whereas, by another act of Congress, passed March 3, 1851, entitled "An act to establish certain post-roads in the United States and the Territories thereof," the Postmaster General is authorized to enter into contracts, for a period not longer than four years, for transporting through any foreign country the mails of the United States, and that in making such contracts, the Postmaster General shall be bound to select the speediest, safest, and most economical route; and whereas notice has been given by advertising, in accordance with the directions of said act, for inviting proposals for mail contracts, under and by virtue of the acts aforesaid; and whereas Albert C. Ramsey and Edward H. Carmick have been accepted, according to law, as contractors for transporting the mail on route No. 9, from Vera Cruz, via Acapulco, to San Francisco and back, twice a month, according to the schedule hereinafter mentioned, in thirteen days each way, being an extension of two of the trips on the New Orleans and Vera Cruz line through Mexico, for the purpose of conveying the mail, and thus making one through-line in sixteen days between New Orleans and San Francisco, at and for the sum of four hundred and twenty-four thousand dollars per year, for and during the term commencing from the time Congress shall ratify this contract, and ending four years from that date, with the right reserved to the Postmaster General to continue it one year longer, at the same terms:

Now, therefore, the said Albert C. Ramsey and Edward H. Carmick, contractors, and Silas C. Herring, Elihu Townsend, Simeon Draper, Robert B. Coleman, William H. Aspinwall, and Edwin Bartlett, their sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves—

1st. To carry said mail within the times fixed in the annexed schedule of departures and arrivals, and so carry until said schedule is altered by the authority of the Postmaster General of the United States, as hereinafter provided, and then to carry according to said altered schedule.

2d. To carry said mail in a safe and secure manner, free from wet or other injury, in weather-proof bags and vehicles on the land route, and in a separate and convenient apartment on shipboard, to be suit-

ably fitted up under order of the department, at the expense of the contractors, for the assorting and safe-keeping of the mails, and for the sole and exclusive occupation, use, and accommodation of the Post Office Department and its mail-agent, if the Postmaster General shall require it for the use and accommodation of the mail and mail-agent, and such mail-agent is to be conveyed without further charge.

In case the contractors fail to furnish such suitable accommodations, the department shall have the right to provide the bags, vehicles, or apartments, or other suitable accommodations, at the expense of the contractors.

3d. To take the mail and every part of it from, and deliver it and every part of it into, the post office at San Francisco, and to and from the mail steamers at Vera Cruz on the New Orleans and Vera Cruz line, and also to deliver and receive the mails at San Diego and Monterey, regularly by each trip going and returning, as is now done by the "Pacific Mail Steamship Company."

They also undertake, covenant, and agree with the United States, and do bind themselves, jointly and severally, as aforesaid, to be answerable for the person to whom the said contractors shall commit the care and transportation of the mail, and accountable to the United States for any damages which may be sustained by the United States through his unfaithfulness or want of care; and that the said contractors will discharge any carrier of said mail whenever required to do so by the Postmaster General; also, that they will not transmit by themselves or their agent, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and they will not carry out of the mail letters or newspapers which should go by post; and that they will not, knowingly, convey any person carrying on the business of transporting letters or other mail matter without the consent of the department; and further, that the said contractors will convey, without additional charge, post office blanks, mail-bags, and the special agents of the department, on the exhibition of their credentials.

They further undertake, covenant, and agree with the United States, that the said contractors will collect quarterly, if required by the Postmaster General, of postmasters on said route, the balances due from them to the General Post Office, and faithfully render an account thereof to the Postmaster General in the settlement of quarterly accounts, and will pay over to the General Post Office all balances remaining in their hands.

For which services, when performed, the said Albert C. Ramsey and Edward H. Carmick, contractors, are to be paid by the said United States the sum of four hundred and twenty-four thousand dollars a year, to wit: quarterly, in the months of May, August, November, and February, through the postmasters on the route, or otherwise, at the option of the Postmaster General of the United States; said pay to be subject, however, to be reduced or discontinued by the Postmaster General, as hereinafter stipulated, or to be suspended in case of delinquency.

It is hereby stipulated and agreed by the said contractors and their sureties, that the Postmaster General may increase the service or

change the schedule, he allowing a pro rata increase of compensation within the restrictions imposed by law for the additional service required ; but the contractors may, in case of increased service or change of schedule, relinquish the contract, on timely notice, if they prefer it to the change.

It is hereby also stipulated and agreed by the said contractors and their sureties, that in all cases there is to be a forfeiture of the pay of a trip when the trip is not performed, and of not more than three times the pay of a trip when the trip is not duly performed and no sufficient excuse for the failure is furnished ; a forfeiture of at least one-fourth part of it when the running is so far behind time as to loose connexion with a depending mail, unless it is shown that the same was not caused by neglect, or want of proper skill or misconduct, and a forfeiture of a due proportion of it when a grade of service is rendered inferior to the mode of conveyance above stipulated ; and that these forfeitures may be increased into penalties of a higher amount, according to the nature or frequency of the failure, and the importance of the mail ; also, that fines may be imposed upon the contractors, unless the delinquency be satisfactorily explained to the Postmaster General in due time, for failing to take from or deliver at a post office, or a steam-vessel, the mail, or any part of it ; for suffering it to be wet, injured, lost, or destroyed ; for carrying it in a place or manner that exposes it to depredation, loss or injury, by being wet, or otherwise ; for refusing, after demand, to carry a mail by any vessel or other vehicle which the contractors run or are concerned in running on the route beyond the number of trips above specified ; or for not arriving at the time set in the schedule, unless not caused by neglect or want of proper skill, or by misconduct. And for setting up or running an express to transmit letters or commercial intelligence in advance of the mail, or for transporting knowingly, or after being informed, any one engaged in transporting letters or mail matter in violation of the laws of the United States, a penalty of five hundred dollars may be exacted for each offence, and for each article so carried.

And it is hereby further stipulated and agreed by the said contractors and their sureties, that the Postmaster General may annul the contract for repeated failures ; for violating the post office laws ; for disobeying the instructions of the department ; for refusing to discharge a carrier, or any other person having charge of the mail by his direction, when required by the department ; for assigning the contract without the consent of the Postmaster General ; for setting up or running an express as aforesaid, or for transporting persons, conveying mail matter out of the mail as aforesaid ; or whenever the contractors or either of them shall become a postmaster, assistant postmaster, or member of Congress ; and this contract shall in all its parts be subject to the terms and requisitions of an act of Congress passed on the twenty-first day of April, in the year of our Lord one thousand eight hundred and eight, entitled " An act concerning public contracts."

And it is hereby further stipulated and agreed by the said contractors, that the steam-vessels for the service between San Francisco and Acapulco shall be of a class contemplated by the act of Congress,

passed March 3, 1845, entitled "An act to provide for the transportation of the mail between the United States and foreign countries, and for other purposes;" and that the same shall be delivered to the United States, or their proper officer, on demand made, for the purpose of being converted into vessels of war, according to the tenor and terms of the said act.

And it is hereby further expressly understood that this contract is to have no force or validity until it shall have received the sanction of the Congress of the United States, by the passage of an appropriation to carry it into effect.

In witness whereof, the said Postmaster General has caused the seal of the Post Office Department to be hereto affixed, and has attested the same by his signature; and the said contractors and their sureties have hereunto set their hands and seals the day and year set opposite their names, respectively.

S. D. HUBBARD, [SEAL.] March 3, 1853.
Postmaster General.

WM. H. ASPINWALL, [SEAL.] March 3, 1853.
EDWIN BARTLETT, [SEAL.] March 3, 1853.

By Wm. H. Davidge, their Att'y.

ALBERT C. RAMSEY. [SEAL.] February 25, 1853.
EDWARD H. CARMICK. [SEAL.] February 25, 1853.
SILAS C. HERRING. [SEAL.] February 25, 1853.
ELIHU TOWNSEND. [SEAL.] February 25, 1853.
SIMEON DRAPER. [SEAL.] February 25, 1853.
R. B. COLEMAN. [SEAL.] February 25, 1853.

THE MEXICAN OCEAN MAIL
AND INLAND COMPANY, [SEAL.] February 25, 1853.
By Robert G. Rankin, President.

Signed, sealed and delivered by the Postmaster General in the presence of—

JAMES LAWRENSEN.
R. T. McLAIN.

And by the other parties hereto in the presence of—

J. B. NOTT, witness for A. C. Ramsey, S. Draper, and R. B. Coleman, and Edward H. Carmick.
EDWARD S. GOULD, witness to S. C. Herring.

Witness to Wm. H. Davidge's signature, as attorney of Wm. H. Aspinwall and Edwin Bartlett—

JAMES LAWRENSEN.
R. T. McLAIN.

Witness to R. G. Rankin's signature—

JNO. T. HOWARD.

I hereby certify that I am well acquainted with Albert C. Ramsey, and Edward H. Carmick, and Silas C. Herring, Elihu Townsend,

Simeon Draper, and R. B. Coleman, and the condition of their property; and that, after full investigation and inquiry, I am well satisfied that they are good and sufficient sureties for the amount in the foregoing contract.

WM. V. BRADY,
Postmaster at New York.

The schedule of Departures and Arrivals.

Leave Vera Cruz on the 4th and 17th of each month. Arrive at Acapulco by the 9th and 22d of each month.

Leave Acapulco on the 9th and 22d of each month. Arrive at San Francisco by the 17th and 30th of each month.

Leave San Francisco on the 8th and 24th of each month. Arrive at Acapulco by the 16th and 1st of each month.

Leave Acapulco on the 16th and 1st of each month. Arrive at Vera Cruz by the 21st and 6th of each month.

POST OFFICE DEPARTMENT,
March 7, 1853.

GENTLEMEN: The postmasters of New Orleans, San Francisco, Monterey and San Diego, will be authorized to send a mail by the Vera Cruz and Acapulco line, containing letters or papers expressly directed to go by that line, when said communication is open, and you are prepared to carry a mail, with the express understanding that neither this department nor the government is to be in any way holden for any expenses attending such service; but, as provided in the contract, it is left for Congress to determine whether the contract is to be sanctioned by an appropriation to carry it into effect—the pay, if any, for such service, commencing only in accordance with the terms of the contract made February 15, 1853.

I am, respectfully, your obedient servant,

S. D. HUBBARD,
Postmaster General.

Messrs. RAMSEY & CARMICK, *New York.*

POST OFFICE DEPARTMENT,
March 7, 1853.

SIR: You are hereby authorized to make up and send a mail by the Vera Cruz and Acapulco line, containing letters or papers expressly directed to go by that line, when said communication is open, and the contractors are prepared to carry a mail on the terms of their contract of February 15, 1853. You would do well, perhaps, to advertise to

the above effect, adding that all letters, &c., not marked as above indicated, will be forwarded by the Panama route.

Respectfully, your obedient servant,

S. D. HUBBARD,
Postmaster General.

POSTMASTER,
San Francisco, California.

[Same to postmasters of New Orleans, San Diego, and Monterey.]

OFFICE OF THE MEXICAN OCEAN MAIL AND INLAND CO.,
New York, June 15, 1853.

MY DEAR SIR : The position that our company sustains to the government, (as the real parties by contract, to execute the mail contracts with Messrs. Ramsey & Carmick, renders it proper that the Post Office Department should be advised of the state of forwardness on the part of the contractors to fulfil the contracts.

Our vice president, Colonel Albert C. Ramsey, is now in Mexico assigning the stations. In all this month and next month, the coaches, wagons, and literas will be in Mexico—portions of them being on their way now. By August 10 the mules and horses (1,000) will be down from Coahuila, and we then expect to make the regular transit across.

Although the contracts only require a bi-monthly mail, we are making all our arrangements for a *daily line* of transit across Mexico, feeling justified by the assurances we have from Mexico. We shall also establish a weekly line of steamers from New Orleans to Vera Cruz, (one steamer is now running there, and another now building ;) and with the use of the new *envelopes*, (when they appear,) we shall actually afford a weekly line from New Orleans to San Francisco ; and if the steamers on the Pacific could be arranged, we could make a daily line to San Francisco in sixteen days. Our land route will be daily, in any case, on account of our Mexican facilities.

We have purchased and ordered the whole of the rolling stock for the transit, and parties are now in Mexico clearing obstructions, and we shall not, I think, require the full time allowed by the contract for the transit, although trial only will verify our expectations.

We already have a margin in our favor in the gulf service, as our steamer, the "Texas," has performed the duty in sixty hours ; and the Pacific service has been done in twenty-four and thirty hours less than schedule time. Our recent reports from Mexico justify us in the expectation of carrying the mails in fourteen days from New Orleans to San Francisco, and six months of experimental operation will, I think, show the feasibility of doing the regular service in within fifteen days.

In conclusion, I would add that we are exerting every energy in pushing the thing up, and shall spare neither time nor money in proving the truthfulness of all our positions.

An estafette mail will be carried from Vera Cruz and New Orleans to San Francisco next month until the service becomes regular.

I am, with great respect, your obedient servant,
ROBT. G. RANKIN,
President.

We have the *highest* assurance of *our* favorable position in Mexico.

HON. JAMES CAMPBELL,
Postmaster General U. S., &c.

POST OFFICE DEPARTMENT, *July 9, 1853.*

SIR: Your letter of the 15th ultimo came duly to hand. My attention having been specially called to the circumstances connected with the contemplated line to the Pacific via Vera Cruz and Acapulco, I feel it my duty, after due deliberation, to inform you that the conditional contract entered into between my predecessor, Mr. Hubbard, and Messrs. Ramsey and Carmick, for the conveyance of the mails over this line to San Francisco, does not meet with my approbation.

In the first place, as at present advised, I consider the route impracticable for mail purposes.

In the second place, the sums of money yearly drawn from the treasury for contracts, which have for several years been, and are still in force, for the transportation of the mails between the Atlantic and the Pacific, are very considerable, amounting to about \$731,868. In view of this fact, and of the many sections and neighborhoods, in the different States, which are either greatly restricted in, or deprived altogether of mail facilities, it appears to me both inexpedient and unjust to go into the expenditure of a still further sum of \$424,000 for the service in question.

Moreover, I disapprove of the principle upon which this contract is made. In my opinion, if the Postmaster General has the right to make such a contract at all, it ought to be made without the restriction or limitation contained in yours, by which its force or validity is made to depend upon the passage of an appropriation by Congress to carry it into effect. I am unwilling to recognize any contingency of this kind, because, although the contractors may, under such conditional arrangement, establish no legal claim for compensation, they may, nevertheless, go on and incur expenses, in the expectation that they will be paid, and Congress, more from private sympathy than from public policy or right, be at length induced to yield to a measure to which its prior sanction never could have been obtained.

I am, respectfully, your obedient servant,

JAMES CAMPBELL,
Postmaster General.

ROBT. G. RANKIN, Esq.,
President of the Mexican Ocean Mail and Inland Co., N. Y.

POST OFFICE DEPARTMENT, *September 23, 1853.*

SIR: Should the proprietors of the Vera Cruz, Acapulco, and San Francisco line apply for mail to take over their route, under the conditional order of the late Postmaster General, dated 7th March, 1853, before delivering such mail to them, you will report to department for further instructions.

Very respectfully, your obedient servant,

JAMES CAMPBELL,
Postmaster General.

POSTMASTER,
New Orleans, Louisiana.

To Postmaster at San Diego, California: Same.

J. C.

To Postmaster at Monterey, California: Same.

J. C.

To Thos. J. Henley, Esq., San Francisco, California: Same.

J. C.

WASHINGTON, *October 26, 1853.*

DEAR SIR: The Mexican Ocean Mail and Inland Company, and Charles Morgan, of New York, (through the agency of the undersigned,) present the following facts, and ask such decision as an impartial consideration of this memorial may produce. The company (having obtained from the government of Mexico peculiar and well-authenticated privileges, whereby they were enabled to present to the United States Post Office Department a schedule of mail service which should insure the transmission of mails between New Orleans and San Francisco in the short space of sixteen days) urged the department for a mail contract authorizing the service, which was granted, subject to an appropriation by Congress for payment. Thereupon the company commenced proceedings for putting the route into active operation. Proper agents were despatched to Mexico, and have been actively engaged in overcoming such obstacles as, unremoved, would have impeded rapid transit across that country. Roads were improved, others made; coaches, harness, mules, and horses have been purchased, and a large portion of them are already on the route, ready to commence the carrying of the mails. In connexion with, and forming a portion of, this through-route, a mail service from New Orleans to Vera Cruz has been put into operation, the schedule for which was so arranged as to meet at Acapulco with the mail steamers on the Pacific, insuring a proper connexion on that end of the line. Thus nothing stood in the way of the successful operation of the route, save the obstacles on the land, which, being overcome, would enable us at once to perform our contract in the specified time; but now that arrangements are completed for this portion of the service, your memorialists find that an alteration in the running on the

Pacific has thrown out of gear this well-arranged system. By the present schedule between New Orleans and Vera Cruz, it is impossible to meet the Pacific steamers, as they now run, at Acapulco, without suffering long delays at the latter point, entirely ruining the efficacy of this otherwise desirable medium of transit. The undersigned, C. Morgan, now urges that a knowledge of the existence of a through-service to San Francisco was the inducement for his accepting the portion of service between New Orleans and Vera Cruz; as, upon the successful working of the through-route, he depended for any profits that might inure to his ships from his connexion therewith. He has already put upon the route a first-class steamship of over 1,100 tons burden, and is building another of about 1,500 tons burden for the same purpose; which two vessels will embrace an investment of nearly \$300,000 for this first portion of the enterprise. The company depend upon appropriations by Congress for the means of remuneration; and as such appropriations can only be secured by proofs of the practicability of the through-route, as per schedule, they, together, ask your consideration of the efforts they have made, and the moneys they have expended, under inducements the Post Office Department held out to them, for such efforts and expenditures, *by granting a through-service and arranging schedule for connexion*; and respectfully petition that you will so alter the schedule between New Orleans and Vera Cruz for the two trips per month, now being performed, as will give them an opportunity of proving to Congress that this is by far the most expeditious route yet opened to the rich commerce of California; which proofs, they feel, must necessarily insure the appropriations that shall furnish the means to enable them eventually to carry the mails between the two great points in the short space of thirteen days! Believing that your sense of justice, and desire for advancing the mails in accordance with the progressive ideas of this essentially progressive age, will induce an assent to their prayer, they have the honor herewith to submit such *temporary* schedule, for the said two trips per month, as shall furnish the desired proofs; and, with sentiments of regard and esteem, subscribe, respectfully, yours,

The MEXICAN OCEAN MAIL AND INLAND CO.;

and CHARLES MORGAN,

per HARRIS & MORGAN, of *New Orleans*.

Hon. JAMES CAMPBELL,

Postmaster General United States.

Schedule.

Leave New Orleans 7th and 22d;

Arrive at Vera Cruz 10th and 25th.

Leave Vera Cruz 14th and 29th;

Arrive at New Orleans 17th and 2d.

OFFICE OF THE MEXICAN OCEAN MAIL AND INLAND Co.,
New York, October 29, 1853.

DEAR SIR: Herewith please find a letter addressed to our firm from the president of the Pacific Mail Steamship Company, explaining why the schedule of running on the Pacific has been changed, (thus rendering *useless* the *present schedule* between New Orleans and Vera Cruz;) and, further, approving the schedule which we had the honor of submitting for your consideration in our memorial, dated in Washington, D. C. Trusting the views of our case, to which your attention has been called, will induce a favorable decision, we have the honor to subscribe, with sentiments of regard and respect,

Your obedient servants,

HARRIS & MORGAN.

Hon. JAMES CAMPBELL,
Postmaster General United States.

[For the Commercial Advertiser.]

OFFICE OF THE MEXICAN OCEAN MAIL AND INLAND Co.,
New York, October 27, 1853.

In your issue of Wednesday evening, in the postscript of telegraphic news from Mexico, an important error occurred in relation to the transmission of San Francisco news by our route. Your correspondent says: "The news came over the New Mexico or Ramsey route, and occupied about twenty-four days in its transmission." The facts are as follows: The news left San Francisco on the 1st of October by the Nicaragua steamer Pacific; it arrived at Acapulco on the 8th, crossed Mexico, and arrived at Vera Cruz on the 12th, where the news remained from the 12th until the 22d, the regular sailing day of the Texas, (the steamer that carried the news, instead of the Mexico, as stated in your article.) If our steamer had left Vera Cruz on the arrival of the news from Acapulco, our merchants would have had the market prices in fifteen days from San Francisco via New Orleans. If it should be asked why the Texas did not sail until the 22d, the only reply we have to offer is, that she was running on schedule time appointed by the Post Office Department, and until that schedule is altered the delay is likely to recur. With a proper connexion, our line can deliver mails from San Francisco, into New Orleans weekly, in less than sixteen days.

Respectfully, your obedient servant,

ROBERT G. RANKIN, *President.*

Be pleased to observe, by extract from Commercial Advertiser, the transmission of California news from California, by our route, in fourteen days!

H. & M.

PACIFIC MAIL STEAMSHIP COMPANY,
New York, October 28, 1853.

GENTLEMEN: Having examined carefully the schedule proposed by you for running on the route between New Orleans and Vera Cruz, so as to connect at Acapulco with our steamers between Panama and San Francisco, I beg leave to inform you that it meets our approval.

When our company commenced to run weekly boats, the schedule of the Texas was arranged to conform to the movements of those extra boats. It happened, however, that the United States Mail Steamship Company, although willing to perform extra service, and to let that service speak for itself to Congress, was not willing to bind itself as the government required, so as to shut out all prospect of extra remuneration by a liberal legislature for extra duty; and, consequently, the steamers, on intermediate weeks, on this side, were withdrawn. The connexion being thus cut off, our company was obliged to discontinue its weekly trips, after the schedule of the Vera Cruz and Acapulco route had been arranged to conform to those trips.

My understanding with Mr. Rankin is, that when the route is fairly opened, we will run steamers in the Pacific in due connexion; and I am prepared to assign this duty to two of our smaller first-class steamers the moment I am justified in so doing. Until then, the merits of the route can be tested by arranging a schedule to conform to the arrivals at Acapulco, and, as far as possible, to the departures thence for San Francisco of our steamers now running; and the interests of the government and of the public unite in recommending such a course.

Very truly, yours,

WM. H. ASPINWALL, *President.*

Messrs. HARRIS & MORGAN.

POST OFFICE DEPARTMENT,
November 3, 1853.

GENTLEMEN: In answer to your letter of the 26th ultimo, I have to state that, at the request of Mr. Carmick, the contractor, the present schedule of the New Orleans and Vera Cruz route was arranged to connect with the contemplated route across from Vera Cruz to Acapulco, which it was proposed to run in due connexion with an independent line of steamers between Acapulco and San Francisco; thus, with the route via Panama, giving a mail four times, instead of twice a month, between the Atlantic States and California. It was not the intention to connect at Acapulco with the steamers of the Panama line, but, as above remarked, to establish an additional semi-monthly mail to run, via Vera Cruz and Acapulco, alternately at regular intervals with the line via Panama.

This arrangement was made with my predecessor, Mr. Hubbard, with whom, as Postmaster General, also a conditional contract was entered into for the part of the service between Vera Cruz and San Francisco, which contract was to take effect *only from the time it should*

be ratified by Congress; nor was it to have any force or validity whatever until it should receive the sanction of Congress by the passage of an appropriation to carry it into effect. No such sanction has as yet been given by Congress; but, apart from this, and without troubling you with my views on the whole subject, it is simply necessary for me to say that there can be no recognition by this department of any arrangement by which the additional semi-monthly mail, clearly contemplated by the then Postmaster General, can be dispensed with.

The application, therefore, for a change of schedule on the route from New Orleans to Vera Cruz, must now be considered without reference to any trips it may be proposed to run in connexion therewith beyond. The contract requires three trips a month; you propose but two, and it is unnecessary for me to say that the number of trips stipulated for in the contract will be required.

I am, very respectfully, your obedient servant,

JAMES CAMPBELL.

Messrs. HARRIS & MORGAN,
New Orleans, La.

WASHINGTON, November 12, 1853.

DEAR SIR: It is with great reluctance that I encroach upon your time at this particular season of your official duties; but what I have to say can be read at your leisure, without much inconvenience.

After my interview with you, yesterday, I was impressed with the idea that you had received from some quarter erroneous and unfavorable views in regard to this great national enterprise that I am so deeply interested in. I trust, however, that you will not permit any such influence to operate in your mind without affording us an opportunity to be heard. I consider it a duty I owe you and your high position to explain, in a frank and upright way, the true object we have in view in regard to this project; it is to test the merits of this route for a mail communication, the benefit of which will accrue to the country, the government, and those engaged in perfecting it. We have asked no remuneration from the government while pursuing this enterprise, but have gone to work, at our own expense, and proved the entire feasibility of this rapid communication, without the least hope or expectation that the department should in any way be subjected, either directly or indirectly, to an acknowledgment of responsibility for future remuneration. We desire to establish a great national highway from ocean to ocean, over a route in which there is a saving of 1,800 miles, between New Orleans and San Francisco; and the day is not far distant when all the present routes will only be secondary to it. This opinion is based on reasonable grounds: first, the saving of time; and, second, the beauty of the country, and the salubrious climate over which the route passes. There is but one opinion on this subject among all Californians. We have conceived that, in offering to our government the facilities of a rapid mail communication on so important a route, we have a right to expect

from that government a liberal encouragement, at least by an expression favorable to an enterprise where so much energy and capital is invested. Our project has been fully investigated by the late cabinet, and, after their mature consideration, it was acted upon. The contract was sustained by an appeal of one-half of the United States Senate in a memorial to the department, and by the personal solicitation of the representatives from the south and west; also, by a memorial from the most influential citizens of Louisiana—the same being now on file in the department. General Rusk, who framed the law under which the contract was made, also urged the advantages of this communication on the department; among others were senators Gwin and Soulé. This communication must depend entirely on its merits, and by its advantages for the public welfare. If it cannot offer greater inducements to the government than the present routes, it cannot expect to succeed; but if it can be proved that this is the speediest route, the law seems not to be violated while offering facilities on the part of the government to test so important an object. We have, however, proved beyond a doubt that the transit can be made from sea to sea in from three to four days, and I hope you may offer us your liberal co-operation, without involving in the least a compromise of the public interest; it is no more than we have a right to expect from the department. Governor Marcy, without looking into details, has expressed to me similar views, and says that our communication seems to hold out great national advantages, and he did not doubt but that you would look on it in a proper light. I feel confident that Congress will support any measure that can be proved of public utility for the south and west; and this is a southwestern measure, without any demands from the public treasury, to build steam-ships or railroads. I know the feeling that existed last Congress on this subject, and I feel confident that it will be supported by the south and west.

I have spent several years of intense labor and a large amount of money in bringing this enterprise to its present position. I have passed through many deep and almost impenetrable barriers, and no impediment shall stop the consummation of this great national work, save that of the hand of Providence. I am sustained by capital and energy, and I know no fail where perseverance can do the work. My future reputation and welfare is largely involved in the success of this project, and I sincerely beg that you will form no premature opinion on this subject against my interest. I do not, however, believe that you would do so, without an honest conviction of your judgment; but I do know that all enterprises must expect opposition from various causes. Envy is no small feature to contend with; and we have had to combat against it, solely upon the ground that we have not been disposed to divide our interest with others. The late administration was made aware of these facts, and they received with great caution any information coming from doubtful sources.

I most respectfully ask that you will give an order, permitting me, as one of the contractors, to carry a mail over this route from California, leaving it optional with persons to send by this way, and to designate the same on the letter; and in giving such an order, I wish

you particularly to state that the department will in *no way be bound or any future remuneration for the service.*

Very respectfully, your obedient servant,

E. H. CARMICK.

Hon. JAMES CAMPBELL.

OFFICE OF THE MEXICAN OCEAN MAIL AND INLAND CO.,

November 23, 1853.

