

# REPORT OF THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT, *December 1, 1857.*

TO THE PRESIDENT OF THE UNITED STATES :

SIR: Since entering on the administration of the Post Office Department, I have ventured on no new theories, nor attempted any innovations on the well-tried system established and practised upon by my predecessors. I have contented myself with endeavoring, as far as in my power, to perfect existing arrangements, and extend its facilities equally and fairly to every portion of our widely-extended country. In examining its present condition, it is worthy of observation that, while the total number of post offices created during the twenty years from 1827 to 1847 was but 8,146, the number established in just half that length of time, from 1847 to 1857, was 11,444. On the 30th of June, 1827, the whole number of post offices in the United States was 7,000; in 1837, 11,767; in 1847, 15,146; and on the 30th of June, 1857, 26,586. During the last fiscal year there have been 1,725 offices established and 704 discontinued, being a net increase of 1,021. The number of postmasters appointed during the year was 8,680. Of these appointments 4,767 were to fill vacancies occasioned by resignation; 1,681 by removal; 238 by death; 269 by change of names and sites, and 1,725 by the establishment of new offices. The total number of offices at this time is 27,148, of which 368 are of the class denominated presidential, their incumbents being subject to appointment by the President and Senate. The commissions of the higher class run four years from the date of confirmation, but those of the lower are not limited.

## TRANSPORTATION STATISTICS.

On the 30th of June last there were in operation 7,888 mail routes. The number of contractors was 6,576. The length of these routes is estimated at 242,601 miles, divided as follows, viz :

Railroad.....	22,530 miles.
Steamboat.....	15,245 "
Couch.....	49,329 "
Inferior grades.....	155,497 "

The total annual transportation of mails was 74,906,067 miles, costing \$6,622,046, and divided as follows :

*Railroad*, 24,267,944 miles, at \$2,559,847—about ten cents and five mills a mile.

*Steamboat*, 4,518,119 miles, at \$991,998—about twenty-two cents a mile.

*Coach*, 19,090,930 miles, at \$1,410,826—about seven cents and four mills a mile.

*Inferior grades*, 27,029,074 miles, at \$1,659,375—about six cents a mile.

Compared with the service reported on the 30th of June, 1856, there is an addition of 2,959 miles to the length of mail routes; 3,598,170 miles to the total annual transportation—being about 5 per cent.; and of \$586,572 to the cost, or 9 $\frac{1}{2}$  per cent.

The aggregate length of *railroad routes* has been increased 2,207 miles, and the annual transportation thereon 2,458,648 miles—11 $\frac{1}{2}$  per cent.; at a cost of \$249,458, or 11 $\frac{1}{2}$  per cent.

The length of *steamboat routes* is greater by 294 miles, and the annual transportation by 277,949 miles, costing \$131,243 additional, or 6 $\frac{1}{2}$  per cent. on transportation, and 15 $\frac{1}{2}$  per cent. on the cost.

The expense for this species of service was increased, in one case alone. \$28,200, without any additional service, that is, owing to the failure of the contractor on the New Orleans and Key West route. By act of Congress \$7,200 additional was also allowed between Bainbridge, Georgia, and Apalachicola, Florida, without additional service. A route was put in operation on the Missouri river on the 1st of June last, at \$85,000 per annum, including side mails by horse or coach, and regular land service during the suspension of navigation. Steamboat contracts were also made between Paducah, Kentucky, and Cairo, Illinois, at \$6,006 per annum; and between Columbus and Bay Port, Florida, at \$7,000; and a fourth weekly trip commenced between New Orleans and St. Francisville, at \$8,323. On the other hand, a reduction of \$15,719 per annum was effected by discontinuing service between Chattanooga, Tennessee, and Decatur, Alabama, and curtailing the Nashville and Memphis route so as to end at Cairo, Illinois. Such are the more prominent changes in the steamboat service.

The length of *coach routes* has been reduced 1,124 miles, and the annual transportation 24,061 miles; while the expense has been increased \$70,470, or about 5 $\frac{1}{2}$  per cent., (\$10,000 less than would appear from comparing the cost on 30th June last with that reported on 30th June, 1856, the latter having been short stated by that amount.)

In the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio, where new contracts took effect on 1st July, 1856, the length of coach routes was decreased 505 miles, and the annual transportation 228,976 miles, at an *increased* cost of \$24,752. At the same time the railroad service and cost in those States were largely increased—907 miles in length of routes, and \$119,208 in the cost.

In the New England States, during the past year, the coach transportation was slightly decreased, but the cost *increased* \$11,264—the amount allowed by Congress to a failing contractor.

In Missouri there is a seeming reduction of coach service 1,366 miles in length of routes, 137,960 miles annual transportation, and \$43,174 in cost; but it must be noted that the Missouri river contract, above referred to, absorbed much coach service, which, to a

great extent, will continue as such, although, under the circumstances, unavoidably reported under the head of steamboat transportation.

In Tennessee there is a disproportion between the miles and cost of coach service, the cost only being increased. This is accounted for by an allowance for expediting in the gap between the Virginia and Tennessee and the East Tennessee and Virginia railroads, and other changes.

In other States there have been no changes requiring special notice. In some there have been reductions; but in most of them the coach service, has been somewhat increased.

There is nothing of note in connexion with the California, Oregon, New Mexico, Nebraska, and Kansas routes.

The cost of the Utah routes was increased \$17,500 by the allowance of that additional pay, under an act of Congress, without any increased service, on the route between Salt Lake and San Pedro.

The additional length of *inferior* routes is only 1,582 miles, owing partly to the fact that during the year ending 30th June last comparatively little *new service* of this description was put in operation. The large increase of such service reported 30th June, 1856, arose from new routes established by Congress, amounting to nearly 6,000 miles, in the northwestern and southwestern sections alone, and from other extraordinary service.

The increased cost over that of 30th June, 1856, (\$124,401,) may be explained by the additional expense under the new contracts commencing 1st July, 1856, in the middle section of the Union, (\$63,533,) while there was a *decrease* in the length of routes of this grade; and the allowance of \$17,500 on the Salt Lake and San Pedro route, without additional service, must also be taken into account.

As already stated, the extension of railroad service has been very great; and in order to exhibit this more plainly, the increase is given separately in five geographical sections, as follows:

States.	Additional length of route.	Additional miles of transportation	Additional cost.
	Miles.		
New England.....	137	26,123	\$11,149
New Jersey, Pennsylvania, Delaware, Maryland, and Ohio.....	907	1,257,075	119,208
Virginia, North Carolina, South Carolina, and Georgia.....	184	171,078	19,899
Michigan, Indiana, Illinois, and Wisconsin....	586	650,088	71,267
Kentucky, Tennessee, Alabama, Mississippi, and Louisiana.....	393	354,284	27,935
Total.....	2,207	2,458,648	249,458

The letting of new contracts for the term commencing 1st July last embraced the New England States and New York.

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

Conveyance.	Miles in length.	Miles of annual transportation.	Cost.
Railroad.....	6,413	7,099,505	\$718,840
Steamboat.....	770	474,608	27,348
Coach.....	9,967	4,604,426	208,468
Inferior modes.....	10,258	3,276,673	144,093
Total.....	27,408	15,454,612	1,098,749

Compared with the service on 30th June last, there appears to be a decrease of 791 miles in the length of routes, and 823,034 miles in the annual transportation, while the cost is increased \$120,041.

In *New England* the annual transportation by railroad is decreased 885,876 miles; but this is more nominal than real, owing to the fact that a great portion of this grade of service in that section has heretofore been stated at twelve trips a week, the contracts requiring the conveyance of mails as often as the cars run, while really but six trips were performed. Now, however, the service is reported as actually existing, and there is no reduction of mail facilities.

The cost is increased \$61,041.

Steamboat transportation is increased 147,784 miles, at a cost of \$13,918.

Coach transportation is decreased 320,471 miles, but the expense increased \$5,074.

Inferior grades of service are increased 360,925 miles in annual transportation, and \$22,405 in cost.

In *New York* the railroad transportation is increased 293,328 miles, at a cost of \$10,268. Steamboat service, decreased 161,664 miles, at a decreased cost of \$7,501. Coach service, decreased 143,381 miles, but the cost increased \$12,612. Inferior service, decreased 113,673 miles, and cost increased \$2,197.

On the 30th June last there were in service 406 route agents, at a compensation of \$310,900; 45 local agents, at \$28,488; and 1,335 mail messengers, at \$160,425; making a total of \$499,813. This amount, with the increased cost of service commencing 1st July under new contracts (\$120,041) added to the cost of service as in operation on the 30th June last, (\$6,622,016,) makes the total amount for the current year \$7,241,903.

This is independent of the cost of ocean mail service.

There should also be added the estimated cost of improvements made since 1st July last, (including the San Antonio and San Diego route,) \$587,825.

I have caused to be put in operation a steamship route, twice a month, between San Francisco and Olympia, and a weekly line on Puget's Sound.

Also, a tri-weekly steamboat line between Napoleon and Pine Bluff, Arkansas; and a semi-weekly line between Napoleon and Vicksburg;

besides the daily mail on the Missouri river, already referred to, viz: from Jefferson City to St. Joseph.

The overland route from San Antonio, Texas, to San Diego, California, has also been successfully commenced.

I have also made a contract for conveying mails six times a week between Prairie du Chien and St. Paul, in coaches or sleighs, as the case may be, during the suspension of navigation on the Upper Mississippi.

REVENUE AND EXPENDITURES.

The comprehensive report of the Auditor, hereto appended, will be found to contain a mass of statistics skilfully prepared, and so judiciously arranged as to present with clearness and precision the financial operations of the department, in their various branches, during the past fiscal year.

The expenditures of the fiscal year ending June 30, 1857, including payments to letter carriers and for foreign postages, amounted to \$11,508,057 93, viz:

Compensation to postmasters.....	\$2,285,609 86
Ship, steamboat, and way-letters.....	17,594 76
Transportation, including foreign mails.....	7,239,333 27
Wrapping paper.....	52,120 78
Office furniture, for post offices.....	3,978 26
Advertising.....	75,106 37
Mail bags.....	65,219 21
Blanks.....	117,170 87
Mail locks, keys, and stamps.....	12,287 50
Mail depredations and special agents.....	65,228 25
Clerks for offices—post offices.....	834,025 60
Postage stamps.....	30,638 80
Stamped envelopes.....	63,597 74
Payments to letter carriers.....	154,710 51
Re-payments for "dead letters".....	41 84
Miscellaneous payments.....	189,107 99
Payments for balances on British mails.....	297,098 88
Payments for balances on Bremen mails.....	5,187 44
	<hr/>
	\$11,508,057 93

If to the expenditures of the year, as stated, there be added the sum of \$734 16 lost by compromising debts under the 3d section of the act of March 3, 1851, and if the sum of \$1,121 93 gained by small balances carried to "Suspense account" be deducted, the net expenditures for the year will be \$11,507,670 16.

The gross revenue for the year 1857, including receipts from letter carriers and from foreign postages, amounted to \$7,353,951 76, viz:

Letter postage.....	\$983,207 24
Stamps sold.....	5,447,764 51
Newspapers and pamphlets.....	634,863 51
Registered letters.....	35,876 87
Fines.....	15 00
Receipts on account of emoluments.....	79,351 00
Receipts on account of letter carriers.....	154,710 51
Receipts on account of dead letters.....	6,756 57
Extra compensation overcharged.....	1,667 30
Miscellaneous receipts.....	9,739 25
	<hr/>
	\$7,353,951 76

But if to the gross sum above stated be added the permanent annual appropriations made by the acts of March 3, 1847, and March 3, 1851, in compensation for services rendered to the government in the transportation and delivery of franked matter, the whole revenue of the year will be \$8,053,951 76, being \$3,453,718 40 less than the expenditures.