SIR: In accordance with a request from Messrs. Ramsey and Carmick, the contractors named in the contract hereinafter mentioned, I have the honor of reporting to your department *the real character of the relations this company sustains to the contract; the obstacles to the non-fulfilment of it by a date as early as was anticipated; and a few remarks explanatory of the route.*

On the 15th day of February, 1853, a contract was made by the United States government, acting by the Postmaster General, with Albert C. Ramsey and Edward H. Carmick, of Pennsylvania, to carry the United States mails between San Francisco and Vera Cruz, at certain definite and specific periods mentioned in the schedule of the contract, for the sum of \$424,000 per year, for the period of four years, with the privilege of extending it one year if the Post Office Department thought proper. This contract was not of that liberal form heretofore characteristic of all the other ocean mail contracts, but was in a form of that specific and detailed character peculiar to any short land service, where time might be insured to a minute. The contract was, in fact, so stringent as to be incompatible with any but an honest intention to fulfil its spirit and letter, in which spirit it was, in fact, assumed by the parties associated in its performance. This contract was printed and sent to the Senate at its last session, and is now on its files. By the 5th section of the law of 1848 it is illegal for contractors to assign their contracts; and although aware that the department is not bound to recognise any but the contractors, yet, frankness enforces the propriety of saying that, by specific covenants, this company have agreed with Messrs. Ramsey and Carmick to fulfil all the conditions of the contract on their part, to be kept and performed in relation to the land service between Vera Cruz and Acapulco, and that similar covenants have been made with the Pacific Mail Steamship Company (William H. Aspinwall, esq., president,) for the sea service between Acapulco and San Francisco. The contract distinctly specified that its schedule time (and in fact the spirit of the contract) was to the intent that it should form part and parcel of the contract for the Gulf service, being an extension of two of the trips between New Orleans and Vera Cruz, made (under a specific law, August 30, 1852) with Mr. Carmick, so as to form, in its own language, "*one through-line in sixteen days between New Orleans and San Francisco.*" The Gulf contract is without any condition as to an appropriation; but the larger or Pacific contract is made contingent upon an appropriation by Congress for its approval. The ques-

tion might be gravely raised, in looking at one contract as an integral part of the other, whether the appropriation by Congress of \$70,000 (a trifle more than it was bid for and taken by Mr. Carmick, viz: \$69,750) for the Gulf service, was not an approval in terms of the Pacific contract, and discharged the condition of approval contained in it. But inasmuch as the parties associated in the enterprise have no covert policy to pursue, and have not yet been able to carry the mails in contract schedule time between Acapulco and San Francisco, (although they have carried it repeatedly in six days, or two days less than schedule time, between New Orleans and Acapulco,) they have no disposition to raise issues or ask for unearned appropriations. They presented their claims to the last administration on the sole integrity, feasibility, and celerity of their route; the proposals for the service were regularly advertised, and the contract awarded to the parties as the lowest bidders, but not until the most critical, searching, and minute examination was made of the practicability of the whole route. The investigation was pursued by the late Postmaster General Hubbard with a critical acumen that must have detected any imperfection. The grants made to this company by the Mexican government, and authenticated according to the highest forms known to the Mexican laws, were not only critically examined, but verified at Washington by the Mexican legation. These grants, instead of interfering with treaty stipulations, will, if honestly developed, prove most conservative elements in sustaining such stipulations by the promotion of commercial, social, and domestic intercourse, and by the infusion of fraternal comity in political and civil relations.

The obstacles to the non-fulfilment of the Pacific service.—As before stated, the contractors, this company, and the Pacific Mail Steamship Company, entered into mutual covenants, by which the latter company obligated themselves to carry the mails between San Francisco and Acapulco according to the contract and schedule time as therein set forth by the department. At the date of the contract the Pacific Mail Steamship Company were running a weekly line of steamers between Panama and San Francisco, in the weeks intervening with their semi-monthly mail; and the late administration intended, by this weekly line and the Vera Cruz and Acapulco route, to send a weekly instead of semi-monthly mail to San Francisco, and in sixteen days from New Orleans instead of twenty-eight days (the average at that time of the semi-monthly mails) from New York. The Pacific Mail Steamship Company withdrew their weekly line, which of course prevented the execution of the Pacific service in contract time until steamers could be placed on the line between Acapulco and San Francisco, and which this company are making arrangements to effect, not only in reference to the line from New Orleans, but from New York, so as to carry passengers in sixteen or eighteen days from New York to San Francisco. In consequence, however, of the (early) non-performance of the Pacific service in schedule time, it is understood that your department rescinded the order made by the late Postmaster General Hubbard for the postmasters at New Orleans, San Francisco, San Diego, Monterey, and to forward letters by this route. The disappointment of the contractors by the withdrawal of the weekly line was great and em-

barrassing, and disordered the whole arrangements of this company; and while we respectfully defer to the abstract correctness of the position taken by the Post Office Department on account of it, we yet hope that a great enterprise, so eminently calculated to benefit our commerce, and one so earnestly demanded by our southern and western citizens, as intimately connected with their interests, might have a little further time to place itself right before Congress and the department.

It is respectfully suggested, in this connexion, that the Gulf service is punctually performed twice a month, and will be three times a month as soon as the steamer "Vera Cruz," now nearly ready, can be finished; that the land service, *as will be hereafter shown*, (see appendix,) has been performed, carrying an independent mail in sixty hours, (instead of one hundred and twenty hours, schedule time;) that this company have not asked for any special favors from the department—no advance on the appropriations—as other ocean mail companies have done; that no pay is asked for until the service is performed, and the money honestly and equitably earned; and that the 2d section of the law of March 3, 1851, is applicable to our case, viz: that the Postmaster General by this law "*shall be bound to select the speediest, safest, and most economical route.*"

We deprecate a negation of the contract by the department until further time is allowed us; and it is believed, in view of these facts and the spirit of the law last referred to, that our enterprise may receive an impartial consideration and presentation in your annual report on the Post Office Department. An official condemnation, emanating from the department under your administration, would be a serious obstacle in the development of the Mexican grants. *It is believed by many that the department had full power under the law to make the contract without the intervention of Congress for its approval;* but having been made with that contingency, it is now only asked that this enterprise may go before Congress on its own merits and integrity. A spirit of frank and honorable dealing renders it necessary for the undersigned to say, that a difference exists among the associated parties as to the real value and bearing of a government contract on this enterprise, and this difference may have reached the ears of the department.

Some of the parties believe that a government contract nationalizes the route, and gives it an importance superior to mere individual enterprise, and that the imperative necessity of "*making time*" insures more despatch. Others of the parties believe that a line of fast steamers from New Orleans to Vera Cruz, for the increasing southern and western travel from the valleys of the Mississippi and Ohio rivers, (composing the source of nearly seven-tenths of the whole resident population of California out of the city of San Francisco,) and another fast line of steamers from New York to Vera Cruz in six or seven days, by steamers built expressly for mail and passenger service, (and not naval service,) of about one thousand tons, in connexion with similar steamers from Acapulco to San Francisco in six days, would form a line that would take precedence of all others for celerity and certainty. Experience has exploded the idea that the mail and naval

service can be performed by the same steamers; and an examination of the steamers now in the employ of the United States and mail-service department verifies the position that steamers suitable for a marine battery are too slow for "mail service," and that the light and fast steamer which can be propelled three hundred and fifty miles in twenty-four hours is not suitable for a battery corresponding with her tonnage or power adequate to such speed. They believe that such a line, by this overland route, in sixteen, or eighteen, or twenty days, with an independent mail, would seriously diminish the postage receipts of the government, if not virtually supersede them, and render the present mail contracts a sinecure in the hands of the parties holding them. If offices should be opened in proper places for the receipt of mail matter by advertisements, and the company should enclose that mail matter in government-stamped envelopes, and guaranty the delivery of the mail by this route in six, eight, or ten days earlier than by the present government route, it is evident that the great bulk of the mail matter would go by the quickest route, even at double, triple, or perhaps quadruple the present charge for postage. Such an independent mail (*clearly within the law*) would, it is confidently believed, measurably supersede the government mail, and reduce the postage to a pittance. Moreover, such an independent line, not being trammelled by government time, might connect with it English, West India, Australian, and Asiatic mails, all of which are specifically allowed by the several Mexican grants held by this company; and it is believed that the time is not far distant when an English express independent mail in forty-seven days, with Australia, will be in operation. It is also thought by some that this company should be entirely disembarassed, in order to give an exclusive right to certain foreign interests.

Having frankly stated the difference of opinion on this subject among the associates in this enterprise, it is proper to say that a route nationalized by a public contract is the true official expression of the company's opinion, and the one which is now before the department. In conclusion on this point, it is respectfully suggested that this route is to be one of the great inter-oceanic routes of Atlantic, California, and Asiatic travel; that this enterprise may be fully developed by the present administration of our government without expense in its initial operations, but mainly by a prudent forbearance and official approbation, and by an order to carry such mail matter as our citizens may choose to send by it.

The enterprise is emphatically a southern and western one; although originated by Pennsylvanians, yet its vitality is due to New Orleans and southern influence. The very numerous memorials on the files of the department or Congress, and signed by southern and western senators and members, will attest. The steamer Texas, which has been performing the Gulf service during the last summer, has carried a large amount of specie into New Orleans, (at the rate of one million and a quarter per annum;) and soon as the specie and express wagons of this company are fully at work, millions of dollars will flow into the New Orleans mint from the gold placers and silver mines of Mexico now being worked by American and Mexican combined skill.

Of the practicability of the route.—The direct mail route runs from Vera Cruz, by the way of Orizava, Cordova, Puebla, Matamoras, Chietla, Mitapec, Kalcozotitlan, Chilapa, Tixtla, to Acapulco, with branches from Puebla up to Mexico and via Cuernavaca.

This road was called by Humboldt the "*Asiatic road*," as indicative of the maritime commerce of Spain; *and is the oldest road on the continent of America*. This route is no new thing, as many suppose, but the whole enterprise is but a recast of one developed long before our country had its name or a place among the nations of the earth.

Hundreds of millions of dollars have been received by the government of Old Spain, transported over this road, in the interchange of productions between the flotas of Spain and the galleons of the Indies, and millions of American commerce are yet to be rolled over it in the progress of American enterprise. The distance direct (as will be seen by the annexed itinerary) from Vera Cruz to Acapulco is 404 miles, and via the city of Mexico 517. Colonel Ramsey has since shortened this distance to under 390 miles, and it will be reduced to less than 350.

Over this road the materials and machinery for the vast coffee and sugar plantations of Mexico have to be transported, and these plantations for magnitude and productions are almost unequalled.

From the fact that the current of foreign travel has been turned towards the capital of Mexico, by the way of Jalapa and Perote, and also from the further fact that the very *limited amount of American* knowledge of Mexico is associated with the line of operations of the American army during the late war, less is publicly or *correctly* known of our lower, or more southern route, than of the upper or northern route. The lower and shorter route presents the facilities of being six hours shorter to Puebla, and of having lower grades, and a climate unequalled for healthfulness, salubrity, and intertropical luxuriance of productions.

There are features about the roads of Mexico generally that distinguish them from our northern roads; they are not muddy, having no frosts to produce periodic deterioration; they are only slightly disturbed during the rainy months of June, July, and August. The rains during these rainy months are not continuous, all-day rains, but fall in showers seldom longer than an hour, generally in the afternoons, and at night, and the intervals between these showers are unclouded and salubrious. The whole geological formation of Mexico is eccentric, and the soil generally composed of the debris of matter of volcanic origin. Such materials form the best roads, and with an exemption from frosts, dust, mud, and rain, except in the rainy seasons, and with no fences to obstruct the facilities for turnpike, road-making, and travelling, presented in this part of Mexico, are unequalled.

It should be remembered that this company are not encumbered with the necessity of enormous expenditures for making canals, building railroads and plank-roads, to develop their resources; they have only to expend under \$50,000 to make one of the finest roads in the finest climate of North America, to travel smoothly and pleasantly, at the rate of seven and ten miles per hour, from the Atlantic to the Pacific ocean.

From the certificate of Mr. Blumenkron, (see Appendix A,) a gentleman intimately acquainted with the whole route from personal observation, it will be seen that the facilities for the transportation of mails and passengers across the republic is the work of but little effort and expense; and from the extracts of Colonel Ramsey's letter, (see Appendix B,) it will be seen what has actually been done. From these statements—and they are daily corroborated by Americans and Mexicans who have passed over the route—it appears that the mails have been carried over (at the worst of all seasons, the rainy ones) in 50, 60, 70, 80, and 81 hours; that the letter of Mr. Tyler announces their arrival at Acapulco in six days from New Orleans, and that the mail time across may be reduced to 48 hours, and passenger time to 54.

The difficulties, dangers, and expense of mail transportation over this route are not comparable with the Panama route, as it formerly was, or even as it now is, as to the 17 miles yet uncovered by railroad; and this company confidently believe that they will be able to carry the mails over this route for a sum 50 per cent. per mi. less than by the Panama route, and in a time under three days.

The company have placed a portion of their rolling stock upon the road, at present equal to the transportation of fifty passengers per week from ocean to ocean. This rolling stock consists of the very best built Albany and Troy post-coaches, Concord (New Hampshire) passenger, baggage, express and specie wagons, and about 500 horses and mules, (at the last report 493.)

It is hoped the next advices from Colonel Ramsey will give information that this rolling stock is in operation. It is intended to increase the rolling stock with the increase of travel. The local travel and business in Mexico will alone pay a large interest on the investment; and were there no connexion with steamers on either side, and as a mere stage route, the profits will be large, especially when that portion of the route through the State of Guerrero is properly worked and widened; and over a portion of the route the company hold the exclusive right of passage, ferries, tolls, &c., for fifty years.

This company apprehend no difficulty in transporting any mails on account of the weight, inasmuch as the company will be prepared to transport the English mails, between England and Australia, in under 47 days; and those mails, it is said, weigh 11 and 12 tons.

The remarkable feature in this route is, that it passes through a constant succession of cities, villages, ranches, &c., (few scarce ten miles apart,) and through a population as dense as might have been found on the old turnpike mail road from Albany to Buffalo before the age of railroads, or on any of the great leading mail routes of New York and Pennsylvania of a ratable distance; and the annexed itinerary, taken from official Mexican documents, verifies the position.

Fears have been expressed that robberies might endanger the mail, passengers, or property. This difficulty has been wondrously magnified, and is provided against, as the vehicles of this company are all armed with blunderbusses and revolvers; and small, but strong, light, iron boxes for specie, jewelry, and valuables, are securely attached as fixtures in each coach. The material fact, however, on this point is, that this line of route is seldom visited by robbers, owing to

the more peaceful, permanent, and dense character of the population, and the consequent exposure to detection. General Santa Ana has, moreover, made a decree that the inhabitants of each district shall be responsible for the damages by such depredations.

Much more might be said in relation to this route, but this memorial has already become too long. Reiterating our former assertion, that we only ask the opportunity of placing ourselves honorably before Congress, on our own integrity, we hope that our enterprise may receive such official sanction from the Post Office Department as may be most compatible with the interests of the government and the benefit of the community.

With great respect, your obedient servant,

ROBERT G. RANKIN,
President M. O. M. & I. Co.

HON. JAMES CAMPBELL,
Postmaster General.

APPENDIX A.

I hereby certify that I am intimately acquainted with the road between Vera Cruz and Puebla, and thence to Acapulco.

Having been engaged in mercantile business at Puebla for the last seven years, I am intimately acquainted with every mile of this road, having, from the nature of my business, been compelled often to travel over the whole route, and am therefore free to say that the whole distance can be travelled in stage-coaches without any impediment—this road being free from robbers—and will require only an expenditure of from \$25,000 to \$30,000, to make it equal to any stage route in the United States; and at this time, without the expenditure of even a single dollar, the whole distance can be travelled in stage-coaches, with the exception of about thirteen leagues, with the utmost facility and expedition. The mail is now taken from Vera Cruz to Acapulco in sixty hours, which time will be shortly reduced to fifty hours; and this distance can be regularly travelled with the mail coaches in that space of time the whole year round.

J. BLUMENKRON.

CITY OF NEW YORK, November 22, 1853.

APPENDIX B.

Extracts from letters received from Colonel Ramsey, in Mexico, of the dates following.

“August 29, 1853.

“I have received a letter from Mr. Markoe, an agent at Vera Cruz, dated August 22, in which he says: ‘The Texas left this morning at

8 o'clock a. m. The express arrived last night at 8. It left Acapulco on the 17th at 4 p. m.' Mr. Tyler writes me: 'The riders have done nobly in getting through in the time they did, considering the state of the roads, (in the height of the rainy season.)' Mr. Denman, at Acapulco, writes me from Acapulco, August 23: 'Your express which left Vera Cruz on the 17th instant at 4 p. m., arrived here on the 22d at 4½ a. m.'"

"SEPTEMBER 15, 1853.

"I only returned last evening from a trip I have been making over some distance of our route. The express mail is not working to my entire satisfaction, as too much time (80 hours) is too long, and I am anxious to improve this important service."

"By the time that the rains are over, all our animals will be in prime condition—say by the 1st November—and then our agents assure me they can easily make the distance under 60 hours. This season has been unprecedented for heavy rains and bad roads. We have now passed through the worst of it, making the experiment under every possible disadvantage, and proving that we can always run from port to port in 80 hours at the farthest."

"I have a letter from Señor Gernez, the Secretary of State of Guerrero, dated the 7th instant, in which he says: 'The courier left Acapulco on the 4th instant, at 4 p. m., and arrived here, (Tixtla,) in this city, on the 5th, at 2 o'clock p. m.' Now, by looking at the distance, you will perceive that it is over the worst part of the road, and more than one hundred* miles, at the very worst season of the year."

"OCTOBER 3, 1853.

"I have been informed by the agent of the Pacific Mail Steamship Company at Acapulco that the steamers will not hereafter touch at that port. If this be the fact, it will be grave matter for the consideration of our company. In that event, we will be cut off from receiving or forwarding any California mails until we establish a connexion of our own."

"The careful examination I have directed to be made recently of the whole length of our route, has dispelled many of the obstacles and difficulties which we had supposed would have to be encountered. I always supposed that, as we became more familiar with the route, and with the country on both sides of it, difficulties would vanish."

"Our express mail has not only demonstrated the time in which we can run over the route, but also the obstacles in the very worst season of the very worst year."

"My last reports received of the time of the couriers from Vera Cruz, on the 17th September, 4 p. m., were as follows: Arrived at Puebla 4 p. m. on the 18th; arrived at Mitapepec 11 a. m. on the 19th; arrived at Draper 3½ p. m. on the 19th; arrived at Papagallos river 10 a. m. of the 20th; arrived at Acapulco at 6 p. m. of the 20th—the

* The distance has since been reduced.

whole time three days and two hours. At least four hours were lost by the courier going through Chilpanzingo, which was out of the way."

" OCTOBER 15, 1853.

" Since writing the above, I have thought it best to finish the subject of the gold placers on the Mescala river. The existence of these mines have long been known. You will find them mentioned in my notes on this valley, under the article on ' Mines ; ' but recently gold has been found in such abundance as to cause a sensation ; people rush in crowds.

" Since then other more extensive placers have been discovered on the Papagallos river in the line of our route. These have created a still greater sensation, as you will see by the papers. My notes on the mines are almost incredible ; but it is gratifying to find every day new confirmation of all that I described of the astonishing mineral wealth of that country.

" If I can leave the city in order to attend more closely to this express line, I could soon convince you that eighty hours is slow travelling. The last reports I sent you show an improvement on this, by reducing the time to seventy hours. My orders will now, I trust, be obeyed, as it is pretty evident I will take no excuses. I have now ordered the mail to be carried in sixty hours, which is only a beginning. If my orders are carried out, in six weeks time *I will have it done in forty-eight hours, which will be at about seven miles per hour. This is no great feat in such a country, in such a climate, and on such roads.* Were the horses now in the proper condition, which they would be, had they been properly fed and attended to, I could now perform it in forty-eight hours. You remark, ' the route being feasible for an express mail under all the difficulties incident to such an enterprise, why not feasible for heavy mails and passengers ? ' To this let me answer that the route, beyond all question, is feasible for heavy mails, as much so as for light mails ; we will gain vastly in time as soon as we can put on our stages.

" You must have been in mind that between Rincon and the crossing of the Papagallos there are no mountains ; and, to make the road practicable for stages, it only requires some widening at the most trifling expense. Our Concord wagons will suit admirably for this purpose.

" I am ashamed of our contract to carry the California mail to New Orleans in sixteen days ; when I know we can carry it even to New York in a less number of days. It has actually placed us in a false position, from which we ought to relieve ourselves by a practical demonstration.

" I regret extremely that the steamers have not joined us at the ends of our route, so that we could demonstrate the few hours in which we can make the distance across Mexico. All that I may report to you—all the certificates of speed—will not satisfy the public ; they must have the letters and news from California. It is your affair to require them to make the connexion."

ACAPULCO, *September 23, 1853.*

DEAR SIR: I have to acknowledge the receipt of yours of the 16th September. In reference to your metallic boat, it is in good order, excepting that the air-chambers have been cut open for the purpose of stowing baggage.

It is with much gratification that I received correspondence from New Orleans in six days, by your last mail, which arrived here on the 20th instant at 7½ o'clock p. m.; and I am now satisfied that, at present, this route presents facilities for the most rapid mail communication between California and the United States.

Yours, truly,

S. TYLER, *Agent.*

ALBERT C. RAMSEY, Esq.,

Vice President and Agent, Mexico.

OFFICE P. M. S. S. Co.,
Acapulco, *September 21, 1853.*

DEAR SIR: Your mail was received last night at 6 o'clock, bringing dates from New Orleans to the 14th inst., which is very satisfactory, being as yet, I think, the quickest time from the United States.

The down boat from San Francisco, I have advised you, will not touch, for which I am very sorry; but your mail matter will receive quick despatch for San Francisco.

Yours, truly,

S. TYLER, *Agent.*

ALBERT C. RAMSEY, Esq., *Mexico.*

[From the Universal, September 19, 1853.]

Improvements in the State of Puebla.

The Eco del Comercio of Vera Cruz, in its number of the 14th inst., (September, 1853,) has the following paragraphs:

"The Prefectura of Matamoras, in the State of Puebla, have under their charge the repairing of the road which connects that State with the State of Guerrero, and the work has been under the direction of Senor José Maria Pavon since last January, with 70 presidential soldiers, afterwards increased 80, provided with plenty of tools, rations, and clothes from the municipal funds. In the first three months of that year, 15,000 yards of road were opened near Mitapepec to the State line of Guerrero; and to the last dates, the 31st July last, 3,563 yards were repaired near Chietta; and near Tepeojiema, (S. Juan Espanthan,) 8,529 yards.

Order of the Mexican government to facilitate our mails.—General direction of mails.

MEXICO, July 18, 1853.

In a supreme order of the 6th inst., which I received on the 16th, his excellency the Minister of Hacienda (Treasury) writes to me as follows:

"His excellency the President is informed, by your official despatch No. 95, dated the 22d of June last, of the improvements introduced by Mr. Albert C. Ramsey in the line of steamers between Acapulco and San Francisco, in California, and between New Orleans and Vera Cruz, and in that of mails from that port to Acapulco, whose days of arrival and departure are stated in the copy which accompanies yours; and you ask to be authorized to publish the same. His excellency has been pleased to accord this permission, which I communicate to you in answer for that purpose. To the same effect, their excellencies the governors of the States of Vera Cruz, Puebla, Mexico, and Guerrero have been written to, to place no obstacle in the way of the fixing the posts of Senor Ramsey, but, on the contrary, to afford every facility in placing these very useful establishments."

I have the honor of transmitting this to you for your information, and in answer to your communications of the 16th June last and the 12th inst., assuring you of my consideration and particular esteem.

God and liberty.

P. M. ANAYA.

Mr. ALBERT C. RAMSEY.

General direction of mails.

MEXICO, July 18, 1853.

By virtue of the contract (by supreme approbation) made with Don Alberte C. Ramsey, with this general direction, to transport through the territory of the republic the mails coming from foreign places, and going also to foreign ports, by means of the ocean line of steamers between Vera Cruz and New Orleans, and between Acapulco and San Francisco, in California, the said Mr. Ramsey has arranged the trips of the said mails in the following manner:

Line of steamers between Vera Cruz and New Orleans.—Leave New Orleans every month the 1st, 14th, and 25th; arrive at Vera Cruz the 4th, 17th, and 28th. Leave Vera Cruz the 1st, 8th, and 22d; arrive at New Orleans the 4th, 11th, and 25th.

Line of steamers between Acapulco and San Francisco, connecting with the express from Vera Cruz to Acapulco.—Leave Vera Cruz every month the 4th and 17th; arrive at Acapulco the 9th and 22d. Leave Acapulco the 9th and 22d; arrive at San Francisco the 17th and 30th. Leave San Francisco the 8th and 24th; arrive at Acapulco the 16th and 1st. Leave Acapulco the 16th and 1st; arrive at Vera Cruz the 21st and 6th.

All of which is, by supreme order, published for information.

P. M. ANAYA.

NEW YORK, *November 28, 1854.*

SIR: The undersigned would respectfully call your attention to their contract of the 3d of March, 1852, with the department, for the transportation of the United States mails between Vera Cruz, in Mexico, and Acapulco, San Diego, Monterey, and San Francisco. By this contract it was stipulated and intended to transport the mails semi-monthly between New Orleans and San Francisco in sixteen days, (consecutively,) and surety for a large amount was given for the faithful performance of the service. By the terms of this contract it was subject to the approval of Congress, and also to an appropriation by the same.

The undersigned immediately prepared to perform the service in order to satisfy the requirements of the department, and also to save their surety harmless from their heavy obligation. Steamers were provided for the service on the Pacific ocean, and one of the undersigned proceeded to Mexico to take charge of the line between Vera Cruz and Acapulco. Horses, mules, harness, stages, wagons, and other materiel were rapidly collected to furnish all that was required for the 384 miles of land conveyance across Mexico. At the same time a small letter mail was established, which commenced operations in July of the same year. By this method it was designed to transmit, rapidly, intelligence between the Atlantic and Pacific cities of the Union until the stages and other materiel were properly placed on the line. Under this temporary arrangement, newspapers and letters were carried between California and New Orleans in fourteen, thirteen, and twelve and a half days. Had the arrangement been completed for connecting with the steamers at Vera Cruz and Acapulco, in no instance would the time have exceeded thirteen days, as the distance by land across Mexico, from sea to sea, was performed with great ease and security in less than three days. Frequent experiments were made on parts of the Mexican road to test the time required for the transportation of the mails when the stages were placed on the route, and it was found that as soon as the mails were transported in the vehicles prepared for that purpose, the time would not exceed forty-eight consecutive hours between Vera Cruz and Acapulco.

It was the intention of the undersigned to have commenced with the mail stages in the month of December, as they were all ready prepared and on the ground for that purpose. The expenses incurred under the contract at that time, amounted to the sum of ninety-eight thousand dollars, (\$98,000,) of which \$56,000 have been paid, and the balance remains unliquidated. But the department having at this time expressed, in an annual report to Congress, a disapprobation of the contract on the ground of the impolicy of conditional contracts, the undersigned ceased their operations, and, consequently, have sustained serious damages from the action of the department. It is to be regretted that the department should have interposed to break up this enterprise, which, by the terms of the contract, was to be exclusively in the power of Congress. It is also to be regretted that this route, the shortest and best for the rapid transmission of the mails,

should thus remain unoccupied at the present time. The undersigned are still ready and willing to perform the service in the time and mode specified, and would further suggest that if they were not required to touch at Monterey and San Diego, they would further stipulate to carry the mails, at all times, so as to make each trip between San Francisco and New Orleans in less than thirteen days. By the other routes the time now required is some nine or ten days more. Thus an important saving of time would be effected, and a corresponding benefit to the public.

Very respectfully, your obedient servant,
ALBERT C. RAMSEY.
EDWARD H. CARMICK.

Hon. JAMES CAMPBELL,
Postmaster General.

POST OFFICE DEPARTMENT,
 November 30, 1854.