#### ESTIMATES OF RECEIPTS AND EXPENDITURES IN 1858.

The aggregate sum appropriated by the act of Congress approved March 3, 1857, for the regular expenditures of the year ending June 30, 1858, exclusive of the transportation of foreign mails, of payments for foreign postages and to letter carriers, was .....		\$11,173,247
For Panama mails, act of March 3, 1857..		135,000
For Charleston and Havana mail, act of March 3, 1857.....		50,000
For the transportation of the mails between New York and Havre, and New York and Bremen, under the new contracts authorized by the acts of March 3, 1845, and July 2, 1836, there will be required the sum of.....		230,000
For payments to letter carriers, act of March 3, 1851, estimated.....		165,000
Payments for foreign postages, estimated		300,000
	<hr/>	
Total.....		\$12,053,247

The means applicable to defray the foregoing expenditures consist of—

1st. The balance standing to the credit of the department on the Auditor's books on the 1st July, 1857.....	1,163,886
2d. The estimated gross revenue of 1858, including foreign postages and receipts from letter carriers.....	7,795,188

3d. Balances of appropriations made by Congress remaining in the Treasury subject to requisition.....

\$1,625,000

\$10,581,000

Leaving the sum of..... 1,469,173

to be appropriated from the Treasury to defray the expenditures of the year 1858, as they have been authorized by law.

In the foregoing statement I have not embraced the cases in which Congress has by law directed particular services and made special appropriations for them out of the Treasury, such as the transport of the mail by sea between San Francisco, Cal., and Olympia, W. T., between New Orleans and Vera Cruz, Mexico, and for the mail on Puget's Sound, W. T., because the means are supplied by the Treasury upon the Postmaster General's requisitions; and if they were embraced as matters of receipt and expenditure, the resulting balance to be provided for would still be the same.

MONEY ORDERS.

The adoption of some plan for the more convenient and safe remittance of small sums of money through the mails by means of orders drawn upon one postmaster by another having been frequently urged upon this department as a matter worthy of its attention, it is deemed proper here to state that, on the 31st January last, my predecessor transmitted to the chairman of the Committee on the Post Office and Post Roads in the House of Representatives, in compliance with his request, the outline of such a plan as might be put in operation in this country. The submission of it does not appear to have been accompanied by any recommendation of the department, nor does it appear that the Hon. Committee acted upon the subject. A system of remitting sums of money not exceeding £5 sterling (\$25) in amount was adopted by the British Post Office Department in 1839, and some idea may be formed of the growth and extent of its operations from the following brief statement derived from the Annual Report of her Majesty's Postmaster General, dated March 17, 1857:

*Number and amount of money orders issued in the United Kingdom of Great Britain and Ireland every fifth year, commencing with 1840.*

Year ending—	No. of orders issued in sums not exceeding £5 sterling.	Aggregate amount in pounds sterling.
January 5, 1840.....	188,921	2312,124
January 5, 1845.....	2,806,803	6,695,825
December 31, 1850.....	4,439,713	8,494,498
December 31, 1855.....	5,807,412	11,009,279
December 31, 1856.....	6,176,963	11,805,562

## OCEAN STEAMSHIP AND FOREIGN MAIL ARRANGEMENTS.

The contract with the Ocean Steam Navigation Company for monthly trips between New York and Bremen, and New York and Havre, via Southampton, expiring on the first of June last, it became necessary to make some arrangements for the continuance of that service, or leave the carrying of the European mails almost exclusively to the lines running between Boston and Liverpool and New York and Liverpool, on which twenty only of the seventy-two annual voyages are performed by American steamers. The Bremen and Havre lines having, under the sanction of Congress, been in operation ten years, affording direct communication between the United States and the continent of Europe, and it not appearing by its action at the last session that it was the intention of Congress that they should be discontinued on the expiration of the contract, I deemed it my duty to make provision for their continuance another year. This seemed proper, in view not only of the importance of keeping up, and if possible increasing, the direct communication with the continent, in order to avoid the expense of the English transit, but also for the reason that I had official information of the intention of a Bremen company to put on a line of semi-monthly steamers, so as, in connexion with an increased American line, to secure a weekly communication with the United States. In the mean time Congress may take action on the subject. Under the old contract, the annual compensation for twelve round trips on the Bremen line was two hundred thousand dollars; and on the Havre line, for the same number of trips, one hundred and fifty thousand dollars. The temporary contract for the service on the Bremen line is with Cornelius Vanderbilt, and upon the Havre line with the New York and Havre Steamship Company. Each contract provides for thirteen round trips annually; and the compensation to be paid is limited to the United States postages, sea and inland, accruing from the mails conveyed. This, it will be observed, is a very considerable reduction upon the former pay, assuming that the postages for the year will be nearly the same as for the year ended 30th June last, when on the Bremen line they amounted to \$124,193, and on the Havre line to \$90,042. Moreover, it appeared to be a fit occasion to inaugurate a system of self-sustaining ocean mail service; and I shall esteem it fortunate if the present temporary arrangements lead, as I trust they may, to the adoption of this as a permanent system.

A contract has been made with the Panama Railroad Company for the conveyance of the mails, as frequently as may be required, between Aspinwall and Panama, at an annual compensation of one hundred thousand dollars. It took effect on the first day of April last, and is to continue until the first of October, 1859, the date of expiration of the contract for the connecting lines from New York and New Orleans to Aspinwall. Prior to the first of April last, the price of the isthmus service was regulated by the weight of the mails, the law authorizing the payment of twenty-two cents a pound; and at that rate the cost of the service for the year ended 31st March last



was \$160,321, being \$60,321 a year more than is now paid under the contract.

The original contractors on the New Orleans and Vera Cruz line having abandoned the service, I made a temporary contract with Mr. C. K. Garrison for semi-monthly trips on the line at \$1,210 93 the voyage, or \$29,062 32 a year. This is the same rate of compensation paid the old contractors, who, although their contract called for three trips a month, never performed but two. The present contract will expire on the 30th June next, the date fixed for the expiration of the original contract.

By its terms, the contract with the Pacific Mail Steamship Company for semi-monthly service from Astoria, by San Francisco, &c., to Panama, expires on the 1st October, 1858, while, under the decision of the Navy Department, the contract of the connecting lines on this side runs until 1st October, 1859. Therefore, to keep up the connexion with the Pacific line, as provided by law, and as originally contemplated, it will be necessary to extend the contract on the Pacific one year; and as the Pacific Mail Steamship Company have performed their service generally in a highly creditable and satisfactory manner, I cheerfully recommend an appropriation for such extension.

The aggregate amount of postages (sea, inland, and foreign) on mails transported during the year by the steamers of the New York and Liverpool (Collins) line was \$210,463 03, which is a heavy decrease as compared with the amount (\$461,575 94) of the previous fiscal year. It should be observed, however, that the additional allowance to this line authorized by the act of 21st July, 1852, having been terminated on the 20th of February, 1857, and six yearly trips dispensed with from and after that date, twenty round trips only, instead of twenty-six, as formerly, were performed during the year.

The postages upon mails conveyed by the New York and Bremen line were \$137,754 78, and by the New York and Havre line \$97,950 05; being a decrease of \$5,491 74 by the Bremen, owing to the fact that much of the time there have been several foreign steamers running and carrying ship letters on this line, and an increase of \$2,125 02 by the Havre line, as compared with the fiscal year ended 30th June, 1856.

The amount of letter postages upon mails exchanged during the year with Great Britain was \$874,194 75; Prussia, \$326,872 57; Bremen, \$52,082 99; France, (from 1st April to 30th June, 1857,) \$11,188 19; Hamburg, \$1,059 60; being a decrease on British mails of \$23,453 95, on Bremen mails of \$3,706 86, and an increase on Prussian closed mails of \$27,406 86, compared with the preceding year.

Of the amount of postages on mails exchanged with Great Britain, \$574,194 75 was collected in the United States, and \$300,133 30 in Great Britain; the excess of United States and British postages thus collected in the United States being \$274,061 45. In like manner, an excess of \$95,397 95 of the postages upon mails exchanged with Prussia, and of \$32,494 15 on mails exchanged with Bremen, was collected in this country.

The gross amount of United States postage, sea and inland, on mails transported during the year, was—

By the Collins line (20 round trips).....	\$189,456 61
Bremen line (12 round trips).....	124,193 81
Havre line (12 round trips).....	90,042 47
The ocean postage upon mails conveyed by the Collins line amounted to.....	\$154,445 93
By the Bremen line.....	84,231 19
Havre line .....	73,716 37

The following statistics will exhibit the operation of the United States and British postal treaty during the last four years :

*Number of letters and newspapers conveyed in the open mail between the United States and Great Britain from July 1, 1853, to June 30, 1857, inclusive, viz:*

Year—	By United States steamers.		By British steamers.	
	Letters.	Newspapers.	Letters	Newspapers.
Ending June 30, 1854 .	1,695,838	901,477	2,740,866	1,571,299
Ending June 30, 1855 .	2,026,747	1,777,130	1,815,501	1,377,470
Ending June 30, 1856 .	2,017,269	1,662,825	1,891,859	1,533,189
Ending June 30, 1857 .	1,220,733	1,178,629	2,658,313	2,143,423
	6,860,567	5,520,061	9,106,569	6,625,381

*Origin of the above correspondence.*

Year—	Sent from the United States.		Received from Great Britain.	
	Letters.	Newspapers.	Letters.	Newspapers.
Ending June 30, 1854 .	2,137,611	1,512,671	2,109,093	960,105
Ending June 30, 1855 .	1,937,572	1,075,288	1,904,650	1,179,312
Ending June 30, 1856 .	1,997,571	1,954,102	1,911,557	1,241,912
Ending June 30, 1857 .	1,917,934	2,041,466	1,961,142	1,280,580
	7,990,688	7,483,527	7,976,448	4,661,915

*Amount of postages collected in each country.*

Year—	Collected by United States.		Collected by Great Britain.	
	Paid sent.	Unpaid received.	Paid sent.	Unpaid received.
Ending June 30, 1854 .	\$276,459 09	\$363,326 52	\$116,594 53	\$193,268 16
Ending June 30, 1855 .	276,060 78	328,046 41	181,886 27	143,703 98
Ending June 30, 1856 .	294,634 28	306,397 12	150,942 18	145,675 12
Ending June 30, 1857 .	273,386 72	300,808 03	154,423 68	145,709 62
	1,120,540 87	1,298,578 08	633,846 66	628,356 88
		1,120,540 87		633,846 66
Total collections in United States .....	2,419,118 95		In Great Britain	1,262,203 54

*Excess of British postages collected by the United States over and above total amount of United States postages collected by Great Britain.*

Year—	Amount.
Ending June 30, 1854.....	\$175,367 11
Ending June 30, 1855.....	64,820 64
Ending June 30, 1856.....	84,530 83
Ending June 30, 1857.....	193,287 47
Total excess in four years.....	518,006 05

*Number, in ounces, of letters conveyed in closed mails through the territories of the United States and Great Britain from July 1, 1853, to June 30, 1857, inclusive.*

Year—	U. S. closed mails in transit through England.	British closed mails in transit through the United States.	
	U. States and Prussian closed mails.	Canada mails.	California, Havana, &c.
Ending June 30, 1854...	227,556 ounces.	206,234½ ounces.	25,022½ ounces.
Ending June 30, 1855...	314,461 "	244,200½ "	23,366 "
Ending June 30, 1856...	314,808 "	251,680 "	26,432 "
Ending June 30, 1857...	341,535 "	250,323½ "	28,798½ "
total U. S. closed mails...	1,198,360 "	952,437 "	108,619 "
			952,437
		Total Br. closed mails	1,061,056 "

*Number of newspapers conveyed in closed mails through the territories of the United States and Great Britain from July 1, 1853, to June 30, 1857.*

Year—	U. S. mails in transit through England.	British mails in transit through the United States.	
	U. S. and Prussian closed mails.	Canada mails.	California, Havana, &c.
Ending 30th June, 1854.	50,417	790,046	49,044
Ending 30th June, 1855.	49,953	996,892	35,206
Ending 30th June, 1856.	65,722	809,197	50,722
Ending 30th June, 1857.	90,486	976,244	52,075
	256,578	3,572,379 187,947	187,047
		3,759,426	

NOTE.—The transit charge upon newspapers is 2 cents each in either country.