GENTLEMEN: Your letter of the 28th instant has been received. The conditional contract for service between San Francisco and Vera Cruz, to which you refer, was executed on the 3d of March, 1853, just before I came into office. My attention was called to the subject of Mr. Rankin's letter of the 16th of June, 1853. In my letter of the 9th July following, I gave my views at length in regard to this contract; and if sums of money were expended by you after that time, it was done with a full knowledge of my views, which remain unchanged.

I am, respectfully, your obedient servant,
JAMES CAMPBELL,
Postmaster General.

Messrs. RAMSEY & CARMICK,
 New York, N. Y.

NEW YORK, December 20, 1854.

SIR: Your letter of the 30th ultimo was duly received. In referring to the contract between the department and ourselves, you say that, on the 9th of July, 1853, you made known your disapproval of the contract in a communication in answer to a letter from R. G. Rankin; and if we have expended money after that time, on account of the contract, we have done so with a full knowledge of your views.

We were not informed, by your letter of the 9th of July, that you had any intention of annulling our contract. We had completed all our arrangements for stocking the road across Mexico prior to the receipt of your letter; and, on account of the same, have expended the sum of ninety-eight thousand dollars, (\$98,000;) and our surety for the faithful performance of the contract had been given, and we were bound to be ready to carry the mails.

Your letter certainly did not annul the contract; for then our sureties would have been released from all responsibility on our account, and we absolved from all reproach for the failure of the enterprise. On the contrary, the department still considered the contract binding upon us, as is apparent from the subsequent correspondence with Messrs. Harris & Morgan. The steamers belonging to these gentlemen were carrying the United States mail between that city and Vera Cruz. They had addressed you on the subject of a change in the days of departure from each port, so as to connect, by means of our line across Mexico, with the Panama steamers, at Acapulco, running to San Francisco; and thus supplying additional facilities for a more rapid and frequent transmission of intelligence to and from California. The advantage of this arrangement would have been immense to the Atlantic and Pacific cities, without any inconvenience to the department, and moreover without one dollar expense to it; of course, this arrangement was intended to continue only until the appropriation should be made under our contract, when steamers were to be placed on the line between Acapulco and San Francisco.

The wishes of Messrs. Harris & Morgan, as well as those of the Pacific Mail Steamship Company, desiring this temporary change in the schedule time between New Orleans and Vera Cruz, were fully communicated in writing to the department. But in your letter to Messrs. Harris & Morgan of the 3d of November, 1853, you refused to accede to this request; predicating your refusal on our contract made with your predecessor, Mr. Hubbard, for the transmission of a semi-monthly California mail, in which it was not contemplated that the mails sent from New Orleans, via Vera Cruz and Acapulco, should go forward to California by the Panama steamers, but by another line running only between Acapulco and San Francisco; and which contract was awaiting the sanction of Congress. You add: "No such sanction has yet been given by Congress; but apart from this, and without troubling you with my views on the subject, it is simply necessary for me to say, that there can be no recognition by the department of any arrangement by which the additional semi-monthly mail, clearly contemplated by the then Postmaster General, can be dispensed with." In this there is a positive recognition of our contract or arrangement with Mr. Hubbard as still existing, which the department would not "dispense with," although it would, while our appropriation was pending, have shortened the time some ten days to and from California by connecting with the Panama steamers touching at Acapulco.

When the annual report of the Post Office Department, in December, 1853, was transmitted to Congress, we were led to believe, for the first time, that you had decided virtually to annul our contract, as the estimate for an appropriation under the contract was not sent in by you, but another route for a semi-monthly mail was recommended. You will thus perceive we were not apprized of the intentions of the department until the close of the year 1853, when all our expenses had been incurred, and when, in consequence of the official report, our operations ceased.

In conclusion, the department, by its action, having virtually an-

nulled the contract, and having assumed to do that which, by the terms of the contract, was left to Congress, we therefore deem ourselves grievously damaged, and have more than an equitable claim for redress.

Very respectfully, your obedient servants,

ALBERT C. RAMSEY.
E. H. CARMICK.

Hon. JAMES CAMPBELL, *Postmaster General.*

SENATE CHAMBER, *August 8, 1856.*

SIR: The Committee on the Post Office and Post Roads of the Senate have assigned to me, as one of its members, the consideration of the enclosed memorial of Messrs. Ramsey and Carmick, relating to a certain mail contract with this government.

I therefore take the liberty to request that you furnish me with all the information, if any, now in possession of the department, not already communicated by you to Congress on this subject. The committee desire an early meeting to consider this matter; you will, therefore, much oblige by communicating whatever you have to say on this subject as soon as Monday morning, or earlier, if your convenience will permit. Please return the memorial.

I have the honor to be, sir, very respectfully, your obedient servant,
CHARLES DURKEE.

Hon. JAMES CAMPBELL,
Postmaster General, Washington, D. C.

POST OFFICE DEPARTMENT,
Washington, August 12, 1856.

SIR: I am in receipt of your letter of the 8th instant, requesting to be furnished "with all the information, if any, now in possession of the department, not already communicated" to Congress, on the subject of the conditional contract entered into between the late Postmaster General, Mr. Hubbard, and "the Mexican Ocean Mail and Inland Company," for the conveyance of the mail between San Francisco and Vera Cruz, via Acapulco.

My letter of 31st January, 1855, to the Speaker of the House of Representatives, and accompanying papers, (see House Doc. No. 47, 33d Congress, 2d session,) contain the principal facts known to me in this case. The action of the department with reference to this subject shows clearly throughout that it has had one point steadily in view, namely, to avoid every possible step whereby the government might become responsible for any expense in the matter, before Congress should decide upon the question whether vitality should be given to the contract, "by the passage of an appropriation to carry it into effect."

The records of the department show that, in the first instance, the late Postmaster General, Mr. Hubbard, refused even to advertise for proposals for this line, and confined his advertisement (of September

30, 1852) simply to the route established by special act of Congress, from New Orleans, via Tampico, to Vera Cruz. Subsequently, on the 18th of October, 1852, he was induced to withdraw that advertisement and substitute another, in which proposals were invited for the extension of the New Orleans and Vera Cruz line to San Francisco. There is no law *directing* the Postmaster General to make a contract for service between Vera Cruz and San Francisco; and it was well understood, as expressed in the conditional contract for this line, that the whole matter was to be left for the decision of Congress.

The contract being executed in this manner, on the application of the contractors, the Postmaster General, Mr. Hubbard, consented, on the day before he left office, under date of 7th March, 1853, to authorize (not instruct) the postmasters of New Orleans, San Francisco, Monterey, and San Diego, "to make up and send mail by the Vera Cruz and Acapulco line, containing letters or papers expressly directed to go by that line, when said communication is open, and the contractors are prepared to carry a mail on the terms of their contract of February 15, 1853." In writing to the contractors, he took the precaution to say, that he had given this authority to the postmasters "with the express understanding, that neither this department nor the government is to be in any way holden for any expenses attending such service; but, as provided in the contract, it is left to Congress to determine whether the contract is to be sanctioned by an appropriation to carry it into effect, the pay, if any, for said service commencing only in accordance with the terms of the contract," namely, "from the time Congress should ratify the contract."

As a further evidence that Mr. Hubbard did not intend that the department should be placed in a position involving any pecuniary responsibility in the matter, it may be observed, that on the 8th of March, 1853, the day his resignation of the office of Postmaster General took effect, in answer to a request from William H. Aspinwall, esq., to be apprized when he wished the service begun, he communicated to him a copy of the letter to Messrs. Ramsey and Carmick, above referred to, "as showing all the action the department was then disposed to take in the matter."

A few days after coming into office, on the 11th of March, 1853, in obedience to a resolution of that body, I communicated a copy of this conditional contract to the Senate; but my attention was not particularly called to the terms of the agreement until the receipt of Mr. Rankin's letter of the 15th June following. So soon thereafter as I could give the subject my attention, I came to the conclusion that I could not approve of the arrangement; and, in my letter of 9th July, in reply, I took occasion frankly so to express myself. Entertaining these views, I deemed it but just to the contractors that they should be thus early advised of them, in order that they might not be disappointed in any hope or expectation they might have had that they would receive the aid of the department in favor of their project before Congress. In my first annual report, referring to the fact that I had already communicated a copy of the contract to the Senate, and stating its terms, I gave my reasons why the contract did not meet my approbation; but it is needless to say that in all this there was

nothing to prevent Congress, had it been so disposed, from ratifying the contract "by the passage of an appropriation to carry it into effect." The same may be said with reference to my order of 23d November, 1853, requiring the postmasters, before delivering any mail to the proprietors of the Acapulco line, should it be applied for, first to "report to the department for further instructions;" and so, also, in regard to my letter of 3d November, 1853, to the contractors on the New Orleans and Vera Cruz route.

There was nothing in any of these acts which the department had not the perfect right to do, and my reasons for them are stated in my letter of 31st January, 1855, to the House of Representatives. The department was under no obligation to aid the proprietors in any efforts they might find necessary to secure the ratification of their contract by Congress. This was a matter entirely their own, and all the department had to do was to see that the contract was fulfilled, *should Congress declare it to be a contract.*

The memorial of Messrs. Ramsey & Carmick, accompanying your letter, is herewith returned.

I am, very respectfully, your obedient servant,

JAMES CAMPBELL.

Hon. CHARLES DURKEE,

Committee on the Post Office and Post Roads, U.S. Senate.

POST OFFICE DEPARTMENT,

Contract Office, December 1, 1856.

SIR: For a statement of the mail service for the contract year ending 30th of June, 1856, I respectfully refer you to the tables hereto annexed.

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

Table B shows the number of mail routes in operation, and the number of mail contractors, route agents, local agents, and mail messengers, in the service of the department on the 30th of June, 1856.

On the 1st of July last, the new service in the middle section, comprising the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio, was put in operation; the first quarter of which expired on the 30th of September, 1856.

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

Table D exhibits the railroad service as in operation on the 30th of June, 1856; also the cost per mile in each State.

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

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

WM. H. DUNDAS,

Second Assistant Postmaster General.

Hon. JAMES CAMPBELL, *Postmaster General.*

A.

Table of mail service for the year ending June 30, 1856, as exhibited by the state of the arrangements at the close of the year.

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

States and Territories.	Length of routes.	ANNUAL TRANSPORTATION AND RATE OF COST.										Total annual trans- portation by mode not specified.	Total annual trans- portation by coach.	Total annual trans- portation by steam- boat.	Total annual trans- portation by railroad.	Total annual trans- portation.	Total annual rate of cost.
		Mode not specified.		In coach.		In steamboat.		By railroad.									
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.								
Maine.....	4,785	2,037	14,703	2,308	31,582	450	44,810	455,052	940,164	457,392	1,822,608	91,094	
New Hampshire.....	1,859	695	7,353	776	8,820	60	433	428	31,340	192,556	298,584	28,080	490,412	1,009,632	47,948	
Vermont.....	2,335	608	6,582	1,270	15,252	457	46,094	167,700	562,944	567,840	1,298,484	67,928	
Massachusetts.....	3,130	794	14,492	806	17,094	260	4,500	1,270	124,790	348,248	451,984	152,880	1,562,392	2,515,504	160,876		
Rhode Island.....	405	140	2,661	112	2,291	59	599	94	9,044	73,736	59,468	29,432	117,312	279,968	14,595	
Connecticut.....	1,848	723	12,077	469	8,786	12	600	724	68,606	276,068	324,432	7,488	927,302	1,435,290	90,069	
New York.....	13,701	5,911	60,329	5,308	98,949	402	14,799	2,780	311,698	1,463,139	2,638,116	270,608	3,543,280	7,935,143	485,775		
New Jersey.....	2,618	789	7,157	1,386	16,068	27	4,422	416	56,541	268,754	575,692	10,656	559,520	1,423,622	62,188		
Pennsylvania.....	13,550	2,792	69,248	4,571	78,576	55	1,257	1,132	122,188	1,437,603	2,073,032	22,890	1,552,450	4,683,965	271,269		
Delaware.....	530	205	2,644	325	8,090	.....	.....	.....	.....	56,680	142,584	.....	.....	199,264	10,664
Maryland.....	2,666	1,530	21,158	719	21,414	617	*159,008	396,710	364,908	948,428	1,709,346	201,580	
Ohio.....	13,436	7,713	62,785	2,838	71,774	187	6,000	2,698	294,424	1,337,252	1,267,064	39,936	2,294,434	4,038,706	434,983		
Virginia.....	14,469	10,262	69,195	2,136	49,160	1,062	30,398	1,009	136,535	1,780,221	805,047	324,472	867,105	3,794,845	305,288		
North Carolina.....	9,311	6,803	48,317	1,837	47,333	162	4,268	509	81,671	903,478	740,142	54,912	485,688	2,184,420	181,689		
South Carolina.....	6,466	4,481	43,629	316	8,351	880	1,800	789	125,492	712,270	107,038	166,400	811,676	1,797,584	179,872		
Georgia.....	9,908	5,778	51,359	1,136	30,182	1,979	14,160	1,015	157,244	841,854	363,844	245,336	1,278,602	2,729,636	252,945		
Florida.....	4,231	1,915	14,942	655	15,573	1,661	58,150	.....	.....	195,448	183,040	168,050	.....	546,538	88,665
Michigan.....	7,091	4,700	41,576	941	16,899	770	4,260	680	88,466	757,830	464,324	136,686	751,608	2,110,348	151,201		
Indiana.....	9,369	6,932	73,347	1,228	48,296	.....	.....	1,209	93,694	1,159,496	490,256	.....	1,064,544	2,714,293	215,537
Illinois.....	12,741	8,232	112,707	1,937	45,045	169	10,827	2,383	203,259	1,573,630	611,208	58,664	2,452,320	4,696,072	371,638		
Wisconsin.....	6,905	4,521	48,197	1,996	35,496	83	2,826	305	14,537	687,483	516,444	34,528	250,224	1,490,774	101,056		
Iowa.....	7,366	5,736	75,693	1,490	21,599	140	7,800	.....	.....	1,160,328	340,522	87,360	.....	1,588,210	105,092
Missouri.....	13,446	9,801	88,351	3,224	102,637	239	15,000	82	3,280	1,478,640	491,580	111,652	51,163	2,133,240	202,268		
Minnesota Territory...	4,463	3,355	17,690	498	6,007	680	10,800	.....	.....	241,354	68,176	187,460	.....	494,990	34,497
Kentucky.....	8,185	6,359	40,460	1,530	68,278	135	19,000	191	17,866	1,084,394	791,794	98,280	215,834	2,170,302	141,604		
Tennessee.....	9,425	7,447	67,366	1,220	29,853	489	15,000	260	41,500	1,272,260	425,048	114,426	391,664	2,203,398	153,719		
Alabama.....	8,609	6,661	69,849	1,308	101,754	236	18,712	404	53,062	1,202,348	814,528	87,776	372,649	2,477,301	243,377		

Mississippi	8,844	6,762	81,229	1,149	47,085	677	69,500	256	12,640	1,256,840	579,060	211,224	109,772	2,156,898	210,454
Arkansas	8,709	6,958	54,683	1,111	60,738	640	45,000	.....	.....	977,912	348,192	150,280	.....	1,478,324	160,421
Louisiana	7,227	3,971	52,552	871	42,172	2,229	1381,624	156	12,200	581,588	256,672	1,012,916	85,280	1,936,436	488,548
Texas	12,360	9,508	89,727	1,682	61,021	1,170	70,920	.....	.....	1,268,616	512,824	194,680	.....	1,976,320	221,668
California	3,038	1,493	33,823	1,241	56,521	304	52,000	.....	.....	206,722	444,912	175,656	.....	827,290	142,344
Oregon Territory	968	729	16,121	95	3,650	144	8,100	.....	.....	75,616	9,880	22,952	.....	115,648	22,671
New Mexico Territory	980	70	1,850	910	33,500	.....	.....	.....	.....	7,280	21,840	.....	.....	29,120	34,650
Utah Territory	1,132	992	13,548	140	1,200	.....	.....	.....	.....	33,968	14,560	.....	.....	48,528	14,748
Nebraska Territory	1,138	505	3,085	633	12,000	.....	.....	.....	.....	26,510	65,832	.....	.....	102,342	15,085
Kansas Territory	1,978	1,647	17,190	331	5,680	.....	.....	.....	.....	173,676	49,816	.....	.....	223,492	23,070
Total.....	239,642	153,915	1,534,974	50,453	1,329,356	14,951	880,755	20,323	2,310,389	26,143,440	19,114,991	4,240,170	21,809,296	71,307,897	6,035,474
Route and local agents and mail messengers .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	414,438
Foreign mails .....	.....	.....	.....	.....	.....	8,599	478,082	52	141,083	.....	.....	270,984	2,508	273,492	619,171
Total.....	239,642	153,915	1,534,974	50,453	1,329,356	23,550	1,338,837	20,375	2,451,472	26,143,440	19,114,991	4,511,154	21,811,804	71,581,389	7,069,083

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

† This is for the steamboat service from Louisville to Cincinnati.

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

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

WM. H. DUNDAS, Second Assistant Postmaster General.

POSTMASTER GENERAL.

REPORT OF THE

B.

Number of mail routes, mail contractors, route agents, local agents, and mail messengers, at the close of the contract year ending on the 30th day of June, 1856.

Sections.	Routes.	Contractors	Route agents.	Local agents.	Mail messengers.
New England.....	888	769	50	2	169
New York.....	901	784	48	2	305
Middle.....	1,396	1,005	74	9	329
Southern.....	1,273	916	62	-----	69
Northwestern.....	1,835	1,497	76	14	175
Southwestern.....	1,671	1,394	26	6	61
Ocean routes.....	8	7	24	1	-----
Total.....	7,972	6,372	360	34	1,108

WM. H. DUNDAS,
Second Assistant Postmaster General.

C.

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

	Annual transportation.	Annual rate of cost.
<i>Service as in operation on the 30th June, 1856.</i>	<i>Miles.</i>	<i>Dollars.</i>
Railroad.....	4,954,832	632,161
Steamboat.....	82,472	9,679
Coach.....	4,422,600	195,852
Inferior modes.....	3,496,999	162,992
Total.....	12,956,903	1,000,684
<i>As in operation on the 30th September, 1856.</i>		
Railroad.....	5,607,177	690,526
Steamboat.....	115,128	10,125
Coach.....	4,025,362	202,592
Inferior modes.....	3,845,790	223,557
Total.....	13,593,457	1,126,800
	12,956,903	1,000,680
Increase.....	636,554	126,116

WM. H. DUNDAS,
Second Assistant Postmaster General.

D.—Railroad service, as in operation on the 30th day of June, 1856.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	MAINE.	<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
17	Waterville to Bangor	54½	.....	12	5,475 00	.....	100 00	800	265	6,540 00	.....	119 45	.....
92	Railroad Junction at Danville to Waterville.....	55	.....	12	5,500 00	.....	100 00	800	348	6,648 00	.....	120 84	.....
95	Mechanics' Falls to Buckfield.....	12	.....	6	670 00	.....	47 50	.....	.....	570 00	.....	47 50	.....
96	Portland to Portsmouth, N. H.....	52½	.....	12	7,837 50	.....	150 00	1,177	190	9,204 50	.....	177 00	.....
97	Portland to Augusta, with branch from Brunswick to Bath.....	73	.....	12	7,300 00	.....	100 00	800	620	8,720 00	.....	119 45	.....
100	Portland to State Line, Vermont	48	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....
		117	.....	6	16,500 00	.....	100 00	1,400	209	18,109 00	.....	108 43	.....
129	Leed's Station to Livermore Falls	20	.....	6	857 00	.....	42 85	.....	16	873 00	.....	43 65	.....
132	Portland to Hollis.....	18	.....	6	771 00	.....	42 84	.....	.....	771 00	.....	42 84	.....
			450	.....	.....	44,810 50	.....	.....	.....	.....	51,433 50	.....	113 70
	NEW HAMPSHIRE.												
201	Concord to Lowell, Mass.....	50	.....	18	6,429 00	.....	129 00	761	.....	7,190 00	.....	143 80	.....
202	Concord to Portsmouth	47½	.....	12	2,043 00	.....	43 46	.....	.....	2,043 00	.....	43 46	.....
206	Concord to Wells River, Vt.....	52	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....
		43	.....	6	7,125 00	.....	75 00	1,352	.....	8,477 00	.....	89 23	.....
207	Concord to White River Junction.....	69	.....	12	.....	.....	100 00	.....	.....	.....	.....	.....	.....
	Branch, Franklin to Bristol.....	13	.....	6	7,457 00	.....	42 84	843	1,043	9,343 00	.....	114 00	.....
208	Concord to Bradford	26	.....	12	1,300 00	.....	50 00	216	.....	1,516 00	.....	58 30	.....
209	Contoocook Village to Hillaboro' Bridge.....	15	.....	12	750 00	.....	50 00	.....	.....	750 00	.....	50 00	.....
215a	Manchester to Henniker	23	.....	6	1,200 00	.....	42 86	.....	.....	1,200 00	.....	42 86	.....
239	Great Falls to Union.....	20	.....	6	857 00	.....	42 85	.....	.....	857 00	.....	42 85	.....
241	Dover to Alton Bay	28	.....	6	1,400 00	.....	50 00	.....	86	1,486 00	.....	53 00	.....
251	Nashua to East Wilton.....	16	.....	6	686 00	.....	42 87	.....	.....	686 00	.....	42 87	.....
277	Wells River to Littleton	21	.....	(†)	1,050 00	.....	50 00	248	.....	1,298 00	.....	61 80	.....
			428½	.....	.....	30,297 00	.....	.....	.....	.....	34,846 00	.....	81 20

* 12 times a week 4 months, 6 times a week 8 months.
† 12 times a week 3 months, 6 times a week 9 months.

D—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	VERMONT.	Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
401	Windsor to Burlington	117	.....	12	11,700 00	.....	100 00	.....	1,667	396	13,763 00	117 63	.....
411	Burlington to Rouse's Point, N. Y.	53	.....	12	5,350 00	.....	100 00	.....	800	599	6,749 00	128 00	.....
446	Rutland to North Bennington	52	.....	12	5,200 00	.....	100 00	.....	.....	.....	.....	.....	.....
	Branch to Bennington	5	.....	6	215 00	.....	43 00	.....	433	400	6,248 00	109 60	.....
456	White River Junction to St. Johnsbury ..	61	.....	12	5,929 00	.....	85 72	.....	966	611	6,806 00	111 57	.....
460	Bellows Falls to Windsor	25	.....	12	2,500 00	.....	100 00	.....	396	150	3,046 00	122 00	.....
462	Bellows Falls to Burlington	120	.....	12	12,000 00	.....	100 00	.....	1,635	1,500	15,135 00	126 00	.....
469	Brattleboro' to Bellows Falls	24	.....	12	2,400 00	.....	100 00	.....	584	176	3,160 00	131 66	.....
			457½			44,594 00					54,907 00		120 00
	MASSACHUSETTS.												
601	Boston to Portsmouth, N. H.	54½	.....	12	7,910 00	.....	128 57	.....	1,223	1,114	9,547 00	162 00	.....
	Branch to Marblehead	4	.....	6	.....	.....	43 86	.....	.....	.....	.....	.....	.....
602	Boston to South Berwick Junction	74½	.....	12	.....	.....	100 00	.....	.....	.....	.....	.....	.....
	Branch to Medford	54	.....	6	7,815 00	.....	49 94	.....	2,100	1,175	11,090 00	133 61	.....
	Branch, Rollinsford to Great Falls	3	.....	3	.....	.....	42 94	.....	.....	.....	.....	.....	.....
603	Boston to Lowell	26	.....	18	3,600 00	.....	124 00	.....	317	.....	3,917 00	135 07	.....
	Branch, Winchester to Woburn	3	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....
604	Boston to Fitchburgh	50½	.....	18	.....	.....	128 57	.....	.....	.....	.....	.....	.....
	Branch, Cambridge to Lexington	8	.....	6	.....	.....	50 00	.....	.....	.....	.....	.....	.....
	Branch, Junction to Watertown	4	.....	6	.....	.....	50 00	.....	.....	.....	.....	.....	.....
	Branch, South Acton to Feltonville	9	.....	6	7,425 00	.....	50 00	.....	694	584	8,763 00	121 29	.....
605	Boston to Worcester	48	.....	19	.....	.....	250 00	.....	.....	.....	.....	.....	.....
	Branch, Natick to Saxonville	4	.....	6	.....	.....	42 85	.....	.....	.....	.....	.....	.....
	Branch, South Framingham to Framingham ..	2	.....	6	.....	.....	42 85	.....	.....	.....	.....	.....	.....
	Branch, South Framingham to Milford	12	.....	6	.....	.....	42 85	.....	.....	.....	.....	.....	.....
	Branch to Milbury	4	.....	6	.....	.....	42 85	.....	.....	.....	.....	.....	.....
	Branch, Ausable Station to Newton Lower Falls ..	2	.....	6	12,528 00	.....	42 85	.....	540	750	13,622 00	197 45	.....
606	Boston to Providence, R. I.	45	.....	18	.....	.....	113 88	.....	.....	.....	.....	.....	.....
	Branch to Dedham	5	.....	12	.....	.....	50 00	.....	.....	.....	.....	.....	.....
	Branch to Seekonk	6	.....	6	5,718 00	.....	42 87	.....	327	75	6,120 00	105 54	.....
607	Boston to Blackstone	35	.....	6	.....	.....	50 00	.....	.....	.....	.....	.....	.....
	Branch, North Wrentham to Medway	4	.....	6	1,922 00	.....	43 00	.....	.....	.....	1,922 00	49 30	.....

608	Boston to Plymouth.....	374	12	3,925 00	124 00	88	1,425	4,378 00	126 35
608a	South Abington to Bridgewater.....	74	6	200 00	26 66			200 00	26 66
613	Salem to Gloucester	16	12	800 00	50 00			800 00	50 00
615	Salem to Lawrence	20	6	713 00	35 65			713 00	35 65
618	Lawrence to Manchester.....	28	12	1,400 00	50 00	234		1,634 00	58 35
622	Lowell to Lawrence.....	14	12	700 00	50 00		69	769 00	54 93
625	Groton Junction to Mason Village	23	6	986 00	42 87			986 00	42 87
626	Groton Junction to Lowell	17	6	854 00	50 23			854 00	50 23
628	Boston to Dover	18	6	500 00	27 77			500 00	27 77
634	South Braintree Junction to Fall River	42	12	3,800 00	90 48	168		3,968 00	94 50
635	Braintree Depot to Cohasset.....	12	12	900 00	75 00			900 00	75 00
641	Middleboro' to Hyannis	47	12	4,042 00	103 00	344	800	5,186 00	123 60
646	New Bedford to West Wareham	16	12	800 00	50 00		200	1,000 00	62 50
652	Taunton to Mansfield Junction.....	12	19	1,200 00	100 00		115	1,315 00	109 50
653	Taunton to New Bedford.....	21	19	2,100 00	100 00			2,100 00	100 00
660	Fitchburgh to Bellows Falls, Vt.....	64	12	6,400 00	190 00	671	554	7,625 00	122 26
661	Fitchburgh to Brattleboro, Vt.....	67	6						
		10	12	4,637 00	60 22	864	445	5,944 00	77 20
666	Palmer to Amherst.....	20	6	857 00	42 85		124	981 00	49 05
672	Worcester to Albany.....	55	19		250 00				
		102	12	26,500 00	125 00	1,856	175	28,531 00	181 72
673	Worcester to Nashua.....	46	12	3,468 75	75 41	600	409	4,477 75	97 34
692	Springfield to Keene.....	50	12						
		24	6	6,200 00	50 00	1,216	548	7,964 00	107 62
692a	Willimantic to South Hadley.....	6	6	250 00	41 66			250 00	41 66
693	Springfield to Chicopee Falls.....	6	6	300 00	50 00			300 00	50 00
699	Pittsfield to North Adams	21	12	900 00	42 76			900 00	42 76
703	Sterling Junction to Fitchburgh.....	14	12	700 00	50 00			700 00	50 00
708	Salem to Lowell.....	24	12	1,200 00	50 00			1,200 00	50 00
710	Framingham to Northboro'.....	15	6	500 00	33 33			500 00	33 33
				1,264	120,350 75			140,319 75	111 02
RHODE ISLAND.									
802	Providence to Stonington, Conn.....	50	12	5,000 00	100 00	364	219	5,583 00	111 66
807	Providence to Worcester, Mass.....	44	12	3,300 00	92 00	600	744	4,644 00	105 54
				94	8,300 00			10,227 00	108 73
CONNECTICUT.									
907	Waterbury to Providence, R. I.....	1224	6	6,137 50	50 00	1,400	532	8,069 50	65 65
925	Norwich to Worcester, Mass.....	59	12	5,057 00	85 71	600	111	5,768 00	97 76
928	New London to Palmer, Mass.....	30	12		85 71				
		38	6	4,372 00	50 00	600	601	5,573 00	84 44
933	Middletown to Depot on New Haven, Hartford, and Springfield Railroad.....	10	12	500 00	50 00		50	550 00	55 00
937	New Haven to New London.....	50	12	4,285 00	85 70	600	725	5,610 00	112 20
939	New Haven to Springfield, Mass.....	634	19	15,833 00	250 00	1,038	837	17,708 00	278 86
940	New Haven to Westfield, Mass.....	604	12						
	Branch, Farmington to Collinsville.....	76	6	3,346 50	42 85	600	401	4,347 50	63 93
941	New Haven to New York.....	78	19	19,500 00	250 00	1,800	612	21,912 00	280 92

D—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
CONNECTICUT—Continued.													
942	Bridgeport to Winchester, Mass.....	62	.....	12	3,100 00	.....	50 00	700	297	4,097 00	.....	66 00	.....
943	Bridgeport to State Line, Mass., with branch to Pittsfield.....	121	.....	6	5,143 00	.....	49 50	1,200	123	6,466 00	.....	53 43	.....
939	South Norwalk to Danbury.....	234	.....	12	1,307 00	.....	55 60	.....	305	1,612 00	.....	68 59	.....
			7234	.....	.....	68,581 00	.....	.....	.....	.....	81,713 00	.....	112 81
NEW YORK.													
1001	New York to Dunkirk.....	460	.....	19	92,000 00	.....	200 00	6,300	3,666	101,966 00	.....	221 67	.....
	Branch, Sufferns to Piermont.....	18	.....	6	772 00	.....	49 86	.....	.....	772 00	.....	42 86	.....
1002	New York to Albany.....	144	.....	19	32,400 00	.....	225 00	3,600	5,101	41,101 00	.....	285 72	.....
1003	New York to Chatham Four Corners.....	1304	.....	6	5,593 00	.....	42 86	1,200	1,450	8,243 00	.....	63 17	.....
1008	New York to Greenport.....	101	.....	6	4,950 00	.....	49 00	1,400	2,496	8,846 00	.....	87 58	.....
1034	Newburgh to Chester.....	19	.....	6	814 00	.....	42 86	.....	.....	814 00	.....	42 86	.....
1064	Hudson to West Stockbridge, Mass.....	34	.....	12	1,000 00	.....	29 41	.....	.....	1,000 00	.....	29 41	.....
1074	Eagle Bridge to Rutland, Vt.....	624	.....	12	6,250 00	.....	100 00	842	102	7,194 00	.....	115 10	.....
1081	Albany to Schenectady.....	17	.....	25	3,400 00	.....	200 00	286	15	3,701 00	.....	217 69	.....
1087	Troy to Albany.....	7	.....	13	1,050 00	.....	150 00	.....	.....	1,050 00	.....	150 00	.....
1088	Troy to Schenectady.....	22	.....	12	1,650 00	.....	75 00	.....	.....	1,650 00	.....	75 00	.....
1089	Troy to Saratoga Springs.....	32	.....	12	3,200 00	.....	100 00	521	300	4,021 00	.....	125 65	.....
1100	Saratoga Springs to Castleton, Vt.....	54	.....	12	5,400 00	.....	100 00	879	148	6,427 00	.....	118 96	.....
1126	Plattsburg to Canada Line.....	23	.....	6	986 00	.....	42 86	.....	85	1,081 00	.....	46 47	.....
1128	Rouse's Point to Ogdensburg.....	119	.....	6	5,100 00	.....	42 86	1,400	688	7,188 00	.....	60 43	.....
1151	Sacketts Harbor to Pierrepont Manor.....	184	.....	6	791 65	.....	42 86	.....	378	1,169 65	.....	63 23	.....
1162	Schenectady to Ballston.....	16	.....	12	800 00	.....	50 00	.....	150	950 00	.....	59 37	.....
1164	Schenectady to Utica.....	78	.....	25	15,600 00	.....	200 00	1,312	1,004	17,916 00	.....	229 69	.....
1191	Utica to Syracuse.....	53	.....	25	10,600 00	.....	200 00	892	708	12,200 00	.....	230 19	.....
1201	Rome to Cape Vincent.....	73	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....
		24	.....	6	8,329 00	.....	85 86	1,200	1,350	10,879 00	.....	112 15	.....
1217	Syracuse to Rochester.....	104	.....	12	20,800 00	.....	200 00	1,749	2,174	24,723 00	.....	237 62	.....
1218	Syracuse to Rochester.....	80	.....	13	8,000 00	.....	100 00	800	1,311	10,111 00	.....	126 38	.....
1219	Syracuse to Oswego.....	354	.....	12	3,043 00	.....	85 72	.....	120	3,163 00	.....	89 78	.....
1258	Canandaigua to Watkins.....	464	.....	12	2,325 00	.....	50 00	390	486	3,207 00	.....	68 84	.....
1261	Canandaigua to Niagara Falls.....	50	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....
		47	.....	6	4,514 00	.....	46 53	624	767	6,105 00	.....	62 93	.....

1264	Rochester to Niagara Falls.....	76	.....	12	11,400 00	.....	150 00	1,600	1,174	10,374 00	.....	136 48	.....
1269	Rochester to Buffalo.....	69	.....	25	13,600 00	.....	200 00	1,161	875	15,936 00	.....	230 86	.....
1287	Batavia to At Ica.....	11	.....	6	550 00	.....	50 00	.....	.....	550 00	.....	50 00	.....
1325	Buffalo to Lewiston.....	29	.....	6	1,450 00	.....	50 00	.....	.....	1,450 00	.....	50 00	.....
1306	Buffalo to Hornellsville.....	91	.....	6	4,550 00	.....	50 00	1,200	1,323	7,072 00	.....	77 71	.....
1311	Buffalo to State Line.....	69	.....	12	13,600 00	.....	200 00	1,600	914	16,314 00	.....	236 43	.....
1357	Corning to Batavia.....	100	.....	6	4,286 00	.....	42 86	1,400	916	6,602 00	.....	66 02	.....
	Branch, Avon to Rochester.....	18	.....	6	772 00	.....	42 86	.....	.....	772 00	.....	42 86	.....
1359	Elmira to Watkins.....	22	.....	12	1,100 00	.....	50 00	186	.....	1,286 00	.....	58 45	.....
1365	Owego to Ithaca.....	33	.....	12	1,415 00	.....	42 86	700	176	2,291 00	.....	69 43	.....
1440	Buffalo to Lockport.....	22	.....	6	1,100 00	.....	50 00	.....	.....	1,100 00	.....	50 00	.....
1459	Suspension Bridge to Detroit, Mich.....	220	.....	6	6,600 00	.....	30 00	1,600	600	8,800 00	.....	40 00	.....
1460	Troy to North Bennington, Vt.....	32½	.....	12	3,250 00	.....	100 00	224	584	4,058 00	.....	124 86	.....
1461	Troy to Eagle Bridge.....	33	.....	12	2,229 00	.....	85 42	758	255	3,842 00	.....	116 42	.....
1463	Syracuse to Binghamton.....	80	.....	6	3,429 00	.....	42 86	700	844	4,973 00	.....	61 68	.....
1475	North Potsdam to Canton.....	6	.....	12	300 00	.....	50 00	.....	.....	300 00	.....	50 00	.....
NEW JERSEY.			2,780	.....	.....	309,998 65	.....	.....	.....	371,197 65	.....	133 53	.....
9001	New York to New Brunswick*.....	36	.....	19	13,638 00	.....	384 38	1,520	1,325	16,683 00	.....	463 40	.....
9003	New York to Hackensack.....	63	.....	12	5,400 00	.....	85 71	800	1,163	7,363 00	.....	116 87	.....
9003a	Waterloo to Newton.....	11	.....	12	550 00	.....	50 00	.....	50	600 00	.....	54 54	.....
9020	Elizabeth to Easton.....	64	.....	12	5,486 00	.....	85 71	700	1,302	7,488 00	.....	117 00	.....
9054	New Brunswick to Philadelphia, Pa.†.....	54	.....	19	20,250 00	.....	375 00	2,280	1,917	24,447 00	.....	452 72	.....
9069	Trenton to Easton.....	50	.....	12	2,538 00	.....	50 76	800	518	3,836 00	.....	77 12	.....
9079	Burlington to Mount Holly.....	7	.....	12	300 00	.....	42 85	.....	.....	300 00	.....	42 85	.....
9085	Philadelphia, Pa., to South Amboy, N. J.....	72	.....	7	7,379 00	.....	102 48	.....	341	7,790 00	.....	107 22	.....
9110	Camden to Atlantic city.....	59	.....	14	800 00	.....	13 56	.....	.....	800 00	.....	13 56	.....
PENNSYLVANIA.			416	.....	.....	56,541 00	.....	.....	.....	69,257 00	.....	166 48	.....
9200	Philadelphia to Columbia.....	70 13½	.....	14 6	13,800 00 675 00	.....	197 14 50 00	1,177	1,592	16,569 00 675 00	.....	236 70 50 00	.....
9210	Philadelphia to Pottsville.....	97	.....	12	14,218 00	.....	146 58	1,600	3,924	19,742 00	.....	203 52	.....
9223	West Chester to Philadelphia.....	33	.....	12	750 00	.....	22 72	.....	100	850 00	.....	25 75	.....
9202	Lancaster to Harrisburg.....	37½	.....	14	7,525 00	.....	203 46	623	200	8,348 00	.....	221 95	.....
9310	Columbia to Middletown.....	19	.....	6	815 00	.....	42 90	.....	360	1,175 00	.....	61 84	.....
9316	York to Harrisburg.....	27	.....	14	5,400 00	.....	200 00	848	35	6,283 00	.....	232 70	.....
9328	Harrisburg to Chambersburg.....	52	.....	7	5,200 00	.....	100 00	.....	50	5,250 00	.....	100 96	.....
9336	Harrisburg to Pittsburg.....	250	.....	14	50,000 00	.....	200 00	3,600	3,413	57,013 00	.....	228 05	.....
9352	Chambersburg to Hagerstown.....	21	.....	6	943 00	.....	94 30	.....	.....	943 00	.....	94 30	.....
9363	Sunbury to Shamokin.....	28	.....	6	729 00	.....	26 00	.....	.....	729 00	.....	26 00	.....
9367	Pottsville to Tuscarora.....	11½	.....	6	300 00	.....	26 00	.....	140	440 00	.....	38 26	.....
9441	Blossburgh to Corning.....	40	.....	6	1,715 00	.....	42 87	700	264	2,679 00	.....	66 87	.....
9600	Lodersville to Scranton.....	50	.....	6	2,143 00	.....	42 86	600	363	3,106 00	.....	62 12	.....
9601	Northville to Erie.....	20	.....	14	4,000 00	.....	200 00	.....	247	4,247 00	.....	212 35	.....
9603	Glen Rock to Hanover.....	13	.....	12	557 00	.....	42 84	.....	.....	557 00	.....	42 84	.....
9606	Harrisburg to Auburn.....	59	.....	6	1,770 00	.....	30 00	.....	.....	1,770 00	.....	30 00	.....

* Includes \$3,032, being 25 per cent. on \$300 a mile for night service and for third extra trip.

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

D—Continued.

Number of route.	Terminal.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
PENNSYLVANIA—Continued.													
9660	Schuylkill Haven to Fremont.....	Miles. 12	Miles.	6	Dollars. 510 00	Dollars.	Dollars. 42 50	Dollars.	Dollars.	Dollars. 510 00	Dollars.	Dollars. 42 50	Dollars.
9690	Port Clinton to Williamsport.....	118.82	.....	6	5,093 00	.....	42 83	1,691	1,455	8,239 00	.....	69 34	.....
9691	Williamsport to Elmira.....	77	.....	6	3,300 00	.....	42 83	1,109	276	4,687 00	.....	60 87	.....
9720	Sunbury to Milton.....	12	.....	6	515 00	.....	43 00	.....	.....	515 00	.....	43 00	.....
9791	Huntingdon to Coalmont.....	28	.....	6	840 00	.....	30 00	.....	.....	840 00	.....	30 00	.....
9792	Pittsburg to Kittaning.....	43	.....	6	1,290 00	.....	30 00	.....	.....	1,290 00	.....	30 00	.....
			1,132	.....	.....	122,088 00	.....	.....	.....	.....	146,457 00	.....	120 54
MARYLAND.													
9850	Baltimore to Philadelphia.....	102	.....	19	37,500 00	.....	367 64	5,028	2,959	*45,487 00	.....	445 95	.....
9851	Baltimore to Washington, D. C.	40	.....	26	12,000 00	.....	300 00	1,972	1,130	15,102 00	.....	377 55	.....
9852	Baltimore to Wheeling, Va.....	179	.....	13	53,700 00	.....	300 00	5,400	2,069	61,169 00	.....	285 10	.....
		201	.....	13	40,200 00	.....	200 00	.....	.....	40,200 00	.....	.....	.....
	Branch, to Frederick.....	3	.....	7	300 00	.....	100 00	.....	.....	300 00	.....	100 00	.....
9856	Baltimore to Columbia.....	59	.....	14	11,800 00	.....	200 00	1,852	90	13,742 00	.....	232 91	.....
		13½	.....	7	650 00	.....	48 15	.....	.....	650 00	.....	48 15	.....
9887	Annapolis to Annapolis Junction	20	.....	13	2,858 00	.....	142 90	.....	.....	2,858 00	.....	142 90	.....
			617½	.....	.....	159,008 00	.....	.....	.....	.....	179,508 00	.....	290 93
OHIO.													
10056	Erie, Pa., to Cleveland, Ohio.....	96	.....	13	25,920 00	.....	270 00	1,800	1,437	29,157 00	.....	303 72	.....
10138a	Portsmouth to Reed's Mills.....	56	.....	6	2,400 00	.....	42 83	.....	.....	2,400 00	.....	42 83	.....
10154	Springfield to Dayton.....	24	.....	6	2,400 00	.....	100 00	267	212	2,879 00	.....	119 96	.....
10156	Columbus to Xenia.....	55	.....	13	14,850 00	.....	270 00	832	235	15,917 00	.....	289 40	.....
10160	Columbus to Cleveland.....	138	.....	13	37,260 00	.....	270 00	1,800	1,229	40,289 00	.....	291 94	.....
10185	Mansfield to Sandusky.....	61	.....	6	5,322 00	.....	85 72	628	328	6,245 00	.....	102 37	.....
10186	Mansfield to Newark.....	63	.....	6	5,400 00	.....	85 72	712	370	6,482 00	.....	102 88	.....
10234	Springfield to Sandusky.....	132	.....	6	13,200 00	.....	100 00	1,466	428	15,094 00	.....	114 34	.....
	Branch, Tiffin to Sandusky.....	38	.....	6	.....	.....	50 00	.....	.....	.....	.....	50 00	.....
	Branch, Carey to Finley.....	16	.....	6	2,700 00	.....	50 00	.....	.....	2,700 00	.....	50 00	.....
10364	Cincinnati to Springfield.....	64	.....	13	.....	.....	270 00	.....	.....	.....	.....	.....	.....
		19	.....	6	19,180 00	.....	100 00	968	225	20,373 00	.....	245 45	.....

1026	Cincinnati to Dayton.....	60	6	6,000 00	100 00	667	1,046	7,713 00	128 55
1027	Morrow to Zanesville.....	132 9	6	9,967 50	75 00	1,600	900	12,467 50	93 81
1028	Cincinnati to Richmond.....	71	6	3,042 00	42 86	800	980	4,822 00	67 91
10329	Cleveland to Wellsville.....	58 1/2	6		42 86				
		100	6	12,518 00	100 00	1,600	944	15,062 00	94 37
10330	Pittsburg to Crestline.....	83	12		150 00				
		105	6	22,800 00	100 00	1,600	1,203	25,603 00	136 91
10331	Bell Air to Columbus.....	137 1/2	12	27,575 00	200 00	2,400	490	30,465 00	220 96
10334	Hillsboro' to Loveland.....	37	6	1,850 00	50 00			1,850 00	50 00
10342	Galion to Union city.....	118	12	11,800 00	100 00	1,600	62	13,400 00	113 56
10343	Dayton to Indianapolis.....	130	6	13,000 00	100 00	1,400	207	14,607 00	112 36
10344	Toledo to Grafton Station.....	88 1/2	13	3,793 00	42 86	1,600	738	6,131 00	69 27
10393	Dayton to Piqua.....	28	6	1,200 00	42 86			1,200 00	42 86
10396	Columbus to Piqua.....	73	6	3,128 00	42 86	700	333	4,161 00	57 00
10397	Cleveland to Toledo.....	110	12	22,000 00	200 00	1,600	115	23,715 00	215 59
10417	Springfield to Delaware.....	50	6	1,500 00	30 00		65	1,565 00	31 30
10418	Crestline to Fort Wayne.....	131	6	6,550 00	50 00	1,400	307	8,257 00	68 24
10419	Dayton to Xenia.....	16	12	2,000 00	125 00	200	20	2,220 00	138 75
10424	Hudson to Millersburg.....	61	6	1,830 00	30 00	700	315	2,845 00	46 63
10426	Blanchester to Athens.....	125	6	6,250 00	50 00	1,400	683	8,333 00	66 68
10427	Steubenville to Newark.....	124	6	6,200 00	50 00	1,400	384	7,984 00	64 38
10428	Bayard to New Philadelphia.....	32	6	960 00	30 00	400	59	1,419 00	44 34
10451	Toledo to Bryan.....	55	6	1,650 00	30 00			1,650 00	30 00
10452	Oneida Mills to Carrollton.....	10	6	272 00	27 20			272 00	27 20
VIRGINIA.		2,698		294,424 50				337,277 50	125 01
4802	Richmond to Petersburg.....	24 1/2	14	7,350 00	300 00	1,000		8,350 00	340 81
4803	Petersburg to Weldon, N. C.....	64	14	19,200 00	300 00	3,000	100	22,300 00	348 43
4831	Washington, D. C., to Richmond, Va.....	171	14	42,750 00	250 00	5,600	111	48,481 00	284 82
	Branch to Warrenton.....	9	7	450 00	50 00			450 00	50 00
4836	Tudor Hall to Strasburg.....	62	6	2,657 15	42 86	1,200	188	4,045 15	65 25
4854	Richmond to Danville.....	114 1/2	6	11,962 50	84 54	1,800	98	13,860 50	97 95
4855	Petersburg to Lynchburg.....	123	6	12,300 00	100 00	1,600	130	14,030 00	114 06
4856	Lynchburg to Mattahaw Depot.....	176	6	17,600 00	180 00	1,600	864	20,064 00	114 00
4903	Gordonsville to Goshen Bridge.....	94.65	7	9,465 00	100 00	1,600		11,065 00	116 09
4957	Petersburg to City Point.....	12	6	600 00	50 00			600 00	50 00
4961	Hicksford to Gaston, N. C.....	20	7	1,000 00	50 00			1,000 00	50 00
4972	Portsmouth to Weldon, N. C.....	80	7	8,000 00	100 00	900	113	9,013 00	112 66
5001	Winchester to Harper's Ferry.....	32	6	3,200 00	100 00		40	3,240 00	101 25
NORTH CAROLINA.		1,009.65		136,534 65				156,678 65	155 09
5601	Weldon to Wilmington.....	162	14	48,600 00	300 00	4,000	130	52,730 00	325 50
5610	Goldshoro' to Charlotte.....	223	7	22,300 00	100 00	3,200	843	26,343 00	118 13
5665	Raleigh to Weldon.....	99	7	9,900 00	100 00	1,600	144	11,644 00	117 62
5672	Ridgeway to Clarksville.....	25	6	1,071 43	42 86			1,071 43	42 86
		509		81,871 43				91,788 43	160 33

* Include \$6,900 for ferry at night and accommodations for agents in night trains.

D—Continued.

Number of route.	Terminal.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	SOUTH CAROLINA.	<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
6001	Columbia to Greenville.....	166½	.....	6	15,600 00	.....	93 55	1,400	158	17,158 00	.....	102 88	.....
6002	Columbia to Charlotte.....	110	.....	6	11,700 00	.....	106 38	1,400	120	13,220 00	.....	120 18	.....
6011	Kingsville to Wilmington.....	171	.....	14	42,750 00	.....	250 00	4,000	453	47,202 00	.....	276 03	.....
6012	Kingsville to Augusta.....	117	.....	14	27,787 50	.....	237 50	3,000	454	31,241 50	.....	267 02	.....
	Branch to Branchville.....	64	.....	14	15,200 00	.....	237 50	.....	48	15,248 00	.....	238 25	.....
	Branch to Columbia.....	27	.....	14	6,062 50	.....	224 53	.....	.....	6,062 50	.....	224 53	.....
	Branch to Camden.....	39	.....	7	1,950 00	.....	50 00	.....	210	2,160 00	.....	55 38	.....
6017	Florence to Cheraw.....	40	.....	6	1,714 29	.....	42 86	.....	425	2,139 29	.....	53 47	.....
6080	Chester C. H. to Yorkville.....	23½	.....	6	1,400 00	.....	59 57	.....	.....	1,400 00	.....	59 57	.....
6113	Newberry C. H. to Laurens C. H.....	31	.....	6	1,328 57	.....	42 86	.....	.....	1,328 57	.....	42 86	.....
			789½	.....	.....	125,492 86	.....	.....	.....	.....	137,157 86	.....	173 80
	GEORGIA.												
6301	Savannah to Macon.....	192	.....	14	29,100 00	.....	151 56	1,800	140	31,040 00	.....	161 66	.....
6302	Macon to Atlanta.....	102	.....	7	10,200 00	.....	100 00	.....	180	10,380 00	.....	101 76	.....
6303	Macon to Columbus.....	102	.....	14	15,300 00	.....	150 00	1,350	50	16,700 00	.....	163 72	.....
6304	Fort Valley to Americus.....	43	.....	7	3,225 00	.....	75 00	.....	.....	3,225 00	.....	75 00	.....
6314	Milledgeville to Augusta.....	54	.....	14	8,100 00	.....	150 00	900	.....	9,000 00	.....	166 66	.....
6322	Milledgeville to Gordon.....	17	.....	7	1,000 00	.....	58 82	.....	.....	1,000 00	.....	58 82	.....
6328	Milledgeville to Eatonton.....	23	.....	7	1,150 00	.....	50 00	.....	.....	1,150 00	.....	50 00	.....
6391	Augusta to Atlanta.....	174½	.....	14	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Branch, Camak to Warrenton.....	34	.....	7	41,818 00	.....	234 60	.....	205	44,423 00	.....	249 21	.....
6392	Atlanta to West Point.....	86½	.....	14	20,543 75	.....	237 50	1,275	100	21,918 75	.....	253 39	.....
6393	Atlanta to Chattanooga, Tenn.....	140	.....	14	23,750 00	.....	162 50	3,200	384	26,334 00	.....	188 10	.....
6398	Double Wells to Washington.....	19	.....	6	950 00	.....	50 00	.....	.....	950 00	.....	50 00	.....
6399	Union Point to Athens.....	40	.....	6	2,000 00	.....	50 00	.....	.....	2,000 00	.....	50 00	.....
6485	Kingston to Rome.....	19	.....	7	1,108 00	.....	58 31	.....	.....	1,108 00	.....	58 31	.....
			1,015½	.....	.....	157,244 75	.....	.....	.....	.....	169,228 75	.....	166 60
	MICHIGAN.												
13063	Detroit to Chicago.....	282½	.....	12	42,375 00	.....	150 00	3,600	668	46,643 00	.....	165 82	.....

13005	Detroit to Linden.....	564	5	4,237 00	75 00	1,400	126	5,763 00	102 00
13018	Toledo to Chicago.....	242	12	36,300 00	150 00	3,600	1,521	41,421 00	171 16
13019	Monroe to Adrian.....	36	6	3,088 00	85 71			3,088 00	85 71
13020	White Pigeon to Three Rivers	13	6	325 00	25 00			325 00	25 00
13021	Elkhart to Goshen	10	6	429 00	42 86			429 00	42 86
13025	Adrian to Jackson	40	6	1,714 00	42 86		164	1,878 00	46 95
		680		88,466 00				99,745 00	146 68
INDIANA.									
14500	Indianapolis to Cincinnati, Ohio	1134	12	11,350 00	100 00	1,600	308	13,258 00	116 81
14502	Indianapolis to Madison	87	6	4,350 00	50 00	800	40	5,190 00	59 65
14503	Indianapolis to Lafayette.....	64	12	9,600 00	150 00	1,500	40	11,140 00	174 06
14505	Indianapolis to Peru.....	78	6	3,900 00	50 00	800	110	4,810 00	61 66
14512	Franklin to Martinsville.....	26	6	780 00	30 00			780 00	30 00
14513	Edinburg to Rushville.....	37	6	1,585 00	42 86		197	1,782 00	48 16
14515	Jeffersonville to Edinburg.....	49	12		125 00				
		28	12	8,925 00	100 00	1,400	164	10,489 00	136 92
14516	New Albany to Michigan city	135	6		50 00				
		153	12	22,050 00	100 00	3,200	1,261	26,511 00	92 05
14529	Evansville to Terre Haute.....	110	6	8,250 00	75 50	1,400	385	10,035 00	91 22
14533	Cincinnati to Seymour.....	89	12	11,125 00	125 00	1,400	471	12,996 00	146 02
14715a	Toledo to Logansport.....	167	6	8,850 00	50 00	1,600	854	11,304 00	67 74
14783	Richmond to Logansport	73	6	3,129 00	42 86	800	143	4,072 00	55 78
		1,2094		93,894 00				112,367 00	92 90
ILLINOIS.									
13252a	Terre Haute, Indiana, to St. Louis, Mo.....	194	6	9,700 00	50 00	1,400	824	11,924 00	61 46
13253	Tolono to Naples.....	1324	12	9,937 00	75 00	1,400	544	11,881 00	89 67
13264	Chicago to St. Louis, Mo.....	292	12	29,200 00	100 00	3,200	972	33,372 00	114 31
13291a	Illinoistown to Vincennes, Indiana.....	147	6	14,700 00	100 00	1,800	1,687	18,187 00	123 72
13394a	La Salle to Peoria	62	6	3,100 00	50 00	700	546	4,346 00	70 10
13438	Chicago to Rock Island.....	181	12	18,100 00	100 00	2,400	775	21,275 00	117 54
13439	Chicago to Freeport.....	121	12	12,100 00	100 00	800	291	13,191 00	109 02
13440	Dunleith to Cairo.....	454	12	45,400 00	100 00	5,600	4,651	55,651 00	123 60
13441	Chicago to Mattoon.....	1724	6	7,393 00	42 86	1,500	200	9,093 00	52 71
13442	Chicago to Fulton.....	136	6	10,200 00	75 00	1,600	431	12,231 00	89 93
13443	Chicago to Woodstock.....	51	6	2,186 00	42 86			2,186 00	42 86
13444a	Chicago to Milwaukee.....	85	12	8,500 00	100 00	1,400	285	10,185 00	119 82
13452	Galesburg to Quincy.....	101	12	10,100 00	100 00		420	10,520 00	104 16
13459	Turner to St. Charles	7	6	300 00	42 86			300 00	42 86
13505	Elgin to Whitewater.....	674	6	2,693 00	42 86		184	3,077 00	45 58
13526	Junction to East Burlington.....	58	12	7,250 00	125 00				
		122	12	12,200 00	100 00	2,400	2,335	24,185 00	134 36
		2,3834		203,259 00				241,604 00	101 36
WISCONSIN.									
13655a	Racine to Delavan.....	46	6	1,972 00	42 86	700		2,672 00	58 09
13682	Milwaukee to Madison.....	96	12	5,760 00	60 00	1,600	128	7,488 00	78 00

D—Continued.