*The Atlantic conveyance of closed mails was performed as follows, viz:*

Year—	By United States steamers.		By British steamers.	
	Letters, in ounces.	Newspapers.	Letters, in ounces.	Newspapers.
Ending 30th June, 1854.	122,932}	46,763	335,870	842,744
Ending 30th June, 1855.	269,318	299,311	317,718}	782,740
Ending 30th June, 1856.	262,511	295,136	330,409	630,505
Ending 30th June, 1857.	159,398}	97,141	461,258}	1,021,664
	814,160	738,351	1,445,255}	3,277,653

*Payments made for the transit conveyance of closed mails.*

Year—	By Great Britain to United States.	By the United States to Great Britain.
Ending 30th June, 1854.....	\$54,826 21	\$91,926 58
Ending 30th June, 1855.....	84,471 68	109,303 92
Ending 30th June, 1856.....	84,127 53	115,598 65
Ending 30th June, 1857.....	64,000 30	150,868 90
	288,394 72	467,698 05
		288,394 72
Balance in favor of the British office .....		179,303 33

*Balances due the United States on adjustment of accounts with Prussia.*

Fiscal year ended June 30, 1854.....	\$70,412 13
Fiscal year ended June 30, 1855.....	69,694 11
Fiscal year ended June 30, 1856.....	45,303 70
Fiscal year ended June 30, 1857.....	43,501 34
Total balance in favor of United States in 4 years.....	<u>228,913 28</u>

*Balances due Great Britain on adjustment of accounts.*

For fiscal year ended June 30, 1854.....	\$195,522 68
For fiscal year ended June 30, 1855.....	71,161 65
For fiscal year ended June 30, 1856.....	108,261 37
For fiscal year ended June 30, 1857.....	264,918 89
Total balance against the United States in 4 years.....	<u>619,867 59</u>

It will be seen that the excess of British postage alone collected in the United States is very considerable, amounting the last year to \$193,287 47. This, as explained in previous reports, results disadvantageously to this department, inasmuch as its postmasters are paid commissions for collecting. Its expenses the last year on this account have been not less than \$75,000. The large increase in the excess of last year arises mainly from the circumstance that nearly two-thirds of the trans-Atlantic mails have been conveyed by the Cunard line of British mail packets, and, when thus conveyed, nearly four-fifths of the postage goes to the British government, saying nothing of the still greater proportion it receives on mails so conveyed for countries beyond England. In the final settlement, too, it will be observed that the balance is every year largely against the United States, and that for the year ending 30th June last it reached the sum of \$264,918. A part of this, however, to wit: \$43,501, has been received back in the balance paid to the United States on final adjustment by the Prussian office, thus reducing our indebtedness to \$221,417. Under the arrangement with Prussia, the balance is in favor of this department, because the United States provides for the ocean as well as British transit conveyance of the Prussian closed mails; but the general balance must continue to be largely against the United States while so great a proportion of the mails are conveyed by British packets. Whether it is more desirable to be subject to this outlay for the transmission of our mails abroad than to incur probably a still greater expense in fully providing our own means of ocean transportation, is for the wisdom of Congress to determine. If, fortunately, as before suggested, our steamship companies, aided by receipts from passengers and merchandise, shall find sufficient encouragement to establish lines of steamers and carry the mails for the postages thereon, it will be a great point gained. On this principle, were it practicable, I would be pleased not only to see the number of trips increased upon existing lines, particularly to the continent, but all the lines put in operation which have been or may be projected by

our enterprising citizens. Among these are the proposed lines from Norfolk to Milford Haven; from New Orleans to Bordeaux; from New York to Antwerp, Hamburg, or Gluckstadt; from Savannah to Paris in South America; from Panama to Valparaiso, &c. This whole subject is worthy the serious consideration of Congress; and I venture to hope that such action may be taken upon it, at an early day as that the department may clearly understand its duty in the premises. Whether the present lines are to be continued, and the trips increased, on the expiration of the contracts, or new ones established at a cost, in each instance, exceeding what they may earn in postage, and, if so, at what expense, in each case, I respectfully submit to Congress to decide.

A postal convention has been concluded between the United States and France, having been signed on the part of the United States by my immediate predecessor, and on the part of France by the French minister, on the 2d of March last, and has been in operation since the first of April. The rate of postage for letters of the weight of one-quarter ounce or under is fifteen cents, irrespective of the route, whether through England or direct, by which they are conveyed. France accounts to Great Britain for the British sea, and transit postage, as explained in the articles of agreement hereto annexed. This is the first postal convention between the two countries.

A postal convention has also been concluded with the Hanseatic republic of Hamburg, similar in all respects to that existing between the United States and Bremen—the rates of postage under both being the same. It was finally executed in June last, and went into effect on the first of July. The articles are annexed.

Negotiations are pending for a radical change of our postal arrangements with Great Britain; but as the proposition of the British office, in its present shape, cannot be acceded to, and as it involves, also, a preliminary agreement requiring the sanction of the treaty-making powers, definite action upon it has been necessarily postponed for the present.

#### CITY POSTS.

With the view to facilitate the receipt and delivery of letters in New York, Boston, and Philadelphia, the postmasters in those cities have been instructed to make improvements in their letter-carrier system to the full extent authorized by law. In New York, I found that nearly everything had been done that could be accomplished under existing laws, except the transmission of drop letters direct to their address without going into the main office, which is now done. Six stations, or sub-offices, had been established, at which, as well as at the principal office, the letters were sorted and passed into the hands of the carriers; and a large number of boxes for the collection of letters had been placed at convenient distances throughout the city. On all letters through the mail the carriers receive two cents each for delivery, and on drop letters one cent. I had hoped to be able to reduce the delivery fee to the uniform price of one cent; but this was found impracticable in New York and Philadelphia, inasmuch as the law

requires that the entire cost of delivery shall be defrayed out of the carriers' receipts. In Boston, where the districts are all comparatively densely populated, one cent a letter is made to pay. The postage on drop letters, including the carrier's fee, is now two cents; and upon the improved plan now adopted for their delivery direct from the main office, or the nearest station, as the case may be, it is believed that the public convenience will be fully subserved. In each of these cities there are to be from four to six deliveries a day, and the letters for mailing, &c., are to be collected and disposed of as frequently as occasion may require. I do not feel at liberty to advise the free delivery of letters by carriers; but I would recommend a modification of the present law as to give the Postmaster General authority to have the delivery made at one cent a letter, whether the carriers' receipts are sufficient to meet expenses or not. If the improved system is found to work satisfactorily in the three cities above mentioned, it is my purpose to extend it to all the other principal cities in the United States.

#### EXPRESS AGENTS.

One of the prominent subjects which have demanded my attention is that of providing more effectually for the regularity and safety of mails conveyed on railroads. Owing to the large number of separate bags on the great *through* lines, the frequent changes of cars, and the brief time allowed, in most cases, for that purpose, great care is necessary to guard against mistakes and losses. This is more especially important to the letter-mail pouches, which are exchanged between the principal cities and towns having railroad connexions in all sections of the country, however remote. In order that they may receive due attention at all points, agents of this department are required, and also a regular system of accountability for the performance of their duties. The beginning of such a system was made by my immediate predecessor, and my aim has been to extend and improve it as much as possible. Its main features are, briefly, as follows: In the post offices at the ends of each separate route, as apportioned to mail agents, (say Washington and Philadelphia,) and at the prominent intermediate points, lists are kept, showing the pouches forwarded; which lists are receipted by the route or mail agent, who thus becomes directly responsible for a certain number of pouches for certain specified points. Upon delivering the same into post offices, to mail messengers, or to an agent on a connecting route, he takes receipts to show the fulfilment of his duties. In addition, it is required, on some routes, that full and careful accounts be kept, in book form, of all pouches, so as to show where they are received, how labelled, and how disposed of. By such means it becomes practicable to trace missing pouches, and there is also kept alive a sense of responsibility on the part of agents, impelling them to greater watchfulness in performing duties which, from their laborious and monotonous nature, might otherwise insensibly become, in a measure, *mechanical*, and not occupy so much of the mind as their importance demands. Moreover, all irregularities in any way chargeable to agents can be traced to their true source, so

that suspicion in no case attaches to innocent parties. For such reasons, apart from an interest in the service generally, which is presumed to be felt by all agents of the department, the system in question has commended itself favorably to all who have been called on to give it attention. Its details are not yet perfected; but it is regarded as the *beginning* of a work which must be gradually advanced and improved, under the teaching of experience, until it shall fully accomplish that for which it is designed.

Experiments have been made on the great railroad lines between New York and Montgomery, Alabama, and Nashville, Tennessee, which have shown the advantages of the system as now existing, and given ample encouragement that it will be made more useful in the future.

On some of the principal western lines—as from Buffalo, New York, to Chicago, Illinois, and St. Louis—accounts of mail pouches are kept, but not quite so satisfactorily as on the other lines referred to, owing chiefly to the fact that the larger proportion of what are called *through mails* go by “express trains,” in charge of baggage masters, and not the agents of this department. The latter travel on other trains, for the purpose of delivering mails to numerous post offices on the way where “express trains” do not regularly stop; and it has been considered an unnecessary expense to appoint agents simply to deliver bags, when the railroad companies are paid as well for that service as for conveying them, there being express stipulations to that effect in all contracts. These views are undoubtedly correct in theory; but experience has shown that railroad companies cannot be made to appoint persons to give the mails due attention in all cases, and there is, therefore, no alternative but to multiply largely the number of agents of the department on all great routes where important mails now go without them. In addition to the western routes just alluded to, there are many others of equal grade in the same category. The principal mails between Philadelphia, Baltimore, and Washington, and the west, for instance, have been nominally cared for by baggage masters, but who, having other duties equally if not more important in their estimation, have not always duly attended to the mails. Especially is it found that they cannot be induced to account for pouches, as desired by the department. Believing that such a state of things should be remedied, I have placed agents on the express lines between Baltimore and Cincinnati, and Philadelphia and Cincinnati, and required each one to run through the whole distance between those cities. Starting, say at Baltimore, an agent will give a receipt for the several pouches according to their destination, and the same will also be entered on a “way bill.” For mails received and delivered on the route, receipts are to be exchanged and entries made on the “bill,” and the agent will go through in the shortest possible time to Cincinnati, and deliver his mails and way bill for examination at the post office. If detained from any cause, he is to go forward by the first opportunity, and in no case to allow passengers to outstrip him; and he must report to the postmasters the particulars of all delays, with their causes, for publication, immediately on reaching his final destination, so that the public shall be fully informed on the subject, and know where blame rests. In this way one individual is held responsible,



without chance of evasion, for the whole distance; whereas, under the ordinary division of duties, the mails would pass through the hands of perhaps five or six persons, rendering it always difficult and sometimes impracticable to know with certainty, in case of irregularities, who is really blameable.

Similar agencies will be established between New York and Cincinnati, and Cincinnati and St. Louis, and on other great routes, and all possible precautions adopted to insure the regularity and safety of the mails.

It is frequently charged that the mails have not uniformly equal expedition with travellers on railroads; and, insofar as this may be the fact, it is considered attributable to the want of attention to the mails on the express lines which are without agents of this department. The evil, therefore, can only be remedied by employing additional agents to accompany mails long distances without changing, and guard against all delays that can possibly be avoided, and especially to see that passengers enjoy no advantages over the mails, but that both are equally expedited under all circumstances.

It may be proper to add in this connexion that the preparation of all necessary forms and instructions for maintaining accountability on routes where this work is already commenced, and for extending it generally as proposed, will involve an amount of additional labor which cannot be performed with the present clerical force.

#### NEW ORLEANS AND NEW YORK ROUTE.

For a number of years the attention of Congress and of the commercial public has been directed to the necessity of adopting measures to insure greater speed and regularity in the transmission of the mails between New York and New Orleans, the recognized centres, as these cities are, of two great commercial circles, conducting by far the larger portion of the importing and exporting trade of the whole country. The interest felt in the subject has been manifested, from time to time, in the presentation to Congress of memorials from citizens, chambers of commerce, and State legislatures, praying that means might be employed to effect increased expedition and certainty in the transmission of these mails; and in the subsequent passage of resolutions, by both Houses, calling on the Postmaster General to report the causes of the failures and delays referred to by the memorialists, and to state whether any and what legislation was necessary to accomplish the object of their prayers.