Number of route.	Terminal.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	WISCONSIN—Continued.	<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
13684a	Horton to Waupun.....	15	.....	6	375 00	.....	25 00	.....	.....	375 00	.....	25 00	.....
13741	Milton to Janesville.....	12	.....	6	600 00	.....	50 00	.....	.....	600 00	.....	50 00	.....
13808a	Fond du Lac to Junction.....	39	.....	6	1,288 00	.....	42 88	400	.....	1,688 00	.....	56 20	.....
13825	Milwaukee to Beaver Dam	61	.....	6	2,615 00	.....	42 86	600	78 00	3,293 00	.....	53 98	.....
13826	Milwaukee to Watertown	45	.....	6	1,929 00	.....	42 86	600	.....	2,529 00	.....	56 20	.....
			305	.....	.....	14,537 00	.....	.....	.....	.....	18,643 00	.....	61 11
	MISSOURI.												
8030	St. Louis to Jefferson city	125	125	7	15,625 00	125 00	125 00	.....	100 00	15,725 00	15,725 00	125 80	125 80
	KENTUCKY.												
8202	Louisville to Lexington.....	84	.....	12	8,100 00	.....	86 17	1,600	1,597 00	11,297 00	.....	120 18	.....
8215	Lexington to Covington.....	97½	.....	14	9,766 00	.....	100 00	1,600	1,182 00	12,548 00	.....	128 47	.....
			191½	.....	.....	17,866 00	.....	.....	.....	.....	23,845 00	.....	124 40
	TENNESSEE.												
8455	Nashville to Chattanooga.....	159	.....	14	25,000 00	.....	157 22	2,400	190	27,590 00	.....	173 52	.....
8496	Knoxville to Dalton.....	110	.....	14	16,500 00	.....	150 00	1,800	239 42	18,539 42	.....	168 54	.....
			269	.....	.....	41,500 00	.....	.....	.....	.....	46,129 42	.....	171 48
	ALABAMA.												
7001	Opelika to West Point, Georgia.....	21½	.....	14	5,106 25	.....	237 50	325	.....	5,431 25	.....	252 61	.....
7020	Columbus, Georgia, to Montgomery.....	96½	.....	14	24,125 00	.....	250 00	1,350	240 00	25,715 00	.....	268 47	.....
7073	Memphis to Poca-hontas, Tennessee, and Tusculum to Stevenson, Alabama.....	200.7	.....	7	20,070 00	.....	100 00	2,400	822 00	23,292 00	.....	114 90	.....
	Branch, Moscow to Somerville, Tennessee.....	13½	.....	7	675 00	.....	50 00	.....	.....	675 00	.....	50 00	.....

7114	Selma to Columbiana	72	.....	6	3,086 00	.....	42 86	.....	3,086 00	.....	42 86	.....
			404.2	.....		53,062 25	.....			53,062 25	.....	143 58
	MISSISSIPPI.											
7302	Jackson to Brandon.	134	.....	7	1,350 00	.....	100 00	.....	1,350 00	.....	100 00	.....
7304	Jackson to Vicksburg.	46	.....	7	4,600 00	.....	100 00	.....	4,600 00	.....	100 00	.....
7318	Holton's Depot to Raymond	8	.....	6	600 00	.....	75 00	.....	600 00	.....	75 00	.....
7319a	Grand Gulf to Port Gibson.	8	.....	6	600 00	.....	62 50	.....	500 00	.....	62 50	.....
7412a	St. Francisville to Woodville	28	.....	3	1,000 00	.....	35 70	.....	1,000 00	.....	35 70	.....
7482	Mobile, Alabama, to Macon, Mississippi	153	.....	3	4,599 00	.....	30 00	700	5,290 00	.....	34 88	.....
			2564	.....		12,640 00	.....			13,340 00	.....	52 00
	LOUISIANA.											
7701	New Orleans, Louisiana, to Osyka, Mississippi.	88	.....	7	8,800 00	.....	100 00	.....	8,800 00	.....	100 00	.....
7808	New Orleans to Tygerville.	68	.....	3	3,400 00	.....	50 00	.....	3,400 00	.....	50 00	.....
			156	.....		12,200 00	.....			12,200 00	.....	78 20

WM. H. DUNDAS,
Second Assistant Postmaster General.

E.

Railroad service, as in operation on the 30th day of September, 1856.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail-messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	MAINE.	Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
17	Waterville to Bangor.....	54½	.....	12	5,475 00	.....	100 00	800	265	6,540 00	.....	119 45	.....
92	Railroad Junction to Waterville.....	55	.....	12	5,500 00	.....	100 00	800	346	6,646 00	.....	120 84	.....
95	Mechanics' Falls to Buckfield.....	12	.....	6	570 00	.....	47 50	.....	.....	570 00	.....	47 50	.....
96	Portland to Portsmouth, N. H.....	52½	.....	12	7,837 50	.....	150 00	1,177	190	9,204 50	.....	177 00	.....
97	Portland to Augusta, with branch, Brunswick to Bath.....	73	.....	12	7,300 00	.....	100 00	800	620	8,720 00	.....	119 45	.....
100	Portland to the State Line, Vt.....	48	.....	12	.....	.....	100 00	1,400	209	18,109 00	.....	108 43	.....
		117	.....	6	16,500 00	.....	100 00	.....	.....	.....	.....	.....	.....
129	Leed's Station to Livermore Falls.....	20	.....	6	857 00	.....	42 85	.....	16	873 00	.....	43 65	.....
132	Portland to Hollis.....	18	.....	6	771 00	.....	42 84	.....	.....	771 00	.....	42 84	.....
			450	.....	.....	44,810 50	.....	.....	.....	.....	51,433 50	.....	113 70
	NEW HAMPSHIRE.												
201	Concord to Lowell, Mass.....	50	.....	18	6,429 00	.....	129 00	761	.....	7,190 00	.....	143 80	.....
202	Concord to Portsmouth.....	47½	.....	12	2,043 00	.....	43 46	.....	.....	2,043 00	.....	43 46	.....
206	Concord to Wells' River, Vt.....	52	.....	12	.....	.....	75 00	1,352	.....	8,477 00	.....	89 23	.....
		43	.....	(*)	7,125 00	.....	75 00	.....	.....	.....	.....	.....	.....
207	Concord to White River Junction.....	69	.....	12	.....	.....	100 00	.....	.....	.....	.....	.....	.....
	Branch, Franklin to Bristol.....	13	.....	6	7,457 00	.....	42 88	843	1,043	9,343 00	.....	114 00	.....
208	Concord to Bradford.....	26	.....	12	1,300 00	.....	50 00	216	.....	1,516 00	.....	58 30	.....
209	Contoosook Village to Hillsboro' Bridge.....	15	.....	12	750 00	.....	50 00	.....	.....	750 00	.....	50 00	.....
215a	Manchester to Henniker.....	28	.....	6	1,200 00	.....	42 86	.....	.....	1,200 00	.....	42 86	.....
239	Great Falls to Union.....	20	.....	6	857 00	.....	42 85	.....	.....	857 00	.....	42 85	.....
241	Dover to Alton Bay.....	28	.....	6	1,400 00	.....	50 00	.....	86	1,486 00	.....	53 00	.....
251	Nashua to East Wilton.....	16	.....	6	686 00	.....	42 87	.....	.....	686 00	.....	42 87	.....
277	Wells River to Littleton.....	21	.....	(†)	1,050 00	.....	50 00	248	.....	1,298 00	.....	61 80	.....
			428½	.....	.....	30,297 00	.....	.....	.....	.....	34,846 00	.....	81 20

VERMONT.													
401	Windsor to Burlington	117	12	11,700 00	100 00	1,667	396	13,763 00	117 63	.....	.....	.....	.....
411	Burlington to Rouse's Point, N. Y.	53½	12	5,350 00	100 00	800	599	6,749 00	126 00	.....	.....	.....	.....
446	Rutland to North Bennington	52	12	5,200 00	100 00	.....	.....	.....	.....	.....	.....	.....	.....
	Branch to Bennington	5	6	215 00	43 00	433	400	6,248 00	109 60	.....	.....	.....	.....
456	White River Junction to St. Johnsbury	61	12	5,220 00	85 72	966	611	6,806 00	111 57	.....	.....	.....	.....
460	Bellows Falls to Windsor	25	12	2,500 00	100 00	396	150	3,046 00	122 00	.....	.....	.....	.....
462	Bellows Falls to Burlington	120	12	12,000 00	100 00	1,635	1,500	15,135 00	126 00	.....	.....	.....	.....
469	Brattleboro' to Bellows Falls	24	12	2,400 00	100 00	584	176	3,160 00	131 66	.....	.....	.....	.....
		457½	.....	44,594 00	.....	.....	.....	54,907 00	120 00	.....	.....	.....	.....
MASSACHUSETTS.													
601	Boston to Portsmouth, N. H.	54½	12	.....	128 57	.....	.....	.....	.....	.....	.....	.....	.....
	Branch to Marblehead	4	6	7,210 00	42 86	1,223	1,114	9,547 00	162 00	.....	.....	.....	.....
602	Boston to South Berwick Junction	74½	12	.....	100 00	.....	.....	.....	.....	.....	.....	.....	.....
	Branch to Medford	51	6	.....	42 94	.....	.....	.....	.....	.....	.....	.....	.....
	Branch, Rollinsford to Great Falls	3	3	.....	42 94	2,100	1,175	11,090 00	133 61	.....	.....	.....	.....
603	Boston to Lowell	26	18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Branch, Winchester to Woburn	3	6	3,600 00	124 00	317	.....	3,917 00	135 07	.....	.....	.....	.....
604	Boston to Fitchburg	50½	18	.....	128 57	.....	.....	.....	.....	.....	.....	.....	.....
	Branch, Cambridge to Lexington	8	6	.....	50 00	.....	.....	.....	.....	.....	.....	.....	.....
	Branch, Junction to Watertown	4	6	.....	50 00	.....	.....	.....	.....	.....	.....	.....	.....
	Branch, South Acton to Feltonville	9	6	7,425 00	50 00	694	584	8,703 00	121 29	.....	.....	.....	.....
605	Boston to Worcester	46	19	.....	250 00	.....	.....	.....	.....	.....	.....	.....	.....
	Branch, Natick to Saxonville	4	6	.....	42 85	.....	.....	.....	.....	.....	.....	.....	.....
	Branch, South Framingham to Framingham	2	6	.....	42 85	.....	.....	.....	.....	.....	.....	.....	.....
	Branch, South Framingham to Milford	12	6	.....	42 85	.....	.....	.....	.....	.....	.....	.....	.....
	Branch to Milbury	4	6	.....	42 85	.....	.....	.....	.....	.....	.....	.....	.....
	Branch, Ausable Station to Newton Lower Falls	2	6	.....	42 85	540	750	13,822 00	197 45	.....	.....	.....	.....
606	Boston to Providence, R. I.	45	18	.....	113 88	.....	.....	.....	.....	.....	.....	.....	.....
	Branch to Dedham	5	12	.....	50 00	.....	.....	.....	.....	.....	.....	.....	.....
	Branch to Wrentham	8	6	5,718 00	42 87	327	75	6,120 00	105 54	.....	.....	.....	.....
607	Boston to Blackstone	35	6	.....	50 00	.....	.....	.....	.....	.....	.....	.....	.....
	Branch, North Wrentham to Medway	4	6	1,922 00	43 00	.....	.....	1,922 00	49 30	.....	.....	.....	.....
608	Boston to Plymouth	37½	12	3,225 00	124 00	88	1,425	4,378 00	126 35	.....	.....	.....	.....
608a	South Abington to Bridgewater	7	6	200 00	26 66	.....	.....	200 00	26 66	.....	.....	.....	.....
613	Salem to Gloucester	16	12	800 00	50 00	.....	.....	800 00	50 00	.....	.....	.....	.....
615	Salem to Lawrence	20	6	713 00	35 65	.....	.....	713 00	35 65	.....	.....	.....	.....
614	Lawrence to Manchester	28	12	1,400 00	50 00	234	.....	1,634 00	68 35	.....	.....	.....	.....
622	Lowell to Lawrence	14	12	700 00	50 00	.....	69	769 00	54 93	.....	.....	.....	.....
625	Groton Junction to Mason Village	23	6	986 00	42 87	.....	.....	986 00	42 87	.....	.....	.....	.....
626	Groton Junction to Lowell	17	6	854 00	50 23	.....	.....	854 00	50 23	.....	.....	.....	.....
628	Boston to Dover	18	6	500 00	27 77	.....	.....	500 00	27 77	.....	.....	.....	.....
634	South Braintree Junction to Fall River	42	12	3,800 00	90 48	168	.....	3,968 00	94 50	.....	.....	.....	.....
635	Braintree Depot to Cohasset	12	12	900 00	75 00	.....	.....	900 00	75 00	.....	.....	.....	.....
641	Middleboro' to Hyannis	47	3	4,042 00	103 00	344	800	5,186 00	123 50	.....	.....	.....	.....
648	New Bedford to West Wareham	16½	12	800 00	50 00	.....	200	1,000 00	62 50	.....	.....	.....	.....
652	Taunton to Mansfield Junction	12	19	1,200 00	100 00	.....	115	1,315 00	109 50	.....	.....	.....	.....

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

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

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
MASSACHUSETTS—Continued.													
653	Taunton to New Bedford	21	.....	19	2,100 00	.....	100 00	.....	.....	2,100 00	.....	100 00	.....
660	Fitchburgh to Bellows Falls, Vt.	64	.....	12	8,400 00	.....	100 00	871	554	7,625 00	.....	124 28	.....
661	Fitchburgh to Brattleboro, Vt.	67½	.....	6 }	.....	.....	60 22	824	445	5,944 00	.....	77 20	.....
666	Palmer to Amherst	20	.....	6 }	857 00	.....	42 85	.....	124	981 00	.....	49 05	.....
672	Worcester to Albany	55	.....	19 }	.....	.....	250 00	.....	.....	.....	.....	.....	.....
		102	.....	12 }	26,509 00	.....	125 00	1,856	175	28,531 00	.....	181 72	.....
673	Worcester to Nashua	46	.....	12 }	3,468 75	.....	75 41	600	409	4,477 75	.....	97 34	.....
692	Springfield to Keene	50	.....	19 }	.....	.....	.....	.....	.....	.....	.....	.....	.....
		24	.....	6 }	6,200 00	.....	50 00	1,216	549	7,964 00	.....	107 62	.....
692a	Williamsville to South Hadley	6	.....	6 }	250 00	.....	41 66	.....	.....	250 00	.....	41 66	.....
693	Springfield to Chicopee Falls	6	.....	6 }	300 00	.....	50 00	.....	.....	300 00	.....	50 00	.....
699	Pittsfield to North Adams	21	.....	12 }	900 00	.....	42 76	.....	.....	900 00	.....	42 76	.....
703	Starling Junction to Fitchburgh	14	.....	12 }	700 00	.....	50 00	.....	.....	700 00	.....	50 00	.....
708	Salem to Lowell	24	.....	12 }	1,200 00	.....	50 00	.....	.....	1,200 00	.....	50 00	.....
710	Framingham to Northboro'	15	.....	6 }	500 00	.....	33 33	.....	.....	500 00	.....	33 33	.....
			1,264½	.....	.....	120,350 75	.....	.....	.....	.....	140,319 75	.....	111 02
RHODE ISLAND.													
801	Providence to Bristol	15	.....	12 }	512 00	.....	34 00	.....	.....	512 00	.....	34 00	.....
802	Providence to Stonington, Ct.	50	.....	12 }	5,000 00	.....	100 00	364	219	5,583 00	.....	111 66	.....
807	Providence to Worcester, Mass.	44	.....	12 }	3,300 00	.....	93 00	600	744	4,644 00	.....	105 54	.....
			109	.....	.....	8,812 00	.....	.....	.....	.....	10,739 00	.....	104 26
CONNECTICUT.													
907	Waterbury to Providence, R. I.	122½	.....	6 }	6,137 50	.....	50 00	1,400	532	8,069 50	.....	65 65	.....
925	Norwich to Worcester, Mass.	59	.....	12 }	5,057 00	.....	85 71	600	111	5,768 00	.....	97 76	.....
926	New London to Palmer, Mass.	30	.....	12 }	.....	.....	85 71	.....	.....	.....	.....	.....	.....
		36	.....	6 }	4,372 00	.....	50 00	600	601	5,573 00	.....	84 44	.....
933	Middletown to depot on New Haven, Hartford, and Springfield Railroad	10	.....	12 }	500 00	.....	50 00	.....	50	550 00	.....	55 00	.....

937	New Haven to New London.....	50	12	4,285 00	85 70	600	725	5,610 00	112 80
939	New Haven to Springfield, Mass.....	63	19	15,823 00	250 00	1,038	837	17,708 00	278 86
940	New Haven to Northampton.....	76	12	50 00	50 00				
	Branch, Farmington to Collinsville.....	71	6	4,191 50	49 35	600	401	5,122 50	61 34
941	New Haven to New York.....	78	19	19,500 00	230 00	1,800	612	21,919 00	280 82
942	Bridgeport to Winchester, Mass.....	62	12	3,100 00	50 00	700	297	4,097 00	66 00
943	Bridgeport to State line, Mass., with branch to Pittsfield.....	121	6	5,143 00	49 50	1,200	123	6,468 00	53 43
959	South Norwalk to Danbury.....	231	12	1,307 00	55 60		305	1,612 00	68 59
		739		69,356 00				82,468 00	111 60
NEW YORK.									
1001	New York to Dunkirk.....	460	19	92,000 00	200 00	6,300	3,666	101,966 00	221 67
	Branch, Suffern to Piermont.....	18	6	772 00	42 88			772 00	42 88
1002	New York to Albany.....	144	19	32,409 00	225 00	3,600	5,791	41,101 00	285 72
1003	New York to Chatham Four Corners.....	130	6	5,593 00	42 88	1,200	1,450	8,243 00	63 17
1008	New York to Greenport.....	101	6	4,950 00	49 00	1,400	2,498	8,848 00	87 58
1034	Newburgh to Cheater.....	19	6	814 00	42 88			814 00	42 88
1084	Hudson to West Stockbridge, Mass.....	34	12	1,000 00	29 41			1,000 00	39 41
1074	Eagle Bridge to Rutland, Vt.....	62	12	6,250 00	100 00	842	102	7,194 00	115 10
1081	Albany to Schenectady.....	17	25	3,400 00	900 00	286	15	3,701 00	217 69
1087	Troy to Albany.....	7	13	1,050 00	150 00			1,050 00	150 00
1082	Troy to Schenectady.....	22	12	1,650 00	75 00			1,650 00	75 00
1089	Troy to Saratoga Springs.....	32	12	3,200 00	100 00	821	300	4,021 00	125 65
1100	Saratoga Springs to Castleton, Vt.....	54	12	5,400 00	100 00	879	148	6,427 00	118 98
1128	Plattsburg to Canada line.....	23	6	986 00	42 88		85	1,081 00	46 47
1128	Rouse's Point to Ogdensburg.....	119	6	5,100 00	42 88	1,400	688	7,188 00	60 43
1151	Sackett's Harbor to Pierrepont Manor.....	18	6	791 85	42 88		378	1,169 65	63 23
1162	Schenectady to Ballston.....	16	12	800 00	50 00		150	950 00	59 37
1164	Schenectady to Utica.....	78	25	15,600 00	200 00	1,312	1,004	17,916 00	229 69
1191	Utica to Syracuse.....	53	25	10,600 00	200 00	892	708	12,200 00	230 19
1201	Rome to Cape Vincent.....	73	12						
		24	6	8,329 00	85 86	1,200	1,350	10,879 00	119 15
1217	Syracuse to Rochester.....	104	12	20,800 00	200 00	1,749	2,174	24,723 00	237 82
1218	Syracuse to Rochester.....	80	12	8,000 00	100 00	800	1,311	10,111 00	186 38
1219	Syracuse to Oswego.....	35	12	3,043 00	85 72		120	3,163 00	89 78
1258	Canandaigua to Watkins.....	46	12	2,325 00	50 00	390	486	3,207 00	68 84
1261	Canandaigua to Niagara Falls.....	50	12						
		47	6	4,514 00	48 53	824	767	6,105 00	62 93
1264	Rochester to Niagara Falls.....	76	12	11,400 00	150 00	1,600	1,174	10,374 00	136 48
1269	Rochester to Buffalo.....	69	25	13,800 00	200 00	1,161	975	15,836 00	230 96
1287	Batavia to Attica.....	11	6	550 00	50 00			550 00	50 00
1305	Buffalo to Lewiston.....	29	6	1,450 00	50 00			1,450 00	50 00
1306	Buffalo to Hornellsville.....	91	6	4,550 00	50 00	1,200	1,322	7,072 00	77 71
1311	Buffalo to State line.....	69	12	13,800 00	200 00	1,629	914	16,314 00	236 43
1357	Corning to Batavia.....	100	6	4,286 00	42 88	1,400	916	6,602 00	66 02
	Branch, Avon to Rochester.....	18	6	772 00	42 88			772 00	42 88
1359	Elmira to Watkins.....	22	12	1,100 00	50 00	186		1,286 00	58 45
1385	Oswego to Ithaca.....	33	12	1,415 00	42 88	700	176	2,291 00	69 43
1440	Buffalo to Lockport.....	22	6	1,100 00	50 00			1,100 00	50 00
1459	Suspension Bridge to Detroit, Mich.....	220	6	6,600 00	30 00	1,600	600	8,800 00	40 00

POSTMASTER GENERAL.

858

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
NEW YORK—Continued.													
1460	Troy to North Bennington, Vt.....	32½	.....	12	3,250 00	.....	100 00	224	584	4,058 00	.....	124 86	.....
1461	Troy to Eagle Bridge.....	33	.....	19	2,829 00	.....	85 49	758	255	3,842 00	.....	116 49	.....
1463	Syracuse to Binghamton.....	80	.....	6	3,429 00	.....	42 86	700	644	4,973 00	.....	61 68	.....
1475	North Plazam to Canton.....	6	.....	12	300 00	.....	50 00	.....	.....	300 00	.....	50 00	.....
			2,780½	.....	.....	309,998 65	.....	.....	.....	.....	371,197 65	.....	133 53
NEW JERSEY.													
2801	New York to New Brunswick*.....	36	.....	19	13,500 00	.....	375 00	1,520	1,325	16,345 00	.....	454 09	.....
2802	Elizabethport to Easton.....	64	.....	12	5,736 00	.....	89 62	700	1,302	7,738 00	.....	120 90	.....
2803	New York to Hackettstown.....	63	.....	12	3,697 00	.....	61 22	800	1,163	5,660 00	.....	92 36	.....
2818	New Brunswick to Philadelphia, Pa.†.....	54	.....	19	20,250 00	.....	375 00	2,280	1,917	24,447 00	.....	452 79	.....
2833	Waterloo to Newton.....	11	.....	12	550 00	.....	50 00	.....	50	600 00	.....	54 54	.....
2848	Jamesburgh to Freehold.....	11	.....	6	572 00	.....	52 00	.....	.....	572 00	.....	52 00	.....
2857	Trenton to Belvidere.....	64	.....	12	.....	.....	50 00	800	518	5,168 00	.....	67 11	.....
	Branch to Flemington.....	13	.....	6	3,850 00	.....	50 00	.....	.....	.....	.....	.....	.....
2874	Philadelphia to South Amboy.....	79	.....	7	2,800 00	.....	138 11	.....	341	10,141 00	.....	140 84	.....
2884	Camden to Atlantic City.....	59	.....	12	2,573 00	.....	43 59	.....	435	3,007 00	.....	50 96	.....
2888	Burlington to Mount Holly.....	7	.....	12	350 00	.....	50 00	.....	.....	350 00	.....	50 00	.....
			454	.....	.....	61,037 00	.....	.....	.....	.....	74,188 00	.....	163 40
PENNSYLVANIA.													
3001	Philadelphia to Columbia.....	70	.....	14	.....	.....	200 00	.....	.....	.....	.....	229 55	.....
		13½	.....	6	14,675 00	.....	50 00	1,177	1,592	17,444 00	.....	50 00	.....
3009	Philadelphia to Pottsville.....	97	.....	12	14,218 00	.....	146 58	1,600	3,924	19,742 00	.....	203 52	.....
3015	West Chester to Philadelphia.....	34	.....	12	1,020 00	.....	30 00	.....	.....	1,020 00	.....	30 00	.....
3039	Lancaster to Harrisburgh.....	37½	.....	14	7,525 00	.....	203 46	623	200	8,348 00	.....	221 87	.....
3039	Columbia to Middletown.....	19	.....	6	915 00	.....	42 90	.....	360	1,175 00	.....	61 84	.....
3055	Port Clinton to Williamsport.....	119	.....	6	5,100 00	.....	42 85	1,691	1,455	8,246 00	.....	69 22	.....
3057	Schuylkill Haven to Tremont.....	12	.....	6	550 00	.....	45 83	.....	.....	550 00	.....	45 83	.....
3103	Sunbury to Mt. Carmel.....	28	.....	6	1,400 00	.....	50 00	.....	.....	1,400 00	.....	50 00	.....
3109	Easton to Mauch Chunk.....	46	.....	6	2,300 00	.....	50 00	700	348	3,348 00	.....	72 78	.....

3158	Great Bend to New Hampton	133	6	7,980 00	60 00	1,400	1,438	10,818 00	81 33
3193	York to Harrisburg	27	14	5,400 00	200 00	848	35	6,283 00	232 70
3196	Harrisburg to Auburn	59	6	1,770 00	30 00			1,770 00	30 00
3200	Harrisburg to Chambersburg	52	12	5,200 00	100 00		50	5,250 00	100 96
3201	Harrisburg to Pittsburg	250	14	50,500 00	202 00	3,600	3,413	57,512 00	230 06
3219	Hanover Junction to Hanover	13	12	650 00	50 00			650 00	50 00
3243	Sunbury to Milton	14	6	600 00	42 85		200	800 00	57 14
3260	Williamsport to Elmira	77	6	3,300 00	42 86	1,109	278	4,687 00	60 87
3273	Blossburgh to Corning	40	6	1,715 00	42 87	700	284	2,679 00	66 97
3300	Huntingdon to Altoona	34	6	1,700 00	50 00			1,700 00	50 00
3410	Pittsburgh to Kittanning	43	6	3,150 00	73 25	700		3,850 00	89 53
3448	Northville to Erie	20	14	4,000 00	200 00		247	4,247 00	212 35
3180	Strasburg to Leamons Place	4	6	172 00	43 00			172 00	43 00
3485	Scranton to Kingston	18	6	540 00	30 00			540 00	30 00
				1,280	134,280 00			162,232 00	129 54
DELAWARE.									
3818	Wilmington to Canterbury	57	12	4,275 00	75 00	700	1,657	6,632 00	116 35
MARYLAND.									
3901	Baltimore to Washington, D. C.	40	25	12,000 00	300 00	1,972	1,130	15,102 00	377 55
3902	Baltimore to Wheeling, Va.	179	13		300 00				341 78
	Branch to Frederick	201	13	94,200 00	200 00	5,400	2,069	101,669 00	200 00
3903	Baltimore to Philadelphia, Pa.	3	7		100 00				100 00
3904	Baltimore to Columbia	100	19	37,500 00	375 00	5,028	2,959	45,487 00	454 87
	Baltimore to Annapolis	59	14		200 00				233 91
3919	Annapolis to Annapolis Junction	134	7	12,450 00	48 15	1,852	90	14,392 00	48 15
		20	13	2,858 00	142 90			2,858 00	142 90
				6154	159,008 00			179,508 00	291 64
OHIO.									
9006	Bell Air to Columbus	1377	12	27,575 00	200 00	2,400	480	30,455 00	220 96
9010	Steubenville to Newark	116	6	8,940 00	75 00	1,400	384	10,964 00	88 42
	Branch Means to Cadiz	8	6	245 00	30 00				
9050	Pittsburg to Columbia City	339	12	46,618 50	127 50	3,800	1,510	51,922 50	153 15
9097	Erie, Pa., to Cleveland, Ohio	96	12	19,380 00	200 00	1,800	1,437	22,437 00	223 73
9108	Cleveland to Wellsville	584	12	12,937 50	150 00	1,600	944	15,481 50	154 81
		41	12		100 00				
9110	Cleveland to Toledo	110	12	22,000 00	200 00	1,600	115	23,715 00	215 59
9114	Hudson to Millersburg	62	6	1,860 00	30 00	700	315	2,845 00	46 63
9120	Bayard to New Philadelphia	32	6	1,372 00	42 86	400	69	1,831 00	67 22

* Includes \$2,700; being 25 per cent. on \$300 a mile for night service, and for a third extra trip.
† Includes \$4,050; being 25 per cent. on \$300 a mile for night service, and for a third extra trip.
‡ Includes \$6,900 for ferry at night, and accommodations for agents in night trains.
§ Office of Department.