The great northern and southern mails are transported by railroad from New York, via Philadelphia, Washington, Richmond, Petersburg, Weldon, Wilmington, Kingsville, Augusta, Millin, Macon, and Columbus, to Montgomery, thence by coach to Stockton, and thence by steamboat to Mobile and New Orleans. The service is twice daily between New York and Montgomery, and daily between Montgomery and New Orleans. The time prescribed in the contract schedules for the performance of the through trip is six days; but the instances in which this speed is actually attained constitute rather the exceptions than the rule. Of 627 mails sent from New York to New Orleans

within the year ending 31st March, 1856, only 163 were carried through in six days, the time occupied in the transportation of the remaining 464 ranging from seven to twelve days. Of 369 mails sent in the same year from New Orleans to New York, only 153 were carried through in six days, the remaining 216 ranging from seven to fourteen days. Of 651 mails sent from New York to New Orleans within the year ending 31st March, 1857, only 159 were carried through in six days, the remaining 492 ranging from seven to twenty days. Of 363 mails sent in the same year from New Orleans to New York, 161 were carried through in six days, the remaining 202 occupying from seven to sixteen days. No mail was received at New Orleans from New York on sixty-five several days within the year ending 31st March, 1856; and on ninety-six several days within the same year no mail was received at New York from New Orleans. Thirty-five similar failures occurred at New Orleans during the year ending 31st March, 1857, and ninety-seven at New York. The failures at intermediate points, going south, during the year ending 31st March, 1856, amounted to 331; going north, to 262. During the year ending 31st March, 1857, the failures going south were 284; going north, 324. The average time occupied in the performance of the through trip from New York to New Orleans, during the year ending 31st March, 1856, was seven days, four hours; from New Orleans to New York, seven days, one hour. For the year ending 31st March, 1857, the average time from New York to New Orleans was seven days, three hours; from New Orleans to New York, six days, twenty hours. The shortest time either way, in either year, was six days; the longest going south, in the year ending 31st March, 1856, was twelve days; going north, fourteen days. In the year ending 31st March, 1857, the longest time going south was twenty days; going north, sixteen days.

The inconvenience occasioned by these delays and failures is aggravated by the fact that by far the larger portion of them occur within the winter months—from October to March, inclusive—comprising the period during which the great mass of the commercial operations of the year transpire. Thus, of the 163 mails carried through in six days from New York to New Orleans in the year ending 31st of March, 1856, only forty-six were transmitted within the winter months. Of 153 carried through in six days, in the same year, from New Orleans to New York, only forty-three were transmitted within the winter months. Of 159 carried through in six days from New York to New Orleans in the year ending 31st of March, 1857, only fifty-six were transmitted during the winter season. And of 161 carried through in six days, in the same year, from New Orleans to New York, only forty-nine were transmitted during the winter months. Of sixty-five failures, in the year ending 31st of March, 1856, to receive any mail at New Orleans from New York, forty-six occurred during the winter. Of ninety-six failures, in the same year, to receive any mail at New York from New Orleans, fifty-four occurred in the winter. Of thirty-five similar failures at New Orleans in the year ending the 31st of March, 1857, thirty occurred in the winter; and of ninety-seven at New York, sixty-one occurred in the winter. Nearly four-fifths of

all the failures at intermediate points, in each year, transpired during the winter months. The average time of the through trips from New York to New Orleans for the six summer months ending with September, 1855, was six days, eighteen hours; for the six succeeding winter months, the average was seven days, fifteen hours; for both together, seven days, four hours. The average time from New Orleans to New York, for the same year, was, for the summer, six days, eleven hours; for the winter, seven days, fourteen hours; for both, seven days, one hour. The average time from New York to New Orleans for the six summer months ending with September, 1856, was six days, seventeen hours; for the six succeeding winter months, seven days, thirteen hours; for both, seven days, three hours. The average time, the same year, from New Orleans to New York, was, for the summer, six days, nine hours; for the winter, seven days, eight hours; for both, six days, twenty hours.

The causes uniformly assigned for these failures and delays are such as these: "Cars off the track," "Collision of trains," "Machinery deranged," "High winds," "Snow storms and ice," "Snow drifts," "Road injured by heavy rains," "Bridge broken," &c. They are such, too, as necessarily attach to the description of service employed. The line between New York and New Orleans is composed of sixteen different links, or routes, the service on each being performed under a separate and distinct contract, having annexed to it, as a material part, a schedule of departures and arrivals, by which the contractors are to be respectively governed. To secure the speediest practicable transmission of the mails over the whole line, the connexions between these links must necessarily be close, and each separate road must be put up to its greatest average running power. Under these circumstances, a very slight accident upon any one of the roads occasions a failure on its part to form a connexion with the succeeding link, and the consequence is a loss, in the through trip, of twelve or twenty-four hours, accordingly as the service on that part of the line is double or single daily. Periods occur every winter when the transmission of the mail is suspended for days together by reason of snow storms. During the last winter it was arrested for ten days at one point on the line, and at others for seven, eight, and nine days together.

Among the routes established by law during the first session of the thirty-fourth Congress were two described in the following words, viz: "From Cedar Key, Florida, to New Orleans, Louisiana, in steamers." "From Fernandina, Florida, to New York, New York, in steamers."

In advertising these routes, the department, believing that they were designed, in connexion with a railroad in course of construction across the peninsula of Florida, from Fernandina to Cedar Key, to constitute a new route from New York to New Orleans, with a view to the speedier and more certain transmission of the great northern and southern mails, invited bids for tri-weekly and also for daily service, and requested bidders to state the least time in which they would guaranty to perform the trip. The railroad part of the line was not embraced in the advertisement, the act of 1845 (section 19) authorizing the Postmaster General to contract for the transportation of the mails on railroads with or without advertising.

In response to the invitations of the department, the Florida Railroad Company presented the following proposals, viz:

1st. To carry the mails tri-weekly in steamers between Cedar Key and New Orleans, the trip to be performed in thirty-eight hours each way, at \$110,000 per annum.

2d. To carry the mails tri-weekly in steamers between Fernandina and New York, the trip to be performed in seventy-five hours each way, at \$165,000 per annum.

3d. To carry the mails tri-weekly or daily in steamers from New York to Fernandina, thence by railroad across the peninsula of Florida to Cedar Key, and thence in steamers to New Orleans, and back, the trip each way to be performed within five days, at \$300,000 per annum for tri-weekly, or \$500,000 per annum for daily service—to commence on the completion of the railroad between Fernandina and Cedar Key, and the contract to be renewed for four years from the expiration of the current term, (i. e., June 30, 1859.)

In a subsequent correspondence between the department and the bidders they gave assurances of their ability to perform the through trip ordinarily within four days, and stated that in fixing five as the limit they had allowed ample margin for any such detentions as were likely to result from accidents, head winds, or storms. They also submitted the following modification of their proposals, viz:

"The company will perform a daily service throughout the year for the sum of \$456,250.

"To insure a five-days mail, they will guaranty the time; or, in other words, no pay will be demanded for any trip not performed within five days between the terminal points of the route, viz: New York and New Orleans.

"The company will also stipulate that at any time during the contract, when required by the department, upon three months' notification, they will convey a mail from Cedar Key to Aspinwall, Greytown, or Huasacualco, (as preferred by the department,) and back, twice monthly, and from Cedar Key to Key West and Havana and back twice monthly, the compensation for both services to be \$100,000 per annum.

"The time between Cedar Key and Aspinwall guaranteed not to exceed one hundred and twenty hours, and between Cedar Key and Havana not to exceed thirty-five hours.

"If Greytown or Huasacualco be selected, the time to be proportionately reduced.

"The service to Havana and the Pacific crossing to start from Tampa, instead of Cedar Key, when the road to that point is completed."

The transportation of the great northern and southern mails by the proposed new route would obviously be free from many of the causes of interruption and delay to which the land route is subject. The whole line would be under contract to a single party, with a schedule fixing the period within which the entire trip should be performed; whereas, by the present arrangement, sixteen different parties are employed in the service, with separate schedules, each of which must be exactly complied with to insure the performance of the through trip in con-

tract time. The running time proposed, also, is one day less than the least in which it has proved practicable to transport the mails by land, and more than two days less than the actual average. The liability of mails to depredation and to misdirection by frequent overhauling and distribution would be obviated, in the proposed arrangement, by enclosing the matter in crates or boxes in New York or New Orleans and transporting it unopened to its destination; and thus, also, the abrasion of packages, with the consequent liability to loss of directions, &c., would be prevented—a consideration of no small value, in view of the generally bad condition of the document mail on its arrival in the southwestern States, and the too frequent failure of such matter to reach its proper destination.

The establishment of the proposed service, while it would not interfere with the carriage of the local mails on the inland route, would relieve the department from liability to embarrassments under which it has at times been placed in consequence of being dependent on a single line for the transmission of the through mails; and it would be productive, both to the department and the public, of other advantages naturally arising from the competition it would create.

The inducement it would offer to the mercantile community to insure the due transmission of their communications by duplicate letters, to be forwarded by both routes, would be a source of increased revenue to the department; and the greater speed and certainty it promises would have the effect of relieving the mail service, to some extent, from the competition of the telegraph.

By conveying the mails for California upon the proposed route as far as Cedar Key, and forwarding them thence by a separate steamer to Aspinwall, Greytown, or Huasacualco, and by substituting the branch proposed from Cedar Key to Key West and Havana for the present Charleston and Havana line, and for that part of the New Orleans and Key West line between Cedar Key and Key West—say half the route—an annual saving of \$285,000 would be effected. In such event, this saving should be deducted from the cost of the proposed daily service, to show the net additional expense to the department, which would thus be reduced to \$181,250 per annum.

Upon the question of accepting the proposals for this service, considering the uncertainty of the period at which the railroad portion of the proposed line will be completed, I have been unable, thus far, to announce to the bidders any definitive determination. But the subject is referred to here because it is deemed to be one of vast public interest, in view of the promise which the contemplated new arrangement affords of so materially facilitating the communication between the two sections and the two great commercial capitals of the country.

#### THE MAIL SERVICE ON THE MISSISSIPPI RIVER BELOW THE OHIO.

The river is divided into the following sections, for distribution of the local mails at the different towns and offices on it:

Route 7305.—New Orleans to St. Francisville, 170 miles, four times a week, by steamboats.

Route 7809.—New Orleans, *via* St. Francisville, to Vicksburg, 207 miles, three times a week, by steamboats.

*Note.*—This arrangement makes the service daily between New Orleans and St. Francisville, and three times a week between St. Francisville and Vicksburg.

Route 7499.—Vicksburg to Napoleon, 230 miles, twice a week, by steamboats.

Route 7512.—Napoleon to Memphis, 203 miles, twice a week, by steamboats.

Besides these four subdivisions for local purposes, there is the *great through mail*, No. 7809, from New Orleans to Cairo, which, like all the others, will expire the 30th June next.

The department recommends that, on the expiration of the present contracts, another subdivision be added, from Memphis to Cairo, so that the plan for supplying the local mails to the various towns and settlements between the Ohio and New Orleans may be adequate and uniform.

As to the great *through* mail from Cairo and New Orleans, the hope is indulged that there will be no necessity for continuing it on the river, as at present. When first ordered by Congress, there was great and obvious propriety in it; but the progress since made in constructing several railways nearly parallel with it has put a new aspect on the question. By the 30th June next, it is believed that the railroad from New Orleans to Jackson, Canton, &c., will be so far completed that, with one or two short stage lines between the unfinished portions, the mails may be conveyed over it in nearly half the present time, and with much more certainty and regularity. This may confidently be anticipated with respect to so much of said road as is south of the Tennessee line. Thence it is already completed to Jackson in the latter State, and, from the progress making and expected, it is probable that the great *through* mails may, at no distant day, be conveyed on the entire line to and from Cairo with infinite advantages over the present river route.

The department, however, desires the power to make river contracts for a shorter term than four years, as at present, so as to continue that mode of conveyance until sufficient progress is made with the above or any other parallel route to authorize the transfer of the entire *through* mail service from the river.

The personal acquaintance of the Postmaster General with that river, and the investigation of the fines heretofore imposed on the contractors for the present service, fully convince him that no regular and expeditious transportation of the mails need ever to be looked for on so long a route, at any reasonable compensation. If the contractors shall be required, by express provision, to take on themselves all the risks and losses growing out of the ice in winter, the low waters of summer and fall, and of the fogs that prevail at nearly every season of the year, they will covenant to perform the service, but only at enormous rates. In making out bids, they would estimate liberally for all the trips that may be lost, all the failures to arrive in schedule time, and all the failures to connect with other routes, whether arising from ice,

low water and fogs, the breaking of machinery, or other casualties, of whatever nature. Thus enormous prices would be paid, and, after all, on account of the physical impossibility in some cases and unavoidable accidents in others, the regular and punctual service required would not be obtained. The express service, on horseback, established by a former able head of this department, (Mr. Kendall,) furnishes an apt illustration of this subject. He expressly advertised that no excuses would be received, and the consequence was, that when a failure took place the fine or forfeiture was deducted unconditionally; but to this the contractor could well afford to submit, having amply allowed for it in his bid, and obtained a contract accordingly at a high price.

In the existing contract, however, for transporting mails between New Orleans and Cairo, there was no express provision that the contractors should take on themselves *all the risk* of failures by physical causes or unavoidable accidents, such as ice, unprecedented low waters, fogs, damage to machinery, &c.; and hence due allowance was to be made for them, as in the case of all other contracts, construed and enforced as they have been in the long and uniform practice of the department.

Congress, on the last night of the last session, enacted, with reference to this case, "That the Postmaster General be, and he is hereby, authorized to re-examine and adjust all questions arising out of fines imposed upon the contractors for carrying the mails on the Mississippi river."—(Act of 3d March, 1857.)

Under this law several applications were made for the remission of fines and forfeitures under *late* contracts for services on the Mississippi river; but, as the act seemed to the department to have been only intended to embrace *existing* contracts now in course of being carried out, such applications were not considered, under a rule, well settled, not to review or reverse the decisions of a former head of the department, unless something existed on the record showing that he himself intended to have re-examined the case.

The act of Congress above quoted, referring to the present case, took it out of this rule, and the decision of the department is shown by the separate statement marked A in the appendix. The amount remitted may appear large; but, according to law and the testimony taken in the case, and the practice in similar cases, the department seemed not to be warranted in making it less.

The irregularity of the service, as fully ascertained by this investigation, would have induced the annulment of the contract; but, having only some eight or ten months yet to run, no one was found willing to take it, except at a rate double the present compensation, and even then it was required that a new contract should be made for *four years*, and not merely for the few months remaining of the regular term. Such a contract not being allowable by law, it was found inadvisable to annul the existing one; and, in order to secure its most efficient execution through the remainder of the term, the agents of the department at New Orleans and Cairo were instructed to engage any boat on hand and despatch the mails in every case of failure on the part of the contractors to do so at the time required—the cost of such temporary service (not exceeding \$450 the half trip) being chargeable

to them. The postmaster at Memphis, where commercial connexions have now become vastly important, was also instructed that whenever the mail boat from Cairo failed to arrive there in reasonable time he should transmit mails for New Orleans by any other boat, at the expense of the contractors. Under these arrangements, now being energetically executed, the hope is indulged that the service for the few months remaining may be satisfactorily rendered.

All the difficulties in relation to this route have been inherited from former years; and the department looks forward to the day, believed not to be distant, when the great through mails from Chicago, St. Louis, Memphis, and other important cities of the west, can be transmitted to New Orleans in less than half the time now required, and with the regularity of a well-constructed and well-managed railroad.

#### FINES.

A detailed statement will be presented to Congress showing the fines and deductions which were imposed upon the contractors for imperfect mail service during the fiscal year. These fines and deductions will be found to amount in the aggregate to \$188,746 84. In this amount of \$188,746 84 is included the sum of \$74,598 46, being that portion of the deductions made from the contractors' pay on the New Orleans and Cairo route during the third and fourth quarters of 1856, which has since been remitted to them, in pursuance of the 7th section of the act of Congress passed on the 3d March, 1857.

#### SETTLEMENT OF THE CLAIM OF GEORGE CHORPENNING, JR.

By an act of Congress of March 3, 1851, the Postmaster General was "required to adjust and settle the claim of George Chorpenning, jr., as surviving partner of Woodward & Chorpenning, and in his own right, for carrying the mails by San Pedro, and for supplying the post office in Carson's Valley, and also for carrying part of the Independence mail by California; allowing a pro rata increase of compensation for the distance by San Pedro, for the service to Carson's Valley, and for such part of the eastern mail as was carried by California during all the time when said services were performed;" and to adjust and settle the claim of said Chorpenning "for damages on account of the annulment or suspension of Woodward & Chorpenning's contract for carrying the United States mail from Sacramento, in California, to Salt Lake, in Utah Territory, as shown in the affidavits and proofs on file in the House of Representatives;" also, to allow and pay to said Chorpenning his full contract pay during the suspension of their contract, from 15th March to 1st July, 1853, and thereafter to pay him at the rate of thirty thousand dollars per annum, which sum was to be in lieu of the contract pay under both the contract with Woodward & Chorpenning, which expired June 30, 1854, and under his (Chorpenning's) present contract, which runs four years from July 1, 1854. The contract pay under the first was \$14,000 for monthly service between Sacramento city and Salt Lake, by Carson's Valley; and under the present, \$12,500 a year, for the same number



of trips from San Diego or San Pedro to Salt Lake by San Bernardino. In obedience to this law, and on the proofs and affidavits on file in the House of Representatives, to which I was, by the terms of the law, restricted, I have allowed—

1. For damages on account of the annulment or suspension of the old contract.....	\$30,000 00
2. For five months' service to Carson's Valley.....	1,153 33
3. For increased distance from Sacramento, in carrying the regular California and Salt Lake mail, by San Pedro, ten months.....	\$6,410 00
and Independence mails eight of same months.....	15,384 62
	<hr/>
	21,794 62
4. For carrying Independence mails eight months between San Pedro and Salt Lake, (all the above being under old contract).....	28,000 00
5. For carrying Independence mails under present contract, from July 1, 1854, to October 1, 1856.....	28,125 00
	<hr/>
In the aggregate.....	109,072 95
	<hr/>

In making the pro rata allowances, the act of Congress not being specific on this point, I have taken as the basis of the calculations the original pay under each contract, instead of the higher sum of \$30,000, to which, as above observed, the compensation has been raised. But, even upon this lower basis, the sum allowed, it will be perceived, is very considerable, independently of the further increased compensation of sixteen thousand dollars under the old, and seventeen thousand five hundred dollars per annum under the new contract.

The settlement of this claim has not been made without considerable embarrassment. The act of Congress was peremptory to adjust and settle, not according to the proofs that might be taken before the final action, but "as shown by the proofs and affidavits on file in the House of Representatives." These were to be the sole guides in the settlement, and neither the records of the department nor any contradictory or explanatory testimony could be taken by the government to assist in attaining what might be considered exact justice in the case. The act directed that the claimant should be paid pro rata for carrying his own mail, under his contract, from Sacramento, around by San Francisco and the coast, to San Pedro, instead of east by Carson's Valley to Salt Lake, and that he should be paid also for carrying the Independence mail that way, when the records and correspondence of the department show that the change in the route was permitted at the claimant's own instance and request, and not forced upon him by an order or wish even of the department. The pro rata allowance for this change alone, it will be observed, is \$21,794 62. The act further directed that he should be paid pro rata for carrying the eastern mail for Salt Lake, sent round by the isthmus to California; whereas, by the contract itself, and the usage of the department in all such cases,

he was bound, as a contractor, to carry the mails of the United States, from whatever quarter they might be sent to his line. The principal difficulty in the case, however, was in deciding on the true intent and meaning of the act in requiring him to be paid *pro rata*. *Pro rata*, or in proportion, to what? The first contract was to carry the mail at \$14,000, and the second at \$12,500 per annum. Congress, however, in the very act which granted him this *pro rata* relief, raised these prices up to \$30,000 per annum. Now, in making the estimate required by Congress, should the basis of calculation be a *pro rata* on the \$14,000 and the \$12,500 contracts, or on the \$30,000? The department could find nothing in the act throwing light on this subject, and therefore made the calculation on the contract or lowest basis, instead of the \$30,000 basis. In doing so, the department has gone on the principle that, in every case of doubt in a matter of this kind, the government was entitled to the benefit of that doubt, until Congress, by some new enactment, should remove it.

#### OVERLAND MAIL SERVICE TO CALIFORNIA.

In order to carry into effect the act of Congress approved the third of March, 1857, relative to the overland mail to California, the department issued the following notice, and caused the same to be regularly advertised according to law:

"POST OFFICE DEPARTMENT,  
"April 20, 1857.

"An act of Congress, approved 3d March, 1857, making appropriations for the service of the Post Office Department for the fiscal year ending 30th June, 1858, provides:

"Sec. 10. That the Postmaster General be, and he is hereby, authorized to contract for the conveyance of the entire letter mail from such point on the Mississippi river as the contractors may select to San Francisco, in the State of California, for six years, at a cost not exceeding three hundred thousand dollars per annum for semi-monthly, four hundred and fifty thousand dollars for weekly, or six hundred thousand dollars for semi-weekly service, to be performed semi-monthly, weekly, or semi-weekly, at the option of the Postmaster General.

"Sec. 11. That the contract shall require the service to be performed with good four-horse coaches or spring wagons, suitable for the conveyance of passengers as well as the safety and security of the mails.

"Sec. 12. That the contractor shall have the right of pre-emption to three hundred and twenty acres of any land not then disposed of or reserved, at each point necessary for a station, not to be nearer than ten miles from each other; and provided that no mineral land shall be thus pre-empted.

"Sec. 13. That the said service shall be performed within twenty-five days for each trip; and that, before entering into such contract, the Postmaster General shall be satisfied of the ability and disposition of the parties *bona fide* and in good faith to perform the said contract, and shall require good and sufficient security for the perform-

## POSTMASTER GENERAL.

ance of the same—the service to commence within twelve months after the signing the contract.’

“Proposals will accordingly be received at the Contract Office of the Post Office Department until 3 p. m. of the 1st day of June, 1857, for conveying mails under the provisions of the above act.

“Besides the starting point on the Mississippi river, bidders will name intermediate points proposed to be embraced in the route, and otherwise designate its course as nearly as practicable.

“Separate proposals are invited for *semi-monthly*, *weekly*, and *semi-weekly* trips each way.

“The decision upon the proposals offered will be made after the Postmaster General shall be satisfied of the ability and disposition of the parties in good faith to perform the contract.

“A guarantee is to be executed, with good and sufficient sureties, that the contract shall be executed with like good security, whenever the contractor or contractors shall be required to do so by the Postmaster General, and the service must commence within twelve months after the date of such contract.”

In pursuance of the said advertisement, the Postmaster General and his three assistants assembled in the Contract Office and opened the respective bids, making the following abstract of them, and causing said abstract to be copied into a separate book, and also in the route book for California.

### ABSTRACT OF THE BIDS.

*John Butterfield, William B. Dinsmore, William G. Fargo, James V. P. Gardner, Marcus L. Kinyon, Hamillon Spencer, and Alexander Holland*: From St. Louis, by Springfield, and from Memphis, by Little Rock, connecting at a common point at or eastward of Albuquerque; thence west, to and along the military road to Colorado river; thence up the valley of the Mohahoc river, to and through the Tejon passes of the Sierra Nevada; and thence along the best route to San Francisco; *weekly*, \$450,000; *semi-weekly*, \$600,000.

*John Butterfield and others*: From Memphis, by Little Rock, Albuquerque, mouth of Mohahoc, on the Colorado river, and one of the Tejon passes of the Sierra Nevada, to San Francisco; *semi-monthly*, \$300,000; *weekly*, \$450,000; *semi-weekly*, \$595,000.