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
OHIO—Continued.													
9131	Oneida Mills to Carrollton.....	19		6	360 00		30 00			360 00		30 00	
9142	Sandusky to Newark.....	124		12	12,400 00		100 00	1,400	698	14,498 00		116 92	
9171	Columbus to Cleveland.....	60		12	22,100 00		225 00	1,600	1,229	32,129 00		243 40	
		72					200 00						
9177	Columbus to Xenia.....	55		13	12,375 00		225 00	832	235	13,442 00		244 40	
9178	Columbus to Piqua.....	73		6	3,129 00		42 86	700	333	4,161 00		57 00	
9188	Gallton to Union City.....	119		12	17,850 00		150 00	1,600	62	19,512 00		164 00	
9274	Toledo to Grafton Station.....	88		6	3,793 00		42 86	1,600	738	6,131 00		69 27	
9275	Toledo to Lafayette.....	203		6	15,225 00		75 00	2,400	564	18,189 00		89 60	
9276	Toledo to Bryan.....	55		6	1,650 00		30 00			1,650 00		30 00	
9302	Cincinnati to Richmond.....	73		6	4,693 00		64 29	800	980	6,473 00		88 67	
9303	Cincinnati to Dayton.....	80		12	7,500 00		125 00	667	1,046	9,213 00		153 55	
9306	Cincinnati to Springfield.....	19		6			100 00						
		65		13	16,525 00		225 00	968	225	17,718 00		210 91	
9324	Loveland to Athens.....	135		6	13,500 00		100 00	1,400	683	15,583 00		115 43	
9325	Blanchester to Hillsboro.....	21		6	787 50		37 50			787 50		37 50	
9329	Morrow to Zanesville.....	132.9		6	9,987 50		75 00	1,600	900	12,467 50		93 81	
9330	Xenia to Dayton.....	16		12	2,000 00		125 00	200	20	2,320 00		138 75	
9371	Dayton to Union City.....	47		6	2,350 00		50 00	500	207	3,057 00		65 00	
9373	Dayton to Piqua.....	28		6	1,200 00		42 86			1,200 00		42 86	
9391	Springfield to Sandusky.....	132		12	13,200 00		100 00	1,466	428	15,094 00		114 34	
	Branch, Hiss to Sandusky.....	38		6	1,140 00		30 00			1,140 00		30 00	
	Branch, Carey to Finley.....	16		6	480 00		30 00			480 00		30 00	
9392	Springfield to Delaware.....	50		6	2,143 00		42 86		65	2,208 00		44 16	
9394	Springfield to Dayton.....	24		12	2,400 00		100 00	267	212	2,879 00		119 96	
9406	Portsmouth to Reed's Mills.....	56		6	2,400 00		42 86	700		3,100 00		55 35	
9407	Cleveland to Warren.....	53		6	2,271 00		42 86	700	200	3,171 00		59 85	
9409	Union City to Indianapolis.....	85		12	12,750 00		150 00	800	163	13,713 00		161 33	
			2,912			331,926 00					380,268 00		130 58
VIRGINIA.													
4802	Richmond to Petersburg.....	24		14	7,350 00		300 00	1,000		8,350 00		340 81	
4803	Petersburg to Weldon, N. O.....	64		14	19,200 00		300 00	3,000	100	22,300 00		348 43	

4831	Washington to Richmond	171	.....	14	42,750 00	.....	250 00	5,600	111	48,481 00	.....	284 83	.....
	Branch to Warrenton.....	9	.....	7	450 00	.....	50 00			450 00	.....	50 00	.....
4836	Tudor Hall to Strasburg	62	.....	6	2,657 15	.....	42 86	1,900	188	4,045 15	.....	65 25	.....
4854	Richmond to Danville	141	.....	6	11,962 50	.....	84 54	1,800	98	13,860 50	.....	97 25	.....
4855	Petersburg to Lynchburg	123	.....	6	12,300 00	.....	100 00	1,600	130	14,030 00	.....	114 06	.....
4856	Lynchburg to Abingdon	189	.....	6	18,900 00	.....	100 00	2,400	904	22,204 00	.....	117 50	.....
4903	Gordonsville to Millboro' Springs Station.....	101.65	.....	7	10,165 00	.....	100 00	1,600		11,765 00	.....	115 75	.....
4957	Petersburg to City Point	12	.....	6	600 00	.....	50 00			600 00	.....	50 00	.....
4961	Hicksford to Gaston, N. C.	20	.....	7	1,000 00	.....	50 00			1,000 00	.....	50 00	.....
4972	Portsmouth to Weldon, N. C.	80	.....	7	8,000 00	.....	100 00	900	113	9,013 00	.....	112 68	.....
5001	Winchester to Harper's Ferry	32	.....	6	3,200 00	.....	100 00		40	3,240 00	.....	101 25	.....
			1,099.65			138,534 65					159,518 65		156 00
NORTH CAROLINA.													
5601	Weldon to Wilmington	162	.....	14	48,600 00	.....	300 00	4,000	130	52,730 00	.....	325 50	.....
5610	Goldsboro' to Charlotte	223	.....	7	23,300 00	.....	100 00	3,800	1,090	26,590 00	.....	119 23	.....
5665	Raleigh to Weldon	99	.....	7	9,900 00	.....	100 00	1,600	124	11,624 00	.....	117 41	.....
5672	Ridgeway to Clarksville	25	.....	6	1,071 43	.....	42 86			1,071 43	.....	42 86	.....
			509			81,871 43					92,015 43		180 78
SOUTH CAROLINA.													
6001	Columbia to Greenville	166	.....	6	15,600 00	.....	93 55	1,400	156	17,156 00	.....	102 88	.....
6002	Columbia to Charlotte	110	.....	6	11,700 00	.....	106 36	1,400	170	13,270 00	.....	120 63	.....
6011	Kingsville to Wilmington	171	.....	14	42,750 00	.....	250 00	4,000	512	47,262 00	.....	276 22	.....
6012	Kingsville to Augusta	117	.....	14	27,787 50	.....	237 50	3,000	513	31,300 50	.....	267 52	.....
	Branch to Branchville	64	.....	14	15,900 00	.....	237 50		72	15,272 00	.....	238 02	.....
	Branch to Columbia	27	.....	14	6,062 50	.....	224 53			6,062 50	.....	224 53	.....
	Branch to Camden	39	.....	7	1,950 00	.....	50 00		150	2,100 00	.....	63 85	.....
6017	Florence to Cheraw	40	.....	6	1,714 29	.....	42 86		425	2,139 29	.....	53 48	.....
6080	Chester C. H. to Yorkville	23	.....	6	1,400 00	.....	59 57			1,400 00	.....	59 57	.....
6113	Newberry C. H. to Laurens C. H.	31	.....	6	1,328 57	.....	42 86			1,328 57	.....	42 86	.....
6157	Alston to Sims ville	25	.....	6	1,071 43	.....	42 86			1,071 43	.....	42 86	.....
			814			126,564 29					138,362 29		169 92
GEORGIA.													
6301	Savannah to Macon	192	.....	14	29,100 00	.....	151 56	1,800	140	31,040 00	.....	161 66	.....
6302	Macon to Atlanta	102	.....	7	10,200 00	.....	100 00		180	10,380 00	.....	101 78	.....
6303	Macon to Columbus	102	.....	14	15,300 00	.....	150 00	1,350	50	16,700 00	.....	163 72	.....
6304	Fort Valley to Americus	43	.....	7	3,225 00	.....	75 00			3,225 00	.....	75 00	.....
6314	Millin to Augusta	54	.....	14	8,100 00	.....	150 00	900		9,000 00	.....	166 66	.....
6322	Milledgeville to Gordon	17	.....	7	1,000 00	.....	58 82			1,000 00	.....	58 82	.....
6326	Milledgeville to Entonton	23	.....	7	1,150 00	.....	50 00			1,150 00	.....	50 00	.....
6391	Augusta to Atlanta	174	.....	14		.....					.....		.....
	Branch Camak to Warrenton	3	.....	7	41,818 00	.....	234 60	2,400	205	44,423 00	.....	249 21	.....
6392	Atlanta to West Point	86	.....	14	20,543 75	.....	237 50	1,275	100	21,918 75	.....	253 39	.....
6393	Atlanta to Chattanooga, Tennessee	140	.....	14	22,750 00	.....	162 50	3,200	384	25,334 00	.....	189 10	.....
6396	Double Wells to Washington	19	.....	6	950 00	.....	50 00			950 00	.....	50 00	.....

POSTMASTER GENERAL.

857

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	GEORGIA—Continued.	MU. r.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
6399	Union Point to Athens.....	40	.....	6	2,000 00	.....	50 00	.....	.....	2,000 00	.....	50 00	.....
6465	Kingston to Rome.....	19	.....	7	1,108 00	.....	58 31	.....	.....	1,108 00	.....	58 31	.....
			1,015 1/2	.....		157,244 75	.....	.....	.....		169,229 75	.....	166 60
	MICHIGAN.												
13003	Detroit to Chicago, Illinois.....	282 1/2	.....	12	42,375 00	.....	150 00	3,600	868	46,843 00	.....	165 82	.....
13005	Detroit to Owosso.....	79 1/2	.....	6	5,932 00	.....	75 00	1,400	199	7,486 00	.....	94 20	.....
13018	Toledo, Ohio, to Chicago, Illinois.....	242	.....	12	36,300 00	.....	150 00	3,600	1,521	41,431 00	.....	171 16	.....
13919	Monroe to Adrian.....	36	.....	6	3,086 00	.....	85 71	.....	.....	3,086 00	.....	85 71	.....
13620	White Pigeon to Three Rivers.....	13	.....	6	325 00	.....	25 00	.....	.....	325 00	.....	25 00	.....
13921	Elkhart to Goshen.....	10	.....	6	429 00	.....	42 86	.....	.....	429 00	.....	42 86	.....
13925	Adrian to Jackson.....	40	.....	6	1,714 00	.....	42 86	.....	164	1,878 00	.....	46 95	.....
			703	.....		90,191 00	.....	.....	.....		101,470 00	.....	144 33
	INDIANA.												
14500	Indianapolis to Cincinnati.....	113 1/2	.....	12	11,350 00	.....	100 00	1,600	308	13,258 00	.....	116 81	.....
14502	Indianapolis to Madison.....	87	.....	6	4,350 00	.....	50 00	800	40	5,190 00	.....	59 65	.....
14503	Indianapolis to Lafayette.....	64	.....	12	9,600 00	.....	150 00	1,500	40	11,140 00	.....	174 06	.....
14505	Indianapolis to Peru.....	78	.....	6	3,900 00	.....	50 00	800	110	4,800 00	.....	61 66	.....
14512	Franklin to Martineville.....	26	.....	6	760 00	.....	30 00	.....	.....	760 00	.....	30 00	.....
14513	Edinburgh to Rushville.....	37	.....	6	1,585 00	.....	42 86	.....	197	1,782 00	.....	48 16	.....
14515	Jeffersonville to Edinburgh.....	49	.....	12	.....	.....	125 00	.....	.....	.....	.....	.....	.....
		28	.....	12	8,925 00	.....	100 00	1,400	164	10,489 00	.....	136 22	.....
14516	New Albany to Michigan city.....	135 1/2	.....	6	.....	.....	50 00	.....	.....	.....	.....	.....	.....
		153	.....	12	22,050 00	.....	100 00	3,200	1,261	26,511 00	.....	92 05	.....
14529	Evansville to Terre Haute.....	110	.....	6	8,250 00	.....	75 00	1,400	385	10,035 00	.....	91 22	.....
14533	Cincinnati to Seymour.....	69	.....	12	11,125 00	.....	125 00	1,400	471	12,996 00	.....	146 02	.....
14715a	Toledo to Logansport.....	167	.....	6	8,550 00	.....	50 00	1,600	854	11,304 00	.....	67 74	.....
14732a	Laport to Plymouth.....	30	.....	6	900 00	.....	30 00	.....	.....	900 00	.....	30 00	.....
14738	Richmond to Logansport.....	73	.....	6	3,129 00	.....	42 86	800	143	4,072 00	.....	55 78	.....
			1,239 1/2	.....		94,794 00	.....	.....	.....		113,267 00	.....	91 41

ILLINOIS.													
13252a	Terre Haute, Ind., to St. Louis, Mo.....	194	.....	6	9,700 00	.....	50 00	1,400	824	11,924 00	.....	61 46	.....
13253	Tolono to Naples.....	1324	.....	12	9,937 00	.....	75 00	1,400	544	11,881 00	.....	89 67	.....
13264	Chicago to St. Louis, Mo.....	2823	.....	12	29,200 00	.....	100 00	3,200	972	33,372 00	.....	114 31	.....
13291a	Wheatstown to Vincennes, Ind.....	147	.....	6	14,700 00	.....	100 00	1,800	1,667	18,167 00	.....	193 72	.....
13304	La Salle to Peoria.....	62	.....	6	3,100 00	.....	50 00	700	548	4,348 00	.....	70 10	.....
13438	Chicago to Rock Island.....	181	.....	12	18,100 00	.....	100 00	2,400	775	21,275 00	.....	117 54	.....
13439	Chicago to Freeport.....	191	.....	12	12,100 00	.....	100 00	800	291	13,191 00	.....	109 02	.....
13440	Dunleith to Cairo.....	454	.....	12	45,400 00	.....	100 00	5,600	4,851	55,651 00	.....	192 60	.....
13441	Chicago to Mattoon.....	1724	.....	6	7,393 00	.....	42 86	1,500	200	9,093 00	.....	59 71	.....
13442	Chicago to Fulton.....	136	.....	6	10,200 00	.....	75 00	1,600	1,131	12,231 00	.....	89 93	.....
13443	Chicago to Janesville.....	91	.....	6	3,900 00	.....	42 86	.....	.....	3,900 00	.....	42 86	.....
13444a	Chicago to Milwaukee.....	85	.....	12	8,500 00	.....	100 00	1,400	285	10,183 00	.....	119 62	.....
13452	Galesburg to Quincy.....	101	.....	12	10,100 00	.....	100 00	.....	430	10,520 00	.....	104 16	.....
13459	Turner to St. Charles.....	7	.....	6	300 00	.....	42 86	.....	.....	300 00	.....	42 86	.....
13505	Elgin 'o Whitewater.....	674	.....	6	2,893 00	.....	42 86	.....	124	3,077 00	.....	45 58	.....
13526	Junction to East Burlington.....	58	.....	12	7,250 00	.....	125 00	.....	.....	.....	.....	.....	.....
		123	.....	12	12,300 00	.....	100 00	2,400	2,335	24,185 00	.....	134 36	.....
			2,4234	.....	.....	204,973 00	.....	.....	.....	.....	242,318 00	.....	100 39
WISCONSIN.													
13655a	Racine to Beloit.....	64	.....	6	2,743 00	.....	42 86	700	.....	3,443 00	.....	53 79	.....
13662	Milwaukee to Madison.....	96	.....	12	5,760 00	.....	60 00	1,600	128 00	7,488 00	.....	78 00	.....
13684a	Horicon to Waupun.....	15	.....	6	375 00	.....	25 00	.....	.....	375 00	.....	25 00	.....
13741	Milton to Janesville.....	12	.....	6	600 00	.....	50 00	.....	.....	600 00	.....	50 00	.....
13806a	Fond du Lac to Junction.....	30	.....	6	1,286 00	.....	42 86	400	.....	1,686 00	.....	56 20	.....
13823	Milwaukee to Beaver Dam.....	61	.....	6	2,615 00	.....	42 86	600	78 00	3,293 00	.....	53 98	.....
13826	Milwaukee to Watertown.....	45	.....	6	1,929 00	.....	42 86	600	.....	2,529 00	.....	56 20	.....
			323	.....	.....	15,308 00	.....	.....	.....	.....	19,414 00	.....	60 10
MISSOURI.													
9030	St. Louis to Jefferson city.....	125	.....	7	15,625 00	.....	125 00	.....	100 00	15,725 00	.....	125 80	.....
			125	.....	.....	15,625 00	.....	.....	.....	.....	15,725 00	.....	125 80
KENTUCKY.													
8203	Louisville to Lexington.....	94	.....	12	8,100 00	.....	86 17	1,600	1,597 00	11,397 00	.....	120 18	.....
8215	Lexington to Covington.....	974	.....	14	9,766 00	.....	100 00	1,600	1,182 00	12,548 00	.....	128 47	.....
			1914	.....	.....	9,766 00	.....	.....	.....	.....	23,845 00	.....	124 40
TENNESSEE.													
8455	Nashville to Chattanooga.....	159	.....	14	25,000 00	.....	157 22	2,400	190 00	27,590 00	.....	173 52	.....
8496	Knoxville to Dalton.....	110	.....	14	16,500 00	.....	150 00	1,800	239 42	18,539 42	.....	168 54	.....
			269	.....	.....	41,500 00	.....	.....	.....	.....	46,129 42	.....	171 48

E—Continued.

860

REPORT OF THE

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
MISSISSIPPI.													
7309	Jackson to Brandon	13½	.....	7	1,350 00	.....	100 00	.....	.....	1,350 00	.....	100 00	.....
7314	Jackson to Vicksburg	48	.....	7	4,600 00	.....	100 00	.....	.....	4,600 00	.....	100 00	.....
7318	Holton's Depot to Raymond	8	.....	6	600 00	.....	75 00	.....	.....	600 00	.....	75 00	.....
7319a	Grand Gulf to Port Gibson	8	.....	6	600 00	.....	82 50	.....	.....	500 00	.....	62 50	.....
7469	Mobile, Ala., to Macon, Miss	153	.....	6	4,590 00	.....	30 00	700	.....	5,280 00	.....	34 88	.....
7412a	St. Francisville to Woodville	28	.....	3	1,000 00	.....	35 70	.....	.....	1,000 00	.....	35 70	.....
7315a	Jackson to Canton	28	.....	7	2,000 00	.....	100 00	.....	.....	2,600 00	.....	100 00	.....
			282½	.....	.....	15,240 00	.....	.....	.....	.....	15,940 00	.....	53 00
ALABAMA.													
7001	Opelika to West Point, Ga.	91½	.....	14	5,106 25	.....	237 50	325	.....	5,431 25	.....	252 61	.....
7020	Columbus, Ga., to Montgomery, Ala	96½	.....	14	24,125 00	.....	250 00	1,350	240 00	25,715 00	.....	266 47	.....
7073	Memphis, Tenn., to Chawalla, and Barton, Ala., to Stevenson	231 4.10	.....	7	23,140 00	.....	100 00	2,400	822 00	25,362 00	.....	114 55	.....
7114	Branch, Moscow to Somerville, Tenn	134	.....	7	675 00	.....	50 00	.....	.....	675 00	.....	50 00	.....
	Selma to Columbiana	72	.....	6	3,086 00	.....	42 88	.....	.....	3,086 00	.....	42 88	.....
			424 9.10	.....	.....	55,132 25	.....	.....	.....	.....	60,369 25	.....	141 84
LOUISIANA.													
7701	New Orleans to Osyka, Miss	88	.....	7	8,600 00	.....	100 00	.....	.....	8,600 00	.....	100 00	.....
7803	New Orleans to Tyngoville	68	.....	3	3,400 00	.....	50 00	.....	.....	3,400 00	.....	50 00	.....
			156	.....	.....	12,200 00	.....	.....	.....	.....	12,200 00	.....	78 20

WM. H. DUNDAS,
Second Assistant Postmaster General.

F.—Steamboat service, as in operation on the 30th of September, 1856.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>				
New Hampshire.....	267	Weir's Bridge to Centre Harbor, and Wolfboro' and Meredith Village.	30	-----	6	\$300 00	-----	During navigation.
Do.....	274	Alton Bay to Centre Harbor	30	-----	6	133 00	-----	Do.
				60			\$433 00	
Massachusetts.....	649	New Bedford to Edgartown.....	30	-----	3	500 00	-----	Mails to be carried six times a week when boats run so often.
Do.....	649	Hyannis to Nantucket.....	30	-----	6	2,500 00		
Do.....	657	Fall River to New York.....	200	-----	6	1,500 00		
				260			4,500 00	
Rhode Island.....	801a	Providence to Newport.....	28	-----	(*)	500 00		
				28			500 00	
Connecticut.....	929	New London to Stonington.....	12	-----	6	600 00		
				12			600 00	
New York.....	1004	New York to Stonington, Conn.....	125	-----	6	7,000 00		
Do.....	1005	New York to Norwich, Conn.....	142	-----	6	1,200 00		
Do.....	1110	Whitehall to Plattsburg.....	95	-----	6	4,800 00		During navigation.
Do.....	1365	Ithaca to Cayuga.....	40	-----	12	1,799 00		
				402			14,799 00	
Pennsylvania.....	3409	Pittsburg to Brownsville.....	55	-----	6	3,000 00		Do.
				55			3,000 00	
Ohio.....	9232	Portsmouth to Cincinnati.....	123	-----	3	2,500 00		Do.
Do.....	9309	Cincinnati to Maysville.....	64	-----	6	4,000 00		Do.
				187			6,500 00	
Virginia.....	4946	Richmond to Norfolk.....	148	-----	6	4,000 00		

* Twelve trips per week so long as steamers run so frequently, and six trips per week the residue of the year.

State.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.				
Virginia	4973	Norfolk to Baltimore, Md.....	200	-----	6	\$16,500 00		
Do.....	4974	Norfolk to New York	300	-----	1	520 00		
Do.....	4975	Norfolk to Old Point Comfort.....	21	-----	6	1,248 00		
Do.....	4976	Norfolk to Mathews C. H.....	60	-----	2	850 00		
Do.....	4979	Norfolk to Eastville	57	-----	3	3,300 00		
Do.....	4984	Baltimore, Md., to Yorktown, Va.....	200	-----	1	780 00		
Do.....	5088	Wheeling to Parkersburg.....	96	-----	3	3,200 00		
				1,082			\$30,398 00	
North Carolina.....	5608	Greenville to Washington	24	-----	6	968 00		
Do.....	5623	Washington to Smithville	30	-----	2	800 00		
Do.....	5661	Franklin Depot to Plymouth	99	-----	3	2,500 00		
				153			4,268 00	
South Carolina.....	6041	Charleston to Savannah	160	-----	1	1,300 00		
Do.....	3226	Charleston to New York	720	-----	2	500 00		
		(old)		880			1,800 00	
Georgia	6307	Savannah to Pilatka, Fla.....	379½	-----	2	10,000 00		
Do.....	6309	Savannah to New York	800	-----	1	2,080 00		
Do.....	6310	Savannah to Philadelphia	800	-----	1	2,080 00		
				1,979½			14,160 00	
Florida.....	6801	Charleston, S. C., to Pilatka, Fla.....	300	-----	1	2,600 00		
Do.....	6805	Pilatka to Mellonville.....	125	-----	1	2,500 00		
Do.....	6842	Bainbridge, Ga., to Apalachicola, Fla.....	206	-----	(*)	8,750 00		
Do.....	6852	New Orleans, La., to Key West, Fla.....	1,000	-----	(†)	41,800 00		
Do.....	6853	Pensacola to Milton.....	30	-----	6	2,500 00		
				1,861			58,150 00	

Michigan.....	13007	Detroit to Sault St. Marie	350	-----	1	200 00	-----	During navigation.
Do.....	13008	Detroit to Cleveland, Ohio.....	120	-----	6	2,500 00	-----	Do.
Do.....	13094	Sault St. Marie to Ontonagon.....	300	-----	3	1,560 00	-----	Do.
				770			4,260 00	
Illinois.....	13414	Rock Island to Davenport	1	-----	14	427 00	-----	
Do.....	13527	Rock Island to Galena	100	-----	3	5,400 00	-----	Do.
				101			5,827 00	
Wisconsin.....	13668	Milwaukie to Sheboygan.....	50	-----	6	1,500 00	-----	Do.
Do.....	13699	Fond du Lac to Menasha	33	-----	6	1,326 00	-----	Do.
				83			2,826 00	
Iowa.....	9436	Keokuk to Rock Island, Ill.....	140	-----	6	7,800 00	-----	\$25 per trip.
				140			7,800 00	
Missouri.....	8812	St. Louis to Keokuk, Iowa.....	239	-----	6	15,000 00	-----	During navigation.
				239			15,000 00	
Minnesota Territory ..	14009	St. Paul to Galena, Ill.	350	-----	6	9,000 00	-----	Do.
Do.....	14009a	St. Paul to Dubuque, Iowa	330	-----	3	1,800 00	-----	Do.
				680			10,800 00	
Kentucky	8201	Louisville to Cincinnati, Ohio.....	135	-----	7	9,000 00	-----	Pay estimated—\$16 50
Do.....	8388	Paducah to Cairo, Ill.....	50	-----	7	6,022 50	-----	per trip.
				185			15,022 50	During navigation.
Tennessee	8638	Nashville to Memphis.....	489	-----	3	15,000 00	-----	
				489			15,000 00	
Alabama	7002	Stockton to Mobile	34	-----	7	10,355 00	-----	Under a coach contract.
Do.....	7059	Chattanooga, Tenn., to Decatur.....	202	-----	3	8,357 00	-----	
				236			18,712 00	
Mississippi.....	7305	New Orleans to St. Francisville	170	-----	3	25,000 00	-----	
Do.....	7309	New Orleans to Vicksburg.....	397	-----	3	40,000 00	-----	
Do.....	7312	Vicksburg to Yazoo city.....	110	-----	3	4,500 00	-----	
				677			69,500 00	
Arkansas	7512	Napoleon to Memphis, Tennessee.....	203	-----	2	10,000 00	-----	
Do.....	7682	Napoleon to Aberdeen	165	-----	3	15,000 00	-----	
Do.....	7683	Aberdeen to Batesville	272	-----	2	20,000 00	-----	
				640			45,000 00	
Louisiana	7701	New Orleans to Mobile.....	183	-----	7	35,000 00	-----	
Do.....	7702	New Orleans to Shreveport	670	-----	(†)	1,053 00	-----	

• Three times a week 8 months—twice a week 4 months.

† Two trips per month.

‡ Service engaged by the trip—42 trips performed.

POSTMASTER GENERAL.

F—Continued.