*John Butterfield and others*: From St. Louis, by Springfield, to Albuquerque; thence, as above, to San Francisco; *semi-monthly*, \$300,000; *weekly*, \$450,000; *semi-weekly*, \$585,000.

*James E. Birch*: From Memphis, by Little Rock, Washington, Fulton, Clarksville, Gainessville, Fort Chadbourne, head spring of Concho river, to Pecos river, nearly due west; thence, along Pecos river, Delaware creek, through the Guadalupe and Hueco mountains, to the Rio Grande river; thence, over the emigrant road, to Fort Yuma; thence, by San Gorgona pass, San Bernardino, Tejon, Tulare, or Salinas valleys, to San Francisco; *semi-weekly*, \$600,000.

*James Glover*: From Memphis, by Helena, Little Rock, across Texas, to El Paso, Fort Yuma, San Bernardino, Los Angeles; thence, between the coast range and Sierra Nevada mountains, to San

Francisco; or, from Vicksburg, by Shreveport, to El Paso, &c., &c., (as above;) *semi-monthly*, \$300,000; *weekly*, \$450,000; *semi-weekly*, \$600,000.

*S. Howell and A. E. Pace*: From Gaines' Landing, on the Mississippi, to San Francisco; term of four years; commence at Vicksburg, if preferred; *weekly*, \$1,000,000 for the first year, \$800,000 for the second year, \$700,000 for the third year, \$600,000 for the fourth year.

*David D. Mitchell, Samuel B. Churchill, Robert Campbell, William Gilpin, and others*: From St. Louis to San Francisco; *semi-weekly*, \$600,000.

*James Johnston, jr., and Joseph Clark*: From St. Louis, by Fort Independence, Fort Laramie, Salt Lake City, or any other point named by the department, to San Francisco; *semi-monthly*, \$260,000; *weekly*, \$390,000; *semi-weekly*, \$520,000.

Irregular (after time) bid. *William Hollinshead*, president Minnesota, Nebraska, and Pacific Mail Transportation Company: From St. Paul, by Fort Ridgely, South Pass, Soda Springs, Humboldt river, Honey Lake valley, Noble's pass, Shasta City, to San Francisco; *semi-weekly*, \$550,000.

On the second day of July, 1857, the department, after full and mature consideration, made the following order in relation to the route selected and the bid accepted:

"12,578. From St. Louis, Missouri, and from Memphis, Tennessee, converging at Little Rock, Arkansas; thence, *via* Preston, Texas, or as nearly so as may be found advisable, to the best point of crossing the Rio Grande, above El Paso, and not far from Fort Fillmore; thence, along the new road being opened and constructed under the direction of the Secretary of the Interior, to Fort Yuma, California; thence, through the best passes, and along the best valleys for safe and expeditious staging, to San Francisco.

"The foregoing route is selected for the overland mail service to California, as combining, in my judgment, more advantages and fewer disadvantages than any other.

"No bid having been made for this particular route, and all the bidders (whose bids were considered regular under the advertisement and the act of Congress) having consented that their bids may be held and considered as extending and applying to said route:

"Therefore, looking at the respective bidders, both as to the amount proposed and the ability, qualifications, and experience of the bidders to carry out a great mail service like this, I hereby order that the proposal of John Butterfield, of Utica, New York, William B. Dinsmore, of New York city, William G. Fargo, of Buffalo, New York, James V. P. Gardner, of Utica, New York, Marcus L. Kinyon, of Rome, New York, Alexander Holland, of New York city, and Hamilton Spencer, of Bloomington, Illinois, at the sum of \$595,000 (five hundred and ninety-five thousand dollars) per annum for *semi-weekly* service, be accepted. The contractors, however, to have the privilege of selecting lands, under the act of Congress, on only one of the roads, or branches, between Little Rock and the Mississippi river—

the one selected by them to be made known and inserted in the contract at the time of its execution."

Subsequently, on re-examining the proposal, the above acceptance was modified so as to fix the pay at \$600,000 per annum, that being the true amount of the bid.

Under strong representations that a better junction of the two branches of said road could be made at Preston than at Little Rock, on the eleventh day of September, 1857, the following order was made:

"That whenever the contractors and their sureties shall file in the Post Office Department a request, in writing, that they desire to make the junction of the two branches of said road at Preston, instead of Little Rock, the department will permit the same to be done by some route not further west than to Springfield, Missouri, thence by Fayetteville, Van Buren, and Fort Smith, in the State of Arkansas, to the said junction, at or near the town of Preston, in Texas; but said new line will be adopted on the express condition that the said contractors shall not claim or demand from the department, or from Congress, any increased compensation for or on account of such change in the route from St. Louis, or of the point of junction of the two routes from Little Rock to Preston; and on the further express condition that whilst the amount of lands to which the contractors may be entitled under the act of Congress may be estimated on either of said branches from Preston to St. Louis or Memphis, at their option, yet the said contractors shall take one-half of that amount on each of said branches, so that neither shall have an advantage in the way of stations and settlement over the other; and in case said contractors, in selecting and locating their lands, shall disregard this condition, or give undue advantage to one of said branches over the other, the department reserves the power of discontinuing said new route from St. Louis to Preston, and to hold said contractors and their sureties to the original route and terms expressed and set forth in the body of this contract."

In pursuance of the above orders and proceedings, on the 16th day of September, 1857, the following contract was entered into between the department and the contractors whose bid had been accepted:

No. 12,578.—\$600,000 per annum.

This article of contract, made the sixteenth day of September, in the year one thousand eight hundred and fifty-seven, between the United States (acting in this behalf by their Postmaster General) and John Butterfield, of Utica, New York, William B. Dinwore, of New York city, William G. Fargo, of Buffalo, New York, James V. P. Gardner, of Utica, New York, Marcus L. Kinyon, of Rome, New York, Alexander Holland, of New York city, and Hamilton Spencer, of Bloomington, Illinois, and Danford N. Barney, of the city of New York, Johnston Livingston, of Livingston, New York, David Moulton, of Floyd, New York, and Elijah P. Williams, of Buffalo, New York, witnesseth:

That whereas John Butterfield, William B. Dinwore, William G. Fargo, James V. P. Gardner, Marcus L. Kinyon, Alex-

ander Holland, and Hamilton Spencer, have been accepted, according to law, as contractors for transporting the entire letter mail, agreeably to the provisions of the 11th, 12th, and 13th sections of an act of Congress approved March 3, 1857, (making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1858,) from the Mississippi river to San Francisco, California, as follows, viz: from St. Louis, Missouri, and from Memphis, Tennessee, converging at Little Rock, Arkansas; thence, *via* Preston, Texas, or as near so as may be found advisable, to the best point of crossing the Rio Grande above El Paso, and not far from Fort Fillmore; thence, along the new road being opened and constructed under the direction of the Secretary of the Interior, to or near Fort Yuma, California; thence, through the best passes and along the best valleys for safe and expeditious staging, to San Francisco, California, and back, twice a week, in good four-horse post coaches or spring wagons suitable for the conveyance of passengers as well as the safety and security of the mails, at six hundred thousand dollars a year, for and during the term of six years, commencing the sixteenth day of September, in the year one thousand eight hundred and fifty-eight, and ending with the fifteenth day of September, in the year one thousand eight hundred and sixty-four: Now, therefore, the said John Butterfield, William B. Dinsmore, William G. Fargo, James V. P. Gardner, Marcus L. Kinyon, Alexander Holland, and Hamilton Spencer, contractors, and Danford N. Barney, Johnston Livingston, David Moulton, and Elijah P. Williams, their sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves: 1st. To carry said letter mail within the time fixed by the law above referred to—that is, within twenty-five days for each trip, and according to the annexed schedule of departures and arrivals; 2d. To carry said letter mail in a safe and secure manner, free from wet or other injury, in a boot, under the driver's seat, or other secure place, and in preference to passengers, and to their entire exclusion, if its weight and bulk require it; 3d. To take the said letter mail and every part of it from, and deliver it and every part of it at, each post office on the route, or that may hereafter be established on the route, and into the post office at each end of the route; and into the post office at the place at which the carrier stops at night, if one is there kept; and if no office is there kept, to lock it up in some secure place, at the risk of the contractors.

They also undertake, covenant, and agree with the United States, and do bind themselves, jointly and severally, as aforesaid, to be answerable for the persons 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 their unfaithfulness or want of care; and that the said contractors will discharge any carrier of said mail when 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, other than by telegraph, and that they will not carry out of the mail letters or

newspapers which should go by post; and further, the said contractors will convey, without additional charge, 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 John Butterfield, William B. Dinmore, William G. Fargo, James V. P. Garduer, Marcus L. Kinyon, Alexander Holland, and Hamilton Spencer, contractors, are to be paid by the United States the sum of six hundred 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 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 run; and of not more than three times the pay of the trip when the trip is not run and no sufficient excuse for the failure is furnished; 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 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 the said letter 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 convey a letter mail by any coach or wagon which the contractors regularly 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. And for setting up or running an express to transmit letters or commercial intelligence in advance of the mail, or for transmitting 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 may be exacted of the contractors equal to a quarter's pay; but in all other cases no fine shall exceed three times the price of the trip. And whenever it is satisfactorily shown that the contractors, their carrier or agent, have left or put aside the said letter mail, or any portion of it, for the accommodation of passengers, they shall forfeit not exceeding a quarter's pay.

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 'is-charge a carrier when required by the department; for assigning the contract, or any part of it, 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 either of the contractors shall become a postmaster, assistant postmaster, or member of Congress; and this contract shall in all its parts be subject to the terms and requirements 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 the Postmaster General may also annul the contract whenever he shall discover that the same, or any part of it, is offered for sale in the market for the purpose of speculation.

It is hereby further stipulated and agreed, that if obstacles, such as the want of water or feed, or physical obstructions, should be found between the points herein designated, so that time cannot be made, and a better line can be found between those points, the Postmaster General may vary the route to such better line.

And it is also further understood and agreed, that the contractors shall have all the rights of pre-emption, whatever they may be, secured by the 12th section of the act of Congress aforesaid, approved March 3, 1857, on either of the lines from the Mississippi river to the point of their junction with the main stem, but not on both—the election to be made by them at any time within twelve months after the date of the execution of this contract.

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.

AARON V. BROWN, [L. S.]  
Postmaster General.

JOHN BUTTERFIELD,	[L. S.]	Sept. 16.
W. B. DINSMORE,	[L. S.]	"
WM. G. FARGO,	[L. S.]	"
J. V. P. GARDNER,	[L. S.]	"
M. L. KINYON,	[L. S.]	"
ALEX. HOLLAND,	[L. S.]	"
H. SPENCER,	[L. S.]	"
D. N. BARNEY,	[L. S.]	"
JOHNSTON LIVINGSTON,	[L. S.]	"
DAVID MOULTON,	[L. S.]	"
ELIJAH P. WILLIAMS.	[L. S.]	"

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

WM. H. DUNDAS.

And by the other parties hereto in the presence of—

REVERDY JOHNSON.

ISAAC V. FOWLER.

I hereby certify that I am well acquainted with Danford N. Barney,



Johnston Livingston, David Moulton, and Elijah P. Williams, 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.

ISAAC V. FOWLER,

*Postmaster at New York, N. Y.*

[Endorsement.]

*Ordered:* That whenever the contractors and their securities shall file in the Post Office Department a request in writing that they desire to make the junction of the two branches of said road at Preston, instead of Little Rock, the department will permit the same to be done by some route not further west than to Springfield, in Missouri, thence by Fayetteville, Van Buren, and Fort Smith, in the State of Arkansas to the said junction at or near the town of Preston, in Texas; but said new line will be adopted on the express condition that the said contractors shall not claim or demand from the department or from Congress any increased compensation for or on account of such change in the route from St. Louis, or of the point of junction of the two routes from Little Rock to Preston; and on the further express condition, that whilst the amount of lands to which the contractors may be entitled under the act of Congress may be estimated on either of said branches from Preston to St. Louis, or Memphis, at their option, yet the said contractors shall take one-half of that amount on each of said branches, so that neither shall have an advantage in the way of stations and settlement over the other; and in case said contractors, in selecting and locating their lands, shall disregard this condition, or give undue advantage to one of said branches over the other, the department reserves the power of discontinuing said new route from St. Louis to Preston, and to hold said contractors and their securities to the original route and terms expressed and set forth in the body of this contract.

AARON V. BROWN,

*Postmaster General.*

SEPTEMBER 11, 1857.

Having furnished the above detail of facts, the department does not consider it improper to submit a few observations in relation to the reasons which induced a preference for the route selected.

The law of Congress not being mandatory, the department did not feel at liberty, in the exercise of a sound discretion, to select any route over which it was considered physically impossible to obtain the service within the time and by the mode of conveyance specified in the act. The trip was to be made within twenty-five days, in four-horse coaches, suitable for the conveyance of passengers as well as the safety and security of the mails. Applying these requirements to the extreme northern route proposed, from St. Louis by Fort Independence, Fort Laramie, Salt Lake, &c., the department had the recorded experience of many years against the practicability of procuring anything like a regular and certain service on that route. The United States had had a mail carried for years on that route, and the

returns in the department showed the most conclusive facts against its selection. The mails for November, December, and January, 1850-'51, did not arrive until March, 1851. The winter months of 1851-'52 were very severe. The carrier and postmaster reported that they started in time, but had to turn back. The mails of February, March, and December, of 1853, were impeded by deep snow. Those of January and February, 1854, on account of deep snow, did not arrive until the month of April. There was no improvement in the service even down to the November mail of 1856, which left Independence on the first of November, and, on account of deep snow, was obliged to winter in the mountains. The snow caused almost an entire failure for four months of the year. These actual experiments, made from the year 1850 to the present time, without referring to the concurring testimony of explorers and travellers, put this route entirely out of the question.

The next route to be considered was the one by Albuquerque—whether the same might start from Memphis or St. Louis. Is this route sufficiently level and exempt from snow, ice, and extremely cold weather, to give the promise that the required service can be performed with regularity and certainty throughout the entire year? and if it can be so performed, can it be done with reasonable safety and comfort to the passengers who are to be transported over it? The mere transmission of the "letter mail" was certainly not the sole object of the law. It looks expressly to the comfort of travellers in the stage, and doubtless to the millions of emigrants and others who, for ages, might pass to and from our Pacific States.

By an inspection of the general profile sheets accompanying the Pacific Railroad Reports, it will be seen that the mean elevation of the plateau of the Sierra Madre and Rocky mountains is about 7,000 feet above the level of the sea near the 35th parallel, (Albuquerque route,) and near the 32d parallel (El Paso route) it is about 4,000 or 4,200 feet, (Lieut. Parke,) giving a difference of 2,800 or 3,000 feet. This difference in elevation, in a climatological point of view, is very important, as will be shown by comparison of extremes of climate on these routes.

Next, with regard to the climate of winter, particularly along these routes, we present the following facts:

*Albuquerque route.*—At Albuquerque, according to the meteorological report of the medical department of the United States army, the maximum and minimum temperatures, respectively, were, for the winter months of 1849 and 1850: in December, 53°, 5°; January, 49°, minus 12°; February, 57°, 17°. For 1850 and 1851: in December, 52°, minus 5°; January, 57°, 8°; February, 59°, 7°. For 1852 and 1853: in December, 65°, 21°; January, 65°, 19°; February, 66°, 13°. For 1853 and 1854: in December, 66°, 20°; January, 63°, 5°; February, 67°, 15°; and in December, 1854, 58°, 19°.

At Fort Defiance, about twenty miles north of Campbell's Pass in latitude, and from 300 to 500 feet higher, the maximum and minimum temperatures, respectively, were: for the month of December, 1851, 62°, 4°; 18 inches snow. For 1852 and 1853: in December,

50°, 2°; January, 55°, 7°; February, 56°, 6°. For 1853 and 1854: in December, 57°, 6°; January, 49°, *minus* 20°; February, 54°, 2°. For 1854 and 1855: December, 65°, 10°; January, 59°, *minus* 17°; February, 61°, 13°. For 1855 and 1856: December, 56°, *minus* 25°; January, 54°, *minus* 8°; February, 51°, *minus* 3°.

At Albuquerque, December, 1856, the maximum was 65°, minimum 5°; Rio Grande frozen over, so as to be passable from 7th to 25th January, 1857; maximum 66°, minimum 4°; on the 9th, 10th and 11th the thermometer stood, respectively, *minus* 3°, *minus* 2°, *minus* 4°. February, 1857, maximum 72°, minimum 10°.

At Fort Defiance, December, 1856, the maximum was 50°, minimum *minus* 11°. On the 2d the thermometer stood, at 9 p. m., *minus* 2°; on the 3d, at 7 a. m. and 9 p. m., *minus* 2°; on the 4th, at 7 a. m., *minus* 10°; on the 5th, at 7 a. m., *minus* 6°; on the 5th, at 7 a. m., *minus* 11°; on the 7th, at 7 a. m., *minus* 7°; on the 8th, at 7 a. m., *minus* 1°; on the 10th, at 7 a. m., zero; on the 13th, at 7 a. m., *minus* 9°, and at 9 p. m., *minus* 7°.

For January, maximum 54°, minimum *minus* 11°. On the 9th, 10th, and 11th, the thermometer stood, at 7 a. m., respectively, *minus* 7°, *minus* 11°, *minus* 11°; on the 10th, at 9 p. m., *minus* 4°.

For February, maximum was 60°, minimum *minus* 12°.

"On December 25, 1855, the thermometer at the hospital at Fort Defiance gave a reading of thirty-two degrees (32°) below zero, at 6½ a. m. The hospital is not by any means in the coldest portion of the garrison. Two hundred yards distant the mercury, in January, 1856, ranged from four to eight degrees below that at the hospital, and there is not the slightest doubt of the freezing of the mercury had the instrument been placed in the more exposed situation on the morning of December 25, 1855. *A number of men on detached service had their hands and feet frozen, and some badly.* The mercury was below zero four mornings in December, 1855; six mornings in January, 1856; three mornings in February, and on the mornings of the 1st and 2d of March, it was below zero.

"The table above will give a fair idea of the climate of the country. The winter of 1855 and 1856 was more severe than any one known for many years. The wintry weather commenced on the 1st of November, 1855, and has continued up to the present time, March 14, 1856. The Rio Grande, at Albuquerque, was frozen over, and with ice sufficiently strong to bear a horse and carreta. Those Indians who live habitually to the north of Fort Defiance were obliged to abandon that portion of the country and move south, with their flocks and herds, in quest of grazing, on account of the depth of snow, which, in the mountains, at whose base the fort is situated, was over two feet in depth in March, 1856."—(*Correspondence, J. Letherman, Assistant Surgeon, U. S. A.; Smithsonian Report, 1855, page 287.*)

On the 24th of December, 1853, Captain Whipple experienced snow storms and weather sufficiently cold to contract the mercury 3½ degrees below zero, near the San Francisco mountains, and still further west, in the Aztec Pass, to 2½ degrees below zero, when he experienced another severe snow storm. So much for the climate of winter on the Albuquerque route.

Let us compare this account of the climate, extracted from undoubted sources, with that along the more southern route selected.

At Fort Fillmore, on the El Paso route, the meteorological report above referred to shows the minimum temperature at this place, up to 1854, to be but 10 degrees.

At Tucson, February, 1854, Lieutenant Parke reports the minimum temperature 32 degrees, and on one occasion, on the San Pedro, to be 12 degrees at sunrise. We have searched in vain every source of information, and have yet to learn that snow ever lies upon the plains near the El Paso route, or that the thermometer ever descended below zero. The mean temperature of winter at Fort Fillmore is about 46.6 degrees. The mean temperature of winter at Fort Webster, (Copper Mines,) north of *Ojo de la Vaca*, and 6,350 feet above the sea level, is but 41.3 degrees, while at Fort Defiance, a corresponding position, with reference to the Albuquerque route, it is 28.7 degrees, and at Albuquerque it is 37 degrees. At Fort Yuma, (mouth of the Gila,) on the El Paso route, the mean temperature of winter is 56.8 degrees.

Although this superiority of climate on the El Paso route must be admitted, still it has been and may be argued that the degree of cold on the Albuquerque route is not greater than on many of the stage routes of the Atlantic States—not greater, perhaps, than between Philadelphia and Pittsburg, or between Baltimore and Wheeling. Without admitting the fact, at all events so far as the latter route is concerned, it requires but little effort to remember how uncertain during the winter season was the transportation of the mails when the roads were in their natural state, and with what extreme suffering from the cold staging used to be performed between those cities, with all the advantages of short and well-appointed stations for recruiting the energies of the benumbed and exhausted passengers.

But would Congress or the public be content with a route to California no better in point of climate than those by Harrisburg and Cumberland, when a more mild and favorable one could be easily procured? Imagine four stages to start out from St. Louis on the Albuquerque route with eight passengers in each, thirty-two in number. At the starting point the snow is eight or ten inches deep, which it often is for weeks together. They are to go *day and night*, the thermometer ten or fifteen degrees *above*, not below zero. They progress westward, ascending every mile higher and higher, the cold increasing with every mile, for an entire week. At last they reach Albuquerque, an elevation of 6,000 feet, the mercury standing four or five degrees below zero. Benumbed by the cold for more than a week, overcome by the loss of sleep, they begin another ascent to Campbell's Pass, the best on the route, about 7,000 feet in height, in the vicinity of which the thermometer is standing, by authentic and undoubted observations, from 2° to 32° below zero.

How can thirty-odd passengers, men, women, and children, some feeble in health or delicate in constitution, be otherwise than in almost a dying condition? This is no picture of the imagination; it is one of those practical views which common sense will always suggest as to the sufferings and exposures of stage travelling under

circumstances so inauspicious. But a truer picture of more intense suffering may be found in the groups of emigrants camped out amid the snows, or struggling to get on, when the mercury, as it very often happens, is down at or below zero—whether a few degrees above or below makes no difference, for a long continued stage or emigrant travel, under circumstances of so much severe exposure, would, in a few years, mark every station with the fresh graves of its victims. Most emigrants are compelled to be *en route* in some portion of the winter months. Most families cannot well start from the Atlantic to the Pacific or interior States until they have first finished and disposed of the crop of the preceding season; at all events, it must be so far matured before they start that something approaching its value can be realized from it, in order to help in defraying the expenses of removal. Nor can emigrants linger too long on the way. They must go on, however much exposed to hardships, in order to reach their new homes in time to make a crop the next season. The poor cannot lose two crops in succession without being ruined. The southern or El Paso route is eminently comfortable and desirable for winter emigration, which the Albuquerque one cannot be, whatever might be said in its favor as a route in the summer season. The department supposed Congress to be in search of a route that could be found safe, comfortable, and certain during every season of the year, as well for the transportation of the mails as for the accommodation of emigrants and the future location of a railroad to the Pacific.

In relation to the relative facility with which four-horse stage coaches can be run over the Albuquerque and the El Paso routes, it must be remembered that this service was to commence within twelve months. The distance was more than two thousand miles, over many ranges of mountains, and nearly the whole distance uninhabited. There were no roads yet opened, and even the foot of the white man had not yet trodden many portions of the way which might finally be selected. Still, the stages must be running within twelve months. To do so it was evident that some route must be selected which was *naturally a good one*—such a one that, by cutting down some trees and blazing others, as mere guide posts, digging down occasional hillsides, and building slight and temporary bridges, the work of transportation might begin within the brief period required by the law. It was not enough that, by great labor of years and by large expenditure of money, a graded turnpike *could* be made, or a railway constructed, at the end of some half dozen years, or even a longer period, but it must be over a surface of country naturally so favorable that stage coaches, with their mails and passengers, could be running within twelve months with a rapidity scarcely equalled on the best routes of the older States. To make the trip in twenty-five days they must go day and night, averaging about eighty miles each day. Now, which of these two routes presented the greatest probability of affording such a service? Captain Marcy explored both routes as far as the Rio Grande, and, after having examined both, he gave a decided preference to the southern or El Paso route. He says, on page 228 of his report, after a favorable description of the route from the Rio Grande to the Pecos:

"Our road from here runs across the Llano Estacado for seventy-eight miles, upon a perfectly level prairie as firm and smooth as marble. It then descends from the high table land, about fifty feet, into a rolling prairie country, where the Colorado of Texas has its source. Thus far there is but little timber or water on our route, except at certain points noted upon the map; but these points can be made from day to day with loaded teams. As if, however, in compensation for the absence of other favors, nature, in her wise economy, has adorned the entire face of the country with a luxuriant verdure of different kinds of grama grass, affording the most nutritious sustenance for animals, and rendering it one of the best countries for grazing large flocks and herds that can be conceived of.