864

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>				
Louisiana.....	7703	New Orleans to Covington.....	60	-----	3	\$3,000 00		
Do.....	7717	Tigerville to Opelousas.....	121	-----	3	9,069 00		
Do.....	7788	New Orleans to Balize.....	120	-----	1	4,500 00		
Do.....	7809	Cairo to New Orleans.....	1,075	-----	7	329,000 00		
				2,229			\$381,624 00	
Texas.....	7851	New Orleans to Indianola.....	540	-----	2	45,000 00		
Do.....	7852	New Orleans to Brazos Santiago.....	550	-----	2	15,000 00		
Do.....	7854	Galveston to Houston.....	80	-----	3	10,920 00		
				1,170			70,920 00	
California.....	12509	San Francisco to Sacramento city.....	125	-----	6	25,000 00		
Do.....	12501	San Francisco to Stockton.....	125	-----	6	25,000 00		
Do.....	12529	Sacramento city to Marysville.....	54	-----	6	2,000 00		
				304			52,000 00	
Oregon Territory.....	12700	Astoria to Portland.....	130	-----	2	7,000 00		
Do.....	12708	Portland to Oregon city.....	14	-----	2	1,100 00		
				144			8,100 00	

One additional weekly trip 9 months in the year between New Orleans and Galveston, 400 miles.

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

REPORT OF THE

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT,
November 18, 1856.

SIR: I have the honor to submit the following report exhibiting the receipts and expenditures of the Post Office Department for the fiscal year ending June 30, 1856 (marked A and B;) the success of this office in collecting the revenues, and the labor performed in adjusting the immense number of accounts of present and late postmasters, contractors, mail messengers, special and route agents, and others; together with a statement (marked C) of the sums paid for transportation of the mails in each State and Territory, and the amount of postages collected, compensation allowed to postmasters, and the incidental expenses of post offices therein; also elaborate statistics (marked D) exhibiting the amount of postages, inland, sea, and foreign, on letters and other mailable matter received and sent by the United States steamship lines; the amount of letter postage collected on British, Prussian, Havre and Bremen mails; the amount derived by the United States and by the United States Post Office from each of the trans-Atlantic mail steamship lines; the number of letters and newspapers, and the amount of postage thereon, conveyed by the various home lines of ocean steamers; together with a statement (marked E) of the general accounts of the United States Post Office Department with Great Britain, Prussia, and Bremen, and the revenue derived by the United States from postage on British mails under the postal convention with Great Britain. Statement marked F exhibits the number of letters, circulars, newspapers and pamphlets received and delivered by "carriers," and the amount received for carriage in the cities of New York, Boston, Philadelphia, Baltimore, New Orleans, Harrisburg, Syracuse, Lowell and Manchester, under the regulations established in pursuance of the 10th section of an act approved March 3, 1851.

REVENUE ACCOUNT.

The balance standing to the credit of the Post Office Department on the books of this office on the 1st of July, 1855, was.....	\$527,764 74
The receipts for the fiscal year ending 30th June, 1856.....	6,920,821 66
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, 3d March, 1851, 3d March, 1855, 15th May, 1856, 29th May, 1856, and 18th August, 1856.....	3,748,881 56
Making a total revenue of.....	11,197,467 96

Brought forward.....	\$11,197,467 96
The expenditures for the fiscal year ending June 30, 1856, were.....	\$10,405,286 36
Add the amount of accounts closed as bad debts, (on these accounts judgments were obtained, executions issued thereon, and returned " <i>nulla bona</i> " prior to 1845).....	1,809 42
Also "compromised debts".....	1,385 36
	<hr/> 10,408,481 14
From this sum deduct the amount of credit balances closed by "suspense account"	612 96
	<hr/> 10,407,868 18
Leaving to the credit of the Post Office Department on the 1st of July, 1856.....	<hr/> 789,599 78 <hr/>

The excess of expenditures of all kinds over the revenue of the year, inclusive of receipts and payments for foreign postages, and exclusive of the balance to the credit of the department June 30, 1855, and the sums appropriated by the several acts of Congress out of the general revenues of the United States, was \$3,487,046 52.

CONTRACTORS' ACCOUNTS.

The average number of accounts of contractors and others engaged in carrying the mails, settled in each quarter, was, on regular routes.....	5,293
Route agents	3,495
Special routes.....	3,134
The number of mail messengers and local agents' accounts was	1,302
Total	<hr/> 13,224 <hr/>

The amount charged to "accrued transportation" and passed to the credit of contractors and others for transportation, was \$6,935,434 67.

Amount credited "accrued transportation" and charged to contractors for overcredits and damages.....	\$84,446 02
Fines imposed upon contractors.....	42,901 79
Deductions from the pay of contractors	119,838 36
	<hr/> \$247,186 07 <hr/>

POSTMASTER GENERAL.

367

The amount actually paid for transportation during the year, was \$6,765,639 42

Of which sum there was paid for mail transportation of previous years.....	\$72,590 38	
Amount paid for regular service.....	5,671,488 09	
Supply of special officers.....	194,455 61	
Route agents.....	238,187 39	
River mails	38,190 00	
		<u>6,214,911 47</u>

And the following sums were paid for foreign mail transportation, viz:		
New York and Bremen mails.....	\$216,934 98	
New York and Havre mails	150,000 00	
New Orleans and Vera Cruz mails....	30,515 63	
Mails across the isthmus of Panama...	147,344 04	
Expenses of government agents.....	5,933 30	
		<u>550,727 95</u>

Total.....		<u><u>6,765,639 42</u></u>
------------	--	----------------------------

POSTMASTERS' ACCOUNTS.

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

In the quarter ending September 30, 1855.....	24,153
In the quarter ending December 31, 1855.....	24,393
In the quarter ending March 31, 1856.....	24,389
In the quarter ending June 30, 1856.....	25,100
Total.....	<u><u>98,035</u></u>

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

Albany, New York	\$2,292 58	New York, New York.....	\$83,512 43
Baltimore, Maryland	83 49	New Haven, Connecticut.....	320 13
Boston, Massachusetts.....	20,673 20	Norwich, Connecticut.....	1,659 49
Brooklyn, New York	589 16	Portland, Maine.....	1,676 62
Buffalo, New York.....	2,803 73	Philadelphia, Pennsylvania....	6,352 14
Cleveland, Ohio.....	1,524 16	Providence, Rhode Island.....	81 69
Chicago, Illinois	22,673 85	Pittsburg, Pennsylvania.....	1,438 00
Cincinnati, Ohio.....	251 80	Richmond, Virginia.....	415 86
Dubuque, Iowa.....	3,650 22	Rochester, New York.....	495 34
Detroit, Michigan.....	1,711 64	St. Louis, Missouri.....	1,700 14
Davenport, Iowa.....	10 99	Syracuse, New York.....	361 24
Erie, Pennsylvania.....	1,635 70	Springfield, Massachusetts....	787 30
Galveston, Texas.....	462 80	San Francisco, California.....	493 97
Hartford, Connecticut.....	1,188 43	Sandusky, Ohio.....	151 47
Harrisburg, Pennsylvania.....	744 55	Toledo, Ohio.....	2,410 99
Indianapolis, Indiana.....	1,146 34	Troy, New York.....	2,253 68
Jersey City, New Jersey.....	2 64	Trenton, New Jersey.....	76 96
Kennington, Pennsylvania.....	37 85	Utica, New York.....	20 79
Louisville, Kentucky.....	48 55	Washington, Dist. of Columbia	20,135 52
Memphis, Tennessee.....	90 07	Worcester, Massachusetts.....	429 47
Madison, Wisconsin.....	113 42	Wilmington, Delaware.....	605 43
New Bedford, Massachusetts...	399 85		
Newark, New Jersey	205 14	Total.....	170,149 03

Being \$24,522 26 less than the amount of surplus commissions of the previous fiscal year.

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

For the quarter ending September 30, 1855.....	\$818,091 28
For the quarter ending December 31, 1855.....	894,282 27
For the quarter ending March 31, 1856.....	998,397 10
For the quarter ending June 30, 1856.....	919,006 90

Total..... \$3,629,777 55

COLLECTION OF POST OFFICE REVENUE.

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

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

1,204 are deposit offices, required to despoit their net proceeds at such depositories as the Postmaster General may direct.

18,949 are collection offices, required to pay their quarterly proceeds to such contractors as the Post Office Department may designate.

4,436 are styled "special and mail messenger" offices, and are supplied with the mails by payment of their net proceeds, or a sum within that limit; making a total of 25,565 post offices in operation on the 30th of June, 1856.

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

Of present postmasters.....	25,565		
Of late postmasters of the fiscal year 1846...		<i>Debit.</i>	<i>Credit.</i>
Do.....do.....1847...	3	279	302
Do.....do.....1848...	10	295	305
Do.....do.....1849...	4	327	331
Do.....do.....1850...	16	517	533
Do.....do.....1851...	22	392	414
Do.....do.....1852...	22	320	342
Do.....do.....1853...	230	827	1057
Do.....do.....1854...	175	2111	2286
Do.....do.....1855...	383	2211	2594
Do.....do.....1856...	1397	1986	3583
Do.....do.....			6423
Total.....			<u>43,535</u>

The number of changes of postmasters reported to this office by the appointment office of the Post Office Department (occasioned by removals, resignations, deaths, and executing new bonds, &c.,) which required the final adjustment of their respective accounts, was 6,423.

The amount of revenue of "collection offices," collected by contractors on orders sent from this office during the year, was.....

\$1,014,054 80

The amount collected by special drafts (of this office) of postmasters who failed to pay promptly to contractors, was.....

58,974 94

1,073,029 74

The balance due the United States by late postmasters who went out of office between July 1, 1845, and June 30, 1855, unsettled and not in suit on the 1st of July, 1855, was.....

113,655 44

Which was increased by estimated postages.....

6,760 12

Total for collection June 30, 1855.....

120,415 56

Of which sum there has been collected

during the last fiscal year..... \$51,816 61

Credited on vouchers..... 4,631 21

Charged to suspense account..... 32 20

Charged to bad debt account..... 4 96

Amount referred for suit..... 14,227 00

70,711 98

Leaving uncollected on the 30th June, 1856, on accounts prior to July 1, 1855, not in suit.....

49,703 58

Brought over.....		\$49,703 58
Of which sum there is due by late postmasters in California.....	\$36,159 90	
And by the late postmasters in Oregon	2,427 61	
		<u>38,587 51</u>
Which should be deducted, as the accounts have been referred to the Post Office Department for the al- lowance of compensation to late postmasters, and of vouchers for the extraordinary incidental expenses (claimed to have been necessary) of their offices, under the provisions of the 4th and 5th sections of "an act making provisions for the postal service in the State of California, and in the Territories of Washington and Oregon," approved July 27, 1854, leaving due to the United States by late postmas- ters in the Atlantic States.....		<u>11,116 07</u>
The amount of balances due by late postmasters who went out of office between July 1, 1845, and June 30, 1855, for the collection of which suit was insti- tuted prior to June 30, 1855, was, at the date of my last report.....		68,020 94
Increased by estimated postage.....		3,218 38
Amount of new cases referred for suit during the last fiscal year.....		<u>14,227 00</u>
		85,466 32
Of which there has been collected dur- ing the last fiscal year.....	\$5,132 05	
Credited on vouchers.....	394 41	
		<u>5,526 46</u>
Amount still in suit.....		79,939 86
Add amount not in suit.....		<u>49,703 58</u>
Making an aggregate indebtedness of late postmasters who became late prior to July 1, 1855, (inclusive of California and Oregon) of.....		<u>129,643 44</u>
Amount due by late postmasters who became late during the fiscal year ending June 30, 1856.....		124,094 98
Collected within the year.....	\$53,012 92	
Collected on vouchers.....	2,713 40	
Charged to "suspense account".....	161 32	
		<u>55,887 64</u>
Balance still due June 30, 1856.....		68,207 34
Of which sum this amount is in suit		<u>8,405 17</u>
Leaving a balance on these accounts still uncollected and not in suit to June 30, 1856, of.....		<u>59,802 17</u>

SUMMARY.

Aggregate indebtedness of late postmasters from July 1, 1845, to June 30, 1855.....	\$191,654 88
Same for the fiscal year ending June 30, 1856.....	124,094 98
	<hr/>
Total amount for collection from July 1, 1845, to June 30, 1856.....	315,749 86
Of which sum there was collected and closed during the fiscal year on accounts prior to June 30, 1855.....	\$62,011 44
On accounts for the year ending June 30, 1856.....	55,887 64
	<hr/>
Total amount of collections.....	117,899 08
	<hr/>
Balance still due the United States on accounts from July 1, 1845, to June 30, 1856, by postmasters who became late within that period, and not in suit.....	\$109,505 75
Same in suit.....	88,345 03
	<hr/>
Total balance due the United States.....	197,850 78
	<hr/> <hr/>

Classification of balances still due and not in suit.

	No.	Amount.
For the year ending June 30, 1846.....	3.....	\$54 08
Do.....do.....1847.....	10.....	116 08
Do.....do.....1848.....	4.....	44 20
Do.....do.....1849.....	15.....	81 18
Do.....do.....1850.....	21.....	171 22
Do.....do.....1851.....	19.....	647 32
Do.....do.....1852.....	74.....	2,137 50
Do.....do.....1853.....	138.....	16,984 26
Do.....do.....1854.....	231.....	15,748 30
Do.....do.....1855.....	404.....	13,719 44
Do.....do.....1856.....		59,802 17
		<hr/>
		109,505 75
		<hr/> <hr/>

Amounts in suit.

For the year ending June 30, 1846.....	\$3,025 77
Do.....do.....1847.....	728 06
Do.....do.....1848.....	898 42
Do.....do.....1849.....	1,833 37
Do.....do.....1850.....	1,167 80
Do.....do.....1851.....	2,802 96

For the year ending June 30, 1852.....	\$2,816 90
Do.....do.....1853.....	44,464 97
Do.....do.....1854.....	14,705 38
Do.....do.....1855.....	7,496 23
Do.....do.....1856.....	8,405 17
	<hr/>
	88,345 03
	<hr/>

Credit balances.

Balances due to late postmasters from July 1, 1845, to June 30, 1855, as stated in my last report.....	\$142,357 96
Which has been increased during the last fiscal year by allowance of extra commission, under the act of March 3, 1851, and by additional vouchers.....	4,855 68
	<hr/>
Total.....	147,213 64
Of which there has been paid or settled during the year.....	52,317 47
	<hr/>
Leaving still due the late postmasters.....	94,896 17
Balances due to late postmasters of the fiscal year ending June 30, 1856.....	\$35,334 01
Of which there has been paid or settled during the year.....	8,280 26
	<hr/>
Amount remaining due.....	27,053 75
	<hr/>
Aggregate balance standing to the credit of late post- masters, June 30, 1856.....	121,949 92
	<hr/>

Suits.

61 suits were brought during the last fiscal year for the recovery of balances due on or before July 1, 1855, amounting, including ten cases for \$19,146 76 in California, in the aggregate to...	\$27,754 41
8 suits were brought during the same period for balances which became due since July 1, 1855, amounting to.....	9,855 79
	<hr/>
69 suits. Total.....	37,610 20
	<hr/>
In twenty-six of the above suits judgments have been recovered. Sixteen of them have been concluded, and the balances for which they were commenced collected, amounting to.....	\$2,770 35
In twenty-five suits commenced prior to July 1, 1855, there has been collected the sum of.....	6,839 24
	<hr/>
Total amount of collections by suits.....	9,609 59
	<hr/>

The immense amount of labor performed by this office during the last fiscal year is partially presented by the following summary, viz :

The number of quarterly accounts of postmasters adjusted and audited was	98,035
The number of accounts on the current ledgers	46,551
The number of quarterly accounts of contractors audited and paid.....	21,174
The number of special contractors and mail messenger accounts settled.....	17,744
The number of payments made to special and route agents.	3,495
The number of miscellaneous accounts paid.....	660
The number of "collection orders" issued.....	71,547
The number of "collection drafts" issued.....	4,905
The number of department drafts registered.....	10,080
The number of department warrants registered.....	6,840
The number of letters received.....	122,459
The number of letters sent.....	64,715
The number of folio-post pages of manuscript letters sent...	2,661

Accurate copies of 13,824 accounts current, as rendered by postmasters and as audited, have been furnished in cases in which errors were committed against the department, and a vast variety of other labor performed, which, if presented in detail, would greatly exceed any estimate yet made, and fully establish for the gentlemen employed in this office a reputation for capacity and industry in the performance of their respective public duties, rarely equalled, and never excelled.

Respectfully submitted :

H. ST. GEO. OFFUTT,
Acting Auditor.

Hon. JAMES CAMPBELL,
Postmaster General.

A.

Statement exhibiting the receipts of the Post Office Department, under the several heads, for the fiscal year ending June 30, 1856.

	3d quarter 1855.	4th quarter 1855.	1st quarter 1856.	2d quarter 1856.	Total under each head.
Letter postage	\$591,908 66	\$605,675 26	\$292,998 76	\$264,184 28	\$1,754,766 96
Registered letters	6,242 85	7,867 75	8,701 70	8,654 30	31,466 60
Stamps sold	782,413 87	863,477 55	1,318,406 03	1,271,148 01	4,235,445 49
Newspapers and pamphlets	151,272 27	154,498 95	170,317 08	156,657 19	632,745 49
Fines	7 50	50 00	2 50	10 00	70 00
Receipts on account emoluments	20,978 87	15,117 29	19,313 65	19,390 22	74,800 03
Receipts, letter-carriers	34,532 60	49,400 07	38,625 65	40,357 27	162,915 59
Receipts, dead letters .....	.....	.....	7,725 71	657 79	8,383 50
Extra compensation overcharged	7,429 32	4,722 57	2,563 07	.....	14,714 96
Miscellaneous receipts	3,592 65	1,021 50	377 37	521 52	5,513 04
	1,598,378 59	1,701,830 97	1,859,031 52	1,761,580 58	6,920,821 66

NOTE.—In the item *letter postage* for 3d quarter 1855, and 1st and 2d quarters 1856, is included the sum of \$58,138 72 due from *Kingdom of Prussia* to *United States* on account of *postages* for 2d, 3d, and 4th quarters 1855, 1st and 2d quarters 1856.

In same item for 3d quarter 1855 is embraced the sum of \$1,906 65 ascertained to be due from *United States* to the *United Kingdom* on account of *British postages*.

Same item for 4th quarter 1855 and 2d quarter 1856 includes the sum of \$9,085 78 ascertained to be due from the *United Kingdom* to the *United States* on account of 2d and 4th quarters 1855.

Respectfully submitted.

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

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, November 11, 1856.

Hon. JAMES CAMPBELL, *Postmaster General.*

B.

Statement exhibiting the expenditures of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1856.

Expenditures.	3d quarter 1855.	4th quarter 1855.	1st quarter 1856.	2d quarter 1856.	Total under each head.
Compensation to postmasters	\$490,213 35	\$509,414 17	\$556,995 60	\$546,267 66	\$2,102,890 78
Ship, steamboat, and way letters.....	4,915 84	4,367 31	2,882 53	5,446 99	17,612 67
Transportation.....	1,599,245 34	1,632,914 17	1,777,316 01	1,756,163 90	6,765,639 42
Wrapping paper.....	8,436 78	12,329 18	8,578 01	2,283 17	31,627 14
Office furniture.....	1,750 21	1,090 13	1,447 18	1,002 81	5,290 33
Advertising.....	8,161 82	9,137 63	39,509 39	7,794 69	64,603 53
Mail bags.....	6,723 32	14,824 47	16,314 44	11,053 41	48,915 64
Blanks.....	1,368 09	1,324 31	24,036 50	21,835 04	48,563 94
Mail locks, keys, and stamps.....	537 82	3,149 49	1,541 25	6,458 20	11,686 76
Mail depredations and special agents.....	12,529 21	11,058 68	15,938 94	23,974 94	63,501 77
Clerks for offices.....	180,105 10	183,693 11	199,204 09	195,078 50	758,080 80
Postage stamps.....	3,514 20	5,087 69	10,518 65	7,584 23	26,704 77
Stamped envelopes.....	14,639 54	16,904 22	16,596 23	16,545 85	64,655 84
Payments to letter-carriers.....	34,532 60	49,400 07	38,625 63	40,357 27	162,915 59
Miscellaneous payments.....	45,594 70	62,126 30	49,941 73	42,417 67	200,080 40
Miscellaneous, account of Bremen mails.....	*6,136 00	.....	*2,502 27	.....	8,638 27
Miscellaneous, account of English mails.....	†21,911 17	.....	†1,937 54	.....	23,848 71
Aggregate amounts.....	2,440,315 09	2,516,820 93	2,763,886 01	2,684,264 33	10,405,286 36

* In payment of the adjusted balances, including premium on exchange, due to the Bremen office, on account of postages for 3d and 4th quarters 1854, and 1st, 2d, 3d, and 4th quarters 1855.

† This sum, due to the United States, from kingdom of Prussia, for postages on account 1st quarter 1855, has been paid over to the United Kingdom, to be applied to the indebtedness of the United States on account of British postages.

† In payment of the ascertained balance, including premium, arising from British postages for 3d quarter 1855, and found to be due from the United States to the United Kingdom.

Respectfully submitted,

H. ST. GEORGE OFFUTT,

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, November 11, 1856.

Acting Auditor.

Hon. JAMES CAMPBELL, Postmaster General.

POSTMASTER GENERAL.

General recapitulation of the amount of letter postage, newspaper postage, registered letters, stamps sold, compensation allowed postmasters, incidental expenses of post offices, and amount credited contractors and others for the transportation of the mails, by States and Territories, for the year ending June 30, 1856.

	Letter postage.	Newspaper postage.	Registered letters.	Stamps sold.	Total receipts.	Transportation.	Compensation allowed postmasters.	Incidental expenses of post offices.	Total compensation & incidental expenses.	Total expenses.
Maine.....	\$37,886 74	\$15,185 18	\$779 00	\$98,895 75	\$152,710 27	\$85,486 74	\$89,307 27	\$15,951 15	\$85,258 42	\$170,745 16
New Hampshire.....	22,771 41	10,908 97	376 35	65,948 76	99,999 49	47,530 77	48,141 55	4,270 93	52,412 53	99,943 30
Vermont.....	20,676 64	11,344 04	379 40	63,639 28	96,639 34	65,195 70	51,445 77	1,189 73	52,635 50	117,831 20
Massachusetts.....	142,673 77	32,873 03	1,504 35	380,607 91	557,659 06	182,314 92	147,502 79	86,370 99	233,773 71	385,968 63
Rhode Island.....	9,182 33	4,500 68	181 45	48,699 45	62,543 86	14,014 75	15,574 34	9,854 69	25,429 03	39,543 78
Connecticut.....	32,637 92	26,917 13	423 30	130,045 17	190,994 52	87,696 07	71,168 88	16,186 87	87,355 45	175,181 59
New York.....	490,660 70	100,165 99	3,062 90	842,300 70	1,436,100 28	492,087 00	310,088 74	265,200 75	575,289 49	1,037,316 49
New Jersey.....	34,794 03	11,454 65	271 70	61,217 25	107,737 63	79,764 18	47,239 46	5,331 90	52,571 36	132,335 54
Pennsylvania.....	169,027 39	63,268 53	3,474 55	355,449 50	691,219 97	262,204 88	172,608 38	81,982 66	254,591 04	523,795 90
Delaware.....	4,169 61	2,215 32	89 60	13,173 11	12,647 64	10,319 09	7,758 10	1,400 00	9,158 10	19,477 10
Maryland.....	47,418 90	21,404 10	860 90	117,420 09	187,103 99	198,194 17	31,039 48	34,317 22	65,346 70	263,470 87
District of Columbia.....	9,876 74	3,168 42	331 90	30,354 18	43,730 54	.....	3,810 66	34,350 45	38,161 11	38,161 11
Virginia.....	38,250 00	27,676 95	1,278 60	152,884 52	218,090 07	301,445 23	85,746 67	20,800 67	112,547 34	413,092 57
North Carolina.....	8,116 63	11,436 93	602 50	51,730 50	71,886 66	167,426 42	35,773 63	2,867 93	38,641 56	206,067 96
South Carolina.....	16,146 53	7,944 01	1,030 76	66,681 76	91,863 95	233,477 80	24,816 35	12,149 60	36,965 95	270,436 75
Georgia.....	15,889 15	16,446 91	1,408 30	106,325 22	140,069 95	254,684 22	51,710 75	20,010 59	71,721 34	326,405 63
Florida.....	2,793 61	2,277 40	185 35	14,801 65	20,058 01	95,448 48	10,360 76	56 33	10,417 09	105,865 57
Alabama.....	14,036 24	12,275 68	1,077 70	80,835 57	109,225 39	270,818 22	39,019 46	15,036 89	54,049 35	324,867 57
Mississippi.....	9,277 89	11,377 29	598 55	53,190 01	74,443 74	209,746 25	34,296 13	4,685 63	38,981 76	248,708 01
Texas.....	11,812 66	9,745 15	330 35	46,116 57	68,004 63	216,633 67	32,260 66	2,639 19	34,899 85	251,533 52
Kentucky.....	18,791 52	15,793 44	683 40	86,039 67	121,308 43	163,310 25	45,388 63	15,723 64	61,112 27	224,423 52
Michigan.....	43,229 10	16,161 25	1,351 80	95,357 56	156,193 71	148,904 20	67,224 62	16,708 08	83,932 90	232,837 10
Wisconsin.....	46,512 01	17,550 45	772 40	84,841 39	149,676 25	97,507 95	64,650 05	8,210 54	72,860 59	170,369 54
Louisiana.....	30,487 91	12,792 16	711 90	119,657 11	163,579 08	312,725 26	21,596 47	37,089 60	58,686 07	371,411 33
Tennessee.....	10,282 07	13,571 95	1,157 90	76,492 61	101,484 73	145,953 74	38,985 16	13,163 92	52,149 08	198,102 82
Missouri.....	35,658 69	13,814 88	553 00	91,740 16	141,764 73	221,503 08	42,819 93	23,049 97	65,869 90	267,372 88
Illinois.....	83,768 64	33,593 51	2,066 25	214,341 65	353,690 05	378,188 74	126,892 00	48,256 50	175,148 50	553,337 28
Ohio.....	108,715 49	46,563 60	3,076 93	293,396 79	451,766 74	440,494 95	167,473 61	61,116 18	230,590 79	670,994 74
Indiana.....	38,865 28	24,316 50	1,304 30	106,923 93	171,410 15	207,175 81	53,550 40	13,240 14	66,796 54	303,972 35
Arkansas.....	3,920 19	5,395 94	172 10	18,344 16	27,832 39	216,636 67	15,439 24	1,900 62	17,339 86	234,176 63
Iowa.....	23,529 42	12,157 77	933 90	75,794 22	117,414 71	89,469 63	51,729 54	12,114 14	63,843 68	153,213 51
California.....	67,277 95	12,010 07	290 15	165,440 36	265,018 55	143,242 64	55,085 37	70,385 85	125,471 22	268,713 86

Oregon Territory.....	4,825 22	1,357 85	20 45	5,228 70	11,433 22	31,136 82	5,718 42	40 70	5,759 12	35,885 94
Minnesota.....	7,038 43	2,241 05	188 65	13,858 80	23,337 03	31,830 17	10,667 20	142 22	10,810 12	42,640 29
New Mexico.....	346 10	145 59	6 55	649 08	1,147 32	32,812 65	574 02	63 00	637 02	33,449 67
Utah.....	1,084 67	330 50	30	679 69	2,075 16	14,748 00	1,058 37	16 15	1,074 52	15,822 52
Nebraska.....	367 99	269 50	4 45	870 57	1,512 51	6,966 50	924 54	12 19	936 73	7,903 23
Washington.....	998 16	284 12	4 40	1,325 75	2,612 43	.....	1,242 84	22 30	1,279 24	1,279 24
Kansas.....	651 86	466 17	12 70	3,775 71	4,907 44	9,767 90	2,612 45	62 18	2,681 63	12,449 53
<hr/>										
Add Prussian postage, \$58,138 73	1,686,221 22	632,826 25	31,472 65	4,225,041 60	6,567,621 72	5,912,873 72	2,042,306 32	963,952 54	3,057,258 56	8,971,132 28
Add British postage.. 2,085 78										
67,224 50										
Deduct mis. entries.. 738 76										
66,485 74										
Deduct miscellaneous entries.....		80 76	6 05							
Add miscellaneous entries.....				403 89						
<hr/>										
	1,754,766 96	632,745 49	31,466 60	4,225,445 49						

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

POSTMASTER GENERAL.

87

D.—Amount of letter postage on British mails received in and sent from the United States, for the fiscal year ended June 30, 1856.

Received.	Unpaid.	Unpaid distrib'd.	Paid.	Paid distributed.	Total.
By the Cunard line.....	\$63,512 97	\$86,007 26	\$38,364 57	\$44,018 05	\$231,902 85
By the Collins line	50,096 83	68,980 94	23,775 36	29,744 68	172,597 81
By the Havre line.....	4,042 59	13,524 07	2,174 02	5,312 26	25,052 94
By the Bremen line.....	5,314 93	14,917 53	2,265 80	5,287 44	27,785 70
Total.....	122,967 32	183,429 80	66,579 75	84,362 43	457,339 30
Amount received.....	306,397 12	-----	150,942 18		

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distrib'd.	Total.
By the Cunard line.....	\$32,550 01	\$69,654 88	\$69,305 34	-----	\$171,510 23
By the Collins line.....	40,543 42	96,139 62	56,387 15	-----	193,070 19
By the Havre line.....	3,564 05	19,863 68	10,247 68	-----	33,675 41
By the Bremen line.....	5,027 68	27,290 94	9,734 95	-----	42,053 57
Total.....	81,685 16	212,949 12	145,675 12	-----	440,309 40
Amount sent.....	204,634 28	-----	145,675 12		

Amount collected in the United States \$601,031 40

Amount collected in the United Kingdom..... 296,617 30

Excess collected in the United States..... 304,414 10

Amount of letter postage on Prussian mails received in and sent from the United States, for the fiscal year ended June 30, 1856.

Received.	Unpaid.	Unpaid distrib'd.	Paid.	Paid distributed.	Total.
By the Cunard line.....	\$3,028 54	\$32,541 63	\$1,701 90	\$7,945 61	\$45,217 08
By the Collins line.....	7,731 36	29,585 68	3,600 00	5,706 27	46,623 31
By the Havre line.....	2,274 43	10,947 87	1,115 70	2,162 75	16,500 75
By the Bremen line.....	2,220 36	10,125 61	1,070 70	2,011 80	15,428 47
Total.....	15,254 69	83,200 79	7,488 30	17,826 43	123,769 61
Amount received.....	98,454 88	-----	25,314 73		

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distrib'd.	Total.
By the Cunard line.....	\$7,342 14	\$25,084 26	\$36,402 95	-----	\$68,829 35
By the Collins line.....	6,591 21	33,394 67	36,719 46	-----	76,705 34
By the Havre line.....	1,316 44	9,395 16	8,471 92	-----	19,183 52
By the Bremen line.....	357 36	7,991 15	2,629 38	-----	10,977 89
Total.....	15,607 15	75,865 24	84,223 71	-----	175,696 10
Amount sent.....	91,472 39	-----	84,223 71		

Amount collected in the United States	\$189,927 27
Amount collected in Prussia	109,538 44
Total amount	299,465 71
Excess collected in the United States	<u>80,388 83</u>

POSTMASTER GENERAL.

Amount of letter postage on Havre mails received in and sent from the United States for the fiscal year ended June 30, 1856.

Received by the Havre line—unpaid	\$3,650 40	
Do .....unpaid, distributed	3,982 68	\$7,633 08
Sent by the Havre line—paid	3,528 60	
Do .....paid, distributed	4,977 40	8,506 00
Total amount, all collected in the United States.....		16,139 08

Amount of letter postage on Bremen mails received in and sent from the United States for the fiscal year ended June 30, 1856.

Received.	Unpaid.	Unpaid, distributed.	Paid.	Paid, distributed.	Total.
By the Bremen line.....	\$4,672 93	\$22,268 80	\$1,111 05	\$3,094 28	\$31 147 06
Amount received.....	26,941 73	.....	4,205 33	.....	.....
Sent.	Paid.	Paid, distributed.	Unpaid.		Total.
By the Bremen line.....	\$2,468 70	15,635 98	6,538 11	.....	24,642 79
Amount sent	18,104 68	.....	6,538 11	.....	.....
Amount collected in the United States.....					\$45,046 41
Do....do....Bremen					10,743 44
Excess collected in the United States					34,302 97

POSTMASTER GENERAL.

883

Revenue to the United States, and also to the United States Post Office Department, per the Cunard line, for the fiscal year ended June 30, 1856.

Total postages by the Cunard line.....		\$403,413 08
United States portion, $\frac{5}{8}$, being United States inland.....	\$84,044 39	
Add postage on 777,692 papers sent, at 3 cents each.....	15,553 84	
		<u>99,598 23</u>

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

For distribution on unpaid distributed received, \$86,007 26, at 12 $\frac{1}{2}$ per cent.....	\$10,750 90	
For commissions to postmasters at offices where delivered, on \$86,007 26, at 30 per cent.....	25,802 17	
For distribution on paid distributed received, \$44,018 05, at 12 $\frac{1}{2}$ per cent.....	5,502 25	
For distribution on paid distributed sent, \$65,078 31, at 12 $\frac{1}{2}$ per cent.....	8,134 78	
For commissions to postmasters at offices where delivered, on \$65,078 31, at 30 per cent.....	19,523 49	
For distribution on unpaid sent, \$69,305 34, at 12 $\frac{1}{2}$ per cent.....	8,663 16	
For commissions to postmasters at New York, Boston, and Philadelphia on—		
Unpaid received, \$63,512 97, at 15 per cent.....	9,526 94	
Paid sent, \$32,550 01, at 15 per cent.....	4,882 50	
Newspaper postage, \$15,553 84, at 50 per cent....	7,776 92	
		<u>100,563 11</u>

Deficit to the Post Office Department.....	994 88
Deduct United States inland British mails.....	84,044 39
Total deficit to the Post Office Department.....	<u>85,009 27</u>

Revenue to the United States, also to the United States Post Office Department, per Collins line, for the fiscal year ended June 30, 1856.

Total postage by Collins line.....	\$365,368 00	
Deduct British inland, rate, $\frac{3}{4}$	45,708 50	
		\$319,959 50
Add postage on 803,338 newspapers sent, at 2 cents.....	16,066 76	
Add sea-rate on Prussian closed mails, 128,980 ounces, at 40 cents.....	51,592 00	
Add newspapers on Prussian closed mails, 25,112 papers, at 2 cents.....	502 24	
Add sea-rate on Canada closed mails, 49,122 ounces, at 40 cents.....	19,648 80	
Add newspapers on Canada closed mails, 214,970 papers, at 2 cents.....	4,299 40	
Add sea-rate on California closed mails, 6,839 ounces, at 40 cents.....	2,735 60	
Add newspapers on California closed mails, 10,409 papers, at 2 cents.....	208 18	
Add sea-rate on Havana closed mails, 2,028 ounces, at 40 cents.....	811 20	
Add newspapers on Havana closed mails, 2,188 papers, at 2 cents.....	43 76	
		<u>415,867 44</u>

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

For distribution on unpaid distributed received, \$68,980 94, at 12½ per cent.....	\$8,622 61	
For commissions to postmasters at the offices to which directed, on above, at 30 per cent.....	20,694 28	
For distribution on paid distributed received, \$29,744 68, at 12½ per cent.....	3,718 08	
For distribution on paid distributed sent, \$92,451 39, at 12½ per cent.....	11,556 42	
For commissions to postmasters on \$92,451 39, at 30 per cent.....	27,735 41	
For distribution on unpaid sent, \$56,387 15, at 12½ per cent.....	7,048 39	
For commissions to postmasters at New York, Boston, and Philadelphia on—		
Unpaid, received for their offices, \$50,096 83, at 15 per cent.....	7,514 52	
Paid, sent from their offices, \$40,543 42, at 15 per cent.....	6,081 51	
For commissions on newspapers sent, \$16,066 76, at 50 per cent.....	8,033 38	
	<hr/>	\$101,004 60
Net revenue to Post Office Department, with United States inland postage included.....		\$314,862 84
Deduct United States inland on British mails, $\frac{1}{4}$ of \$365,368.....		76,118 30
Total net revenue to Post Office Department, without U. S. inland.....		<hr/> <hr/> 238,744 54

Revenue to the United States, also to the Post Office Department, per Havre line, for the fiscal year ended June 30, 1856.

Amount of postage on British mails.....	\$58,728 35	
Deduct British inland, $\frac{1}{4}$	7,341 04	
	<hr/>	\$51,387 31
Add postage on 160,194 newspapers sent, at 2 cents.....	3,203 88	
Add postage on Havre mails.....	16,326 68	
Add sea-rate on Prussian closed mails, 38,380 ounces, at 40 cents.....	15,352 00	
Add newspapers on Prussian closed mails, 7,735 newspapers, at 2 cents..	154 70	
Add sea-rate on Canada closed mails, 2,931 ounces, at 40 cents.....	1,172 40	
Add newspapers on Canada closed mails, 16,674 newspapers, at 2 cents..	333 48	
Add sea-rate on California closed mails, 1,092 ounces, at 40 cents.....	436 80	
Add newspapers on California closed mails, 1,183 newspapers, at 2 cents..	23 66	
Add sea-rate on Havana closed mails, 223 ounces, at 40 cents.....	89 20	
Add newspapers on Havana closed mails, 194 newspapers, at 2 cents....	3 88	
Total to the United States.....		88,483 99
The Post Office Department pays commissions to postmasters amounting to.....		14,662 03
Net revenue, with United States inland included.....		<hr/> 73,821 96
Deduct United States inland on British mails, $\frac{1}{4}$ of \$58,728 35, amounting to.....	\$12,233 40	
And United States inland on Havre mails, $\frac{1}{4}$ of \$16,326 68, amounting to.....	4,363 49	
	<hr/>	16,601 89
Total net revenue to United States Post Office Department, without United States inland.....		<hr/> <hr/> 57,220 07

POSTMASTER GENERAL.

883

Revenue to the United States, also to the Post Office Department, per the Bremen line, for the fiscal year ended June 30, 1856.

Amount of postage on British mails.....	\$69,839 27	
Deduct British inland, $\frac{1}{4}$	8,729 90	
		\$61,109 37
Add postage on 199,957 newspapers sent, at 2 cents.....		3,999 14
Add postage on Bremen mails.....	55,789 85	
Deduct Bremen inland, $\frac{1}{4}$	5,578 98	
		50,210 87
Add postage on newspapers, Bremen mails.....		237 12
Add sea-rate on Prussian closed mails, 29,878 ounces, at 40 cents.....		11,951 20
Add newspapers on Prussian closed mails, 6,390 newspapers, at 2 cents...		127 80
Add sea-rate on Canada closed mails, 1,759 ounces, at 40 cents.....		703 60
Add newspapers on Canada closed mails, 6,928 newspapers, at 2 cents...		138 56
Add sea-rate on California closed mails, 863 ounces, at 40 cents.....		345 20
Add newspapers on California closed mails, 1,155 newspapers, at 2 cents		23 10
Add sea-rate on Havana closed mails, 221 ounces, at 40 cents.....		88 40
Add newspapers on Havana closed mails, 164 newspapers, at 2 cents....		3 28
Total to the United States.....		128,937 64
The Post Office Department pays commissions to postmasters, amounting to		16,805 32
Net revenue, with the United States inland included.....		112,132 32
Deduct United States inland on British mails, $\frac{1}{4}$ of \$69,839 27, amounting to.....	\$14,549 84	
And United States inland on Bremen mails, $\frac{1}{4}$ of \$55,789 85, amounting to.....	27,894 92	
		42,444 76
Total net revenue to the United States Post Office Department, without United States inland		69,687 56

Revenue to the United States, also to the Post Office Department, on the correspondence exchanged between the United States and Bremen, for the fiscal year ended June 30, 1856.

Amount of postage by the Bremen line.....	\$55,789 85	
Deduct Bremen portion, inland, $\frac{1}{4}$	5,578 98	
		50,210 87
Add newspaper postage.....		237 12
		50,447 99
The Post Office Department pays commissions to postmasters.....		16,805 32
Revenue to the Post Office Department, with United States inland included		33,642 67
Deduct the United States inland, $\frac{1}{4}$		25,105 43
Revenue to the Post Office Department.....		8,537 24

Receipts and disbursements in closed mails between the United States and the kingdom of Prussia for the fiscal year ended June 30, 1856.

RECEIPTS.

Amount of postage on paid and unpaid sent.....	\$175,696 10	
Deduct Prussian inland, $\frac{1}{10}$ -----	40,995 72	
		\$134,700 38
Amount of postage on paid and unpaid received.....	123,769 61	
Deduct Prussian inland, $\frac{5}{8}$ -----	20,628 26	
		103,141 35
Add newspaper postage on 41,376, at 4 cents.....		1,655 04
Total to the United States.....		239,496 7

DISBURSEMENTS.

Amount paid Great Britain for carrying mails.....	71,157 83	
Amount paid Collins line for 128,980 ounces, at 40 cents....	51,592 00	
Amount paid Collins line for 27,146 newspapers, at 2 cents..	542 92	
Amount paid Havre line for 38,380 ounces, at 40 cents.....	15,352 00	
Amount paid Havre line for 7,735 newspapers, at 2 cents....	154 70	
Amount paid Bremen line for 30,078 ounces, at 40 cents....	12,031 20	
Amount paid Bremen line for 6,390 newspapers, at 2 cents...	127 80	
Commissions paid United States postmasters.....	72,592 18	
		223,550 63
Revenue to the Post Office Department.....		15,946 14

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, 1856.

Names of lines.	Offices.	No. of letters.	No. of papers.	Postage on letters received.	Postage on letters sent.	Total.
New York, Chagres, and California.....	New York.....	1, 216, 037	2, 276, 175	\$89, 513 09	\$72, 124 57	\$161, 637 66
	Boston.....	369, 638	732, 657	25, 146 65	17, 696 88	42, 843 53
	Philadelphia.....	108, 288	183, 483	7, 033 05	5, 038 16	12, 041 21
	St. Louis.....	138, 547	96, 500	7, 320 45	7, 858 69	15, 179 14
	New Orleans.....	132, 249	5, 583	7, 473 54	7, 950 80	15, 424 34
	Charleston.....	482	106	60 80	-----	60 80
	Savannah.....	2, 325	-----	451 01	-----	451 01
	Baltimore.....	44, 954	33, 770	3, 351 47	1, 851 80	5, 203 27
	Washington.....	42, 955	54, 456	1, 481 03	1, 684 98	3, 166 01
	Chicago.....	243, 236	81, 087	14, 247 82	10, 774 90	25, 022 72
	Cincinnati.....	67, 191	-----	3, 146 86	4, 063 34	7, 180 20
		2, 365, 902	3, 463, 817	159, 165 77	129, 044 12	288, 209 89
Add to letter postage the postage on newspapers, at one cent each.....						34, 638 17
Total postages.....						322, 848 06
Charleston and Havana.....	Charleston.....	33, 754	17, 372	3, 084 36	1, 012 50	4, 096 86
	Savannah.....	22, 685	27, 466	690 83	600 66	1, 291 49
		56, 439	44, 838	3, 775 19	1, 613 16	5, 388 35
Add postage on newspapers, at two cents each.....						896 76
Total postages.....						6, 285 11

POSTMASTER GENERAL.

865

STATEMENT—Continued.

Names of lines.	Offices. ●	No. of letters.	No. of papers.	Postage on letters received.	Postage on letters sent.	Total.
New Orleans and Vera Cruz Add postage on newspapers, at two cents each.....	New Orleans.....	27,773	11,540	\$3,312 58	\$2,416 31	\$5,728 92 230 80 5,959 72
West India Islands..... Add postage on newspapers, at two cents each..... Total postages.....	Various offices.....	195,050	97,380	14,008 34	13,706 64	27,741 98 1,947 60 29,689 58
Panama..... Add postage on newspapers, at four cents each..... Total postages.....	Various offices.....	37,273	26,051	5,870 43	2,128 95	7,499 38 1,042 04 8,541 42

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

For fiscal year ended June 30, 1856.	Number of letters—		Total letters.	No. of newspapers—		Total newspapers.
	Received.	Sent.		Received.	Sent.	
By Cunard line....	1,020,415	871,444	1,891,859	742,576	790,613	1,533,189
By Collins line....	682,854	827,516	1,510,370	368,769	803,338	1,172,107
By Havre line....	97,726	136,593	234,319	70,012	160,194	230,206
By Bremen line....	110,562	162,018	272,580	60,555	199,957	260,512
Total....	1,911,557	1,997,571	3,909,128	1,241,912	1,954,102	3,196,014

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, 1856.	Number of letters—		Number of newspapers—	
	Received.	Sent.	Received.	Sent.
By the Cunard line.....	147,120	224,964	6,515	17,714
By the Collins line.....	151,274	250,191	8,550	16,775
By the Havre line.....	53,386	62,459	3,669	3,986
By the Bremen line.....	49,973	35,132	3,021	2,901
Total.....	401,753	572,746	21,755	41,376

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

For the fiscal year ended June 30, 1856.	Number of letters—		Number of newspapers—	
	Received.	Sent.	Received.	Sent.
Total.....	192,231	160,964	11,309	11,856

Closed mail account.

Letters.	Prussian, re- ceived.	Prussian, sent.	Canada, re- ceived.	Canada, sent.	California, received.	California, sent.	Havana, re- ceived.
	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>
Cunard line.....	45,876	71,494	103,330	94,550	4,804	1,063	4,183
Collins line.....	48,664	80,316	14,926	34,195	4,405	2,433	2,028
Havre line.....	18,272	20,108	1,219	1,711	528	563	233
Bremen line.....	18,780	11,298	1,120	639	578	284	221
West India mail.....					5,109		
Total.....	131,592	183,216	120,595	131,095	15,424	4,343	6,655
Newspapers.	Number.	Number.	Number.	Number.	Number.	Number.	Number.
Cunard line.....	6,724	17,727	325,370	245,255	11,845	569	5,775
Collins line.....	9,424	17,722	126,280	88,690	9,001	1,408	2,188
Havre line.....	3,549	4,186	11,170	5,504	897	286	194
Bremen line.....	3,489	2,901	4,642	2,286	997	168	164
West India British packets.....					17,240		
Total.....	23,186	42,536	467,462	341,735	39,980	2,421	8,321

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 ending June 30, 1856.

Great Britain to United States.....	\$2,305 39	United States to Great Britain.....	\$8,659 90
Kingdom of Prussia to United States.....	690 01	United States to Kingdom of Prussia.....	1,001 22
Bremen to United States.....		United States to Bremen.....	886 48

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

E.

The United Kingdom of Great Britain and Ireland in account with the United States of America, for the fiscal year ended June 30, 1856, (service of the Post Office Department.)

	1855. 3d quarter.	1855. 4th quarter.	1856. 1st quarter.	1856. 2d quarter.	Total.
Dr.					
MAILS SENT.					
For postage on unpaid letters from the United States for the United Kingdom.	\$20,460 82	\$22,385 72	\$19,524 57	\$16,330 13	\$78,701 24
For postage on unpaid letters in transit	600 89	663 38	969 14	1,003 45	3,236 86
For postage on newspapers in transit, &c.....	1 96	1 76	2 08	3 12	8 92
For postage on missent, redirected, and returned letters.....	18 04	21 12	34 17	6 98	80 31
MAILS RECEIVED.					
For postage on paid letters from the United Kingdom for the United States.	21,952 32	24,681 53	15,218 01	14,761 68	76,613 54
For postage on paid letters for countries in transit.....	10 70	11 50	85 32	748 26	855 78
For postage on closed mails in transit through the United States.....	24,445 18	22,333 06	21,023 46	16,325 83	84,127 53
For postage on loose letters (collected on the ships).....	47 13	16 99	15 68	67 16	146 96
For postage on dead letters returned to London.....	2,524 96	2,211 52	1,916 64	2,006 78	8,659 90
For overcharges, &c., on various letters and packages.....	24	2 21	24	24	2 93
For postage on paid letters for foreign countries.....				5 84	5 84
	70,062 24	72,328 79	58,789 31	51,259 47	252,439 81
Balance due the United States.....		293 96			
Cr.					
MAILS RECEIVED.					
For postage on unpaid letters from the United Kingdom for the United States.	24,531 61	21,851 76	41,769 24	37,409 57	125,561 18
For postage on unpaid letters from foreign countries, &c.....	3,995 88	3,893 71	4,871 69	3,793 27	16,554 55
For postage on unpaid newspapers in transit, &c.....	308 73	236 98	240 97	238 13	1,024 81
For postage on missent, redirected, and returned letters	48 46	32 36	22 90	21 58	125 30
For postage on closed mails in transit through the United Kingdom.....	22,355 16	24,291 59	35,384 76	33,567 14	115,598 65

POSTMASTER GENERAL.

E—Continued.

	1855. 3d quarter.	1855. 4th quarter.	1856. 1st quarter.	1856. 2d quarter.	Total.
MAILS SENT.					
For postage on paid letters from the United States for the United Kingdom.	\$16,248 02	\$17,028 48	\$24,833 37	\$25,220 62	\$83,330 49
For postage on paid letters for foreign countries, &c.....	2,450 99	2,629 70	2,503 36	2,200 81	9,784 86
For postage on paid newspapers for countries in transit.....	175 12	180 86	197 86	197 92	751 76
For postage on loose letters, (collected on the ships).....	20 31	.....	63	.....	20 94
For postage on dead letters returned to Washington.....	613 65	585 68	453 71	652 35	2,305 39
For postage on letters and papers to West India ports by foreign packets ...	1,220 21	1,287 47	1,439 96	1,603 42	5,551 06
For overcharges, &c., on various letters and packages.....	75	16 24	43	48	17 90
For registered letters from United States .....	.....	.....	.....	77 97	77 97
	<u>71,968 89</u>	<u>72,034 83</u>	<u>111,718 88</u>	<u>104,982 26</u>	<u>360,704 86</u>
Balances in favor of the United Kingdom.....	1,906 65	.....	52,925 89	53,722 79	108,261 37

The Kingdom of Prussia in account with the United States of America for the fiscal year ended June 30, 1856, (service of the Post Office Department.)

	1855. 3d quarter.	1855. 4th quarter.	1856. 1st quarter.	1856. 2d quarter.	Total.
DR.					
MAILS SENT.					
For postage on unpaid letters.....	\$14,449 53	\$15,130 78	\$17,807 43	\$15,648 74	\$63,036 48
For postage on unpaid letters in transit, &c.....	254 30	373 29	515 82	639 32	1,782 73
For postage on letters missent and redirected.....	1 93	1 73	1 45	1 69	6 80
MAILS RECEIVED.					
For postage on paid letters.....	4,736 75	4,879 25	6,275 50	5,895 20	21,786 70
For postage on paid newspapers.....	165 96	123 17	247 73	293 02	829 88
For postage on paid letters for foreign countries, &c.....	109 86	191 04	362 74	103 23	766 87
For postage on paid newspapers for foreign countries.....					
For overcharges on various letters, &c.....					
For postage on dead letters returned to Berlin.....	363 64	347 82	289 76		1,001 22
	20,081 97	21,047 08	25,500 43	22,5 20	89,210 68
CR.					
MAILS SENT.					
For postage on paid letters for Prussia.....	4,135 74	4,569 88	5,336 26	4,864 19	18,906 07
For postage on paid letters for States beyond, &c.....	847 72	1,051 03	1,279 04	1,125 21	4,303 00
For postage on paid newspapers for Prussia.....	168 03	201 26	226 20	255 18	850 67
MAILS RECEIVED.					
For postage on unpaid letters from Prussia.....	3,270 20	3,302 35	4,039 65	3,903 00	14,515 20
For postage on unpaid letters from States beyond, &c.....	997 27	1,014 55	1,259 26	1,249 75	4,520 83
For postage on letters missent, returned, and redirected.....	30 11	25 68	31 42	21 03	108 24
For overcharges on various letters, &c.....	5 22	2 27	2 35	1 12	10 96
For postage on dead letters returned to Washington.....	152 79	164 86	200 60	171 76	690 01
	9,607 68	10,331 88	12,374 78	11,591 24	43,904 98
Balances in favor of the United States.....	10,474 89	10,715 20	13,125 65	10,989 96	45,305 70

POSTMASTER GENERAL.

Postages on the mails received and sent between the United States and the British Provinces, for the fiscal year ended June 30, 1856.

Amount of mails received unpaid.....	\$37,369 55	
Amount of mails received paid	31,256 47	
		\$66,626 02
Amount of mails sent unpaid.....	46,672 54	
Amount of mails sent paid.....	45,786 27	
		92,458 81
Total amount.....		161,084 83
Collected in the United States.....	83,155 82	
Collected in the British Provinces	77,929 01	
Balance in favor of the United States		5,226 81

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, 1856.

3d quarter 1855	\$10,474 89
4th quarter 1855	10,715 20
1st quarter 1856.....	13,125 65
2d quarter 1856	10,969 96
Total.....	45,305 70

Balances due Bremen on the adjustment of the accounts between that office and the United States, for the fiscal year ended June 30, 1856.

3d quarter 1855	\$1,215 10
4th quarter 1855.....	1,267 80
1st quarter 1856.....	1,432 04
2d quarter 1856	1,088 39
Total.....	5,003 33

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, 1856.

RECEIPTS.

Amount of letter postage collected by the United States.....	\$601,031 40	
Amount of newspaper postage collected by the United States.	39,082 04	
		\$640,113 44

POSTMASTER GENERAL.

893

Receipts brought forward \$640,113 44

DISBURSEMENTS.

Amount paid Great Britain, difference on British mails, as per account current.....	\$108,261 37	
Amount paid in commissions to United States postmasters, viz:		
On mails per Cunard line	100,563 11	
On mails per Collins line.....	101,004 60	
On mails per Havre line	14,662 03	
On mails per Bremen line.....	16,805 32	
		341,296 43
Total revenue from British mails, with the United States inland included.....		298,817 01
Deduct also United States inland on letter mails, viz:		
Per Cunard line	84,044 39	
Per Collins line	76,118 30	
Per Havre line.....	12,193 61	
Per Bremen line	14,549 84	
Newspapers per Cunard, Collins, Havre, and Bremen lines ..	19,411 81	
		206,317 95
Total net revenue on British mails for ocean postage.....		92,499 06

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

F.

Statement of the number of letters, circulars, handbills, newspapers, and pamphlets, received and delivered by carriers, and the amount received for carriage, in the cities of New York, Philadelphia, Boston, Baltimore, Harrisburg, Syracuse, Lowell, and Manchester.

Places.	Number of letters.	Number of circulars, &c.	Number of newspapers and pamphlets.	Total of letters, &c.	Amount received for carriage.
New York, New York.....	3,429,002	1281,358	486,494	4,196,854	\$73,826 09
Philadelphia, Pennsylvania	1,992,866	17,367	354,218	2,364,451	41,802 08
Boston, Massachusetts	24,750	1,180,693	146,321	1,351,764	13,021 70
Baltimore, Maryland.....	819,011	26,615	155,427	1,001,053	17,423 49
New Orleans, Louisiana	99,571	11,478	5,844	116,893	2,135 52
Harrisburg, Pennsylvania* .....	.....	.....	.....	.....	505 88
Syracuse, New York.....	18,325	.....	.....	18,325	366 50
Lowell, Massachusetts	57,984	1,948	3,063	62,995	1,184 73
Manchester, New Hampshire	40,535	.....	3,904	44,439	830 22
	6,482,044	1,519,459	1,155,271	9,156,774	151,096 21

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

* The number of letters, &c., not furnished.

† In this column many letters are included, being of the same rate with circulars, &c.

NOTE.—The rates vary in different cities, which accounts for the apparent discrepancies.