"Immediately after we descended from the high table lands, we struck upon an entirely different country from the one we had been passing over before. By a reference to the map it will be seen we kept near the plain upon the head branches of the Colorado and the Clear Fork of the Brazos. Here we found a smooth road over a gently undulating country of prairies and timber, and abounding with numerous clear spring branches for two hundred miles, and in many places covered with large groves of mezquite timber, which makes the very best of fuel. The soil cannot be surpassed for fertility. The grass remains green during the entire winter, and the climate is salubrious and healthy. Indeed, it possesses all the requisites that can be desired for making a fine agricultural country; and I venture to predict that at no very distant period it will contain a very dense population. It is only necessary for our practical farmers to see it, and have protection from the incursions of the Indians, to settle it at once.

"Soon after crossing the Rio Brazos, our road strikes out upon the high ridge lying between the waters of the Trinity and Red rivers; and it appears as if nature had formed this expressly for a road, as it runs for a hundred miles through a country which is frequently much broken up on each side with hills and deep ravines, and the only place where wagons can pass is directly upon the crest of this natural defile. It is as firm and smooth as a turnpike, with no streams of magnitude or other obstruction through the entire distance to near Preston, where we left it and crossed the Red river—from Preston to Fort Washita, and thence to our outward route upon Gaines' creek, the road passing through the Chickasaw country, which is rolling, and in many places covered with a great variety of large timber and well watered, with no mountains or high hills to pass over. Hence you will perceive that from Doña Ana to Fort Smith, a distance of 994 miles, our road passes over smooth and very uniformly level ground, crossing no mountains or deep valleys, and for five hundred miles, upon the eastern extremity, runs through the heart of a country possessing great natural advantages. I conceive this to be decidedly the best overland wagon route to California, for several reasons."

We will now call attention to the evidence of Captain John Pope, Topographical Engineers, who has been stationed a long time in New Mexico, and has seen a great portion of the plains between the 32d and 39th parallels. In chapter XI, Pacific Railroad Reports, vol. 2,

speaking of the general character of the country along the 32d parallel route, he says:

"In glancing at the topographical features of the immense plains which extend westward from the frontiers of Arkansas and Missouri, the first great peculiarity which strikes the attention is the remarkable interruption to their vast monotony presented by the belt of country between the 32d and 34th parallels of latitude. The great deserts, commencing about the 97th meridian, extend over a distance of six hundred miles to the eastern base of the Rocky mountains. In this whole extent they are badly watered by a few sluggish streams which intersect them, many of which disappear altogether in the dry season, and are destitute absolutely of timber, except a sparse growth of dwarf cotton along the streams. From the northern part of the United States, at the parallel of 49°, this immense region of desert country extends without interruption as far to the south as the parallel of 34°. At this parallel its continuity is suddenly and remarkably interrupted. Between the 32d and 34th parallels of latitude a broad belt of well-watered, well-timbered country, adapted in a high degree to agricultural purposes, projects for three hundred and twelve miles, like a vast peninsula, into the parched and treeless waste of the plains, and at its western limit approaches to within less than three hundred miles of the Rio Grande at El Paso."

The same distinctive preference to the El Paso route (the one selected) over the Albuquerque route is given by Commissioners Emory and Bartlett, Lieutenant Parke, and A. H. Campbell, at the head of the Pacific Wagon Road Office, Interior Department, who accompanied Captain Whipple over the Albuquerque route, and Lieutenant Parke over the El Paso, as principal engineer, in 1853, '54, and '55. The comparison of the two routes west of the Rio Grande the department considered equally favorable to the one selected. Beside the fact of its being over a country about 3,000 feet lower than the Albuquerque route, Congress had appropriated \$200,000 on this route to be expended in the construction of a wagon road between the Rio Grande and Fort Yuma, on the Colorado. So large a sum expended on a surface so favorable by nature will, doubtless, prove of an immense advantage in expediting the proposed service, both as to regularity and speed. Before this appropriation was made by Congress, Mr. Secretary Davis, who collected a larger amount of reliable information on this subject than any other person, reported to Congress that the most practicable and economical route for a railroad from the Mississippi river to the Pacific ocean was the one which the department has selected. Lieut. Mowry, writing on this subject, since the route was established, says: "For years, a mail has been regularly carried from San Antonio to El Paso without difficulty or danger, except from Indians. At present a mail is carried from El Paso to Tucson, 340 miles west, by government express, for the benefit of the troops in Arizona. This express has a military escort. Fort Yuma and San Diego, California, have for five years been connected by a semi-monthly mail, (government express,) which, during my two years' service at Fort Yuma, was as regular in its arrival as the steamer from the east at San Francisco.

"The only part of the newly selected route not now opened by a mail is that from Fort Yuma to Tucson, 260 miles; and this is almost daily travelled by the people of the Territory, by emigrants, and by Mexicans. Tucson is a growing town, and will afford all the grain needed for the road to El Paso. The Pimas villages, on the Gila river, will supply grain for the route to Fort Yuma, besides any quantity to transport to any desired point, or a depot of supply.

"At Fort Yuma, last year, a large quantity of corn was allowed to rot for want of a market, and there is grazing for ten thousand animals on the river banks. A few military posts, which would be necessary on either of the other routes, will make the southern route perfectly safe; and the immense mineral wealth, in silver and copper, will at once draw to Arizona a large population. *It is the only available route at all seasons of the year.* The route through the South Pass is as much closed by snow from four to six months in the year as if barred by a gate of adamant. During the winter of 1854-'55, I was in the Salt Lake valley, and no mail from the east reached us from November to April. The mail was at that time transported on pack mules, and was in the charge of experienced men, who had spent their lives on the plains.

"If they could not get the mail through either way, how much less the chance is there for Concord coaches? The central route is no better. I refer to Colonel Frémont or Lieutenant Beale to state, upon their reputation as travellers and 'mountain men,' how much dependence can be placed upon the regular transmission of a semi-weekly mail through the Cocheetopee Pass in December, January, February, or March. The route by El Paso and Fort Yuma is open the entire year. On both the other routes artesian wells are necessary to get water at convenient distances, and this necessity upon the southern route is therefore no extraordinary argument against it. I may be allowed to remark that the impression so generally diffused in the eastern States, that Arizona Territory is a desert and a God-forsaken country, is entirely erroneous. It will be recollected that California, now celebrated as an agricultural State, was stigmatized with the same epithets, and said to produce nothing but gold. Arizona promises to convince the world that she is able to produce silver enough to supply all the demands of commerce, and to show to the emigrant in search of a quiet and fruitful homestead beautiful valleys and clear running streams, where he may cultivate his crops with a fullness of fruition only known to the virgin soil of our western possessions."

The scarcity of water has been often urged against the southern or El Paso route. There is no route between the Mississippi river and California against which the same objection may not be made. After much examination, we believe that the route selected is free from this objection than almost any other. The statements of Lieutenant Mowry and Mr. Campbell are fully sustained by other authorities. The former, in a published statement, says:

"The country from El Paso to Tucson, three hundred and forty miles, is susceptible of early settlement, and is, moreover, one of the finest routes ever opened towards our western possessions. In no



part of it is there a distance of over thirty miles without water, and it is often found at distances of ten and fifteen, with plenty of good grazing throughout the entire distance.

"From Tucson, the principal town of the Territory of Arizona, (throughout the whole length of which the route runs,) to the Gila river, ninety miles, there is no water in the dry season, and two artesian wells will be necessary. In the wet season there is plenty of water. This distance is travelled at all seasons with mule teams and oxen, without difficulty. Down the Gila to Fort Yuma, one hundred and seventy-five miles, there is plenty of water and grass. From Fort Yuma, on the Colorado river, to Carissa creek and San Diego county, California, about one hundred miles, the route is heavy with sand, and water is found in but three places at all seasons of the year. In the wet season water is found every few miles. Twenty-four miles from Fort Yuma, or Colorado City, are Cook's wells, which, at an expense of \$1,000, can be made to furnish an ample supply. Twenty-six miles beyond are the Alamo Mucho wells, which can be enlarged, at the same cost, to any quantity desired. Thirty miles further on are the Indian wells, which will also yield an ample supply. Twenty miles further are the Sackett's wells, which are fed by a subterranean stream, and can also be made to supply any quantity of water.

"These two distances, from Tucson to the Gila and from Fort Yuma to Carissa, present the only difficulties on the route. United, the distance is but one hundred and ninety miles, and it is travelled at all seasons of the year by heavily loaded teams.

"From Carissa creek into San Diego the route is well watered and affords excellent grazing. The distance is one hundred and twenty-five miles; but the supervisors of San Diego county are now engaged in laying out a new road, which will much shorten the distance."

Mr. Campbell, who, as we have before stated, travelled over both routes, has borne the most ample testimony "that between the Rio Grande and the San Pedro river there are thirteen permanent water stations in about two hundred and twenty-four miles, giving an average of one in seventeen miles, and eighteen, including several fine rain-water stations, where water can be preserved, which will give an average of one in twelve miles."

We have submitted this letter of Lieutenant Mowry to Mr. Campbell. He confirms the statements of Lieutenant Mowry in every important particular, and further informs us "that the ninety miles *jornada* from the Tucson to the Gila is avoided entirely by following down the San Pedro and Gila rivers to the Pimas villages. The distance from the San Pedro, by either route, to the Gila, is about the same; and it is probable that, by following down the Aravampa, a tributary of the Gila, discovered by Lieutenant Parke's party, a distance of many miles can be saved; and in the Calitro mountains, along this route, there is an abundance of pure water in living streams, fine grazing, and oak, ash, walnut, and some pine timber. Deer, antelope, bear, and grouse abound there also, and many indications of gold were observed, and gold was found near the San Pedro river."

Captain Humphreys, in his report to the Secretary of War, and Lieutenant Parke, both testify that a sufficient supply of water can be had on the route for either a railroad or stage line.

In relation to the relative distance on the two routes, an examination of the map will exhibit the fact that the distance from Boston, New York, Philadelphia, Baltimore, and Washington, to San Francisco, is about the same upon both routes.

*Albuquerque route.*

Distance from San Francisco to Fort Smith, on the Albuquerque route, (see Captain Whipple's report, vol. 2, p. 76) .....	1,952 miles.
From Fort Smith to New York, (Captain Humphreys' report, Pacific Railroad Report, vol. 1, p. 108).....	1,345 "
Total .....	<u>3,297</u> "

*El Paso route.*

From San Francisco Bay (San José) to Fulton, (Lieut. Parke's report, 1855, unpublished,) .....	1,972 miles.
From San Francisco Bay (San José) to San Francisco....	44 "
From Fulton to New York, (Humphreys' report, in Pacific Railroad Report, vol. 1, p. 108).....	1,335 "
Total .....	<u>3,351</u> "

Making a difference of only fifty-four miles in favor of the Albuquerque route, as shown by the Pacific railroad surveys—a difference too small to be a matter of grave objection. These and other estimates of distance cannot be expected to be entirely correct; but they approximate the precise distances as nearly as published surveys and explorations will allow of. The above difference of fifty-four miles, however, is reduced to four miles, if we estimate the distance from San Bernardino to San Francisco, *via* the Cajon Pass, Cañada de los Uvas, and Estero Plain,\* as in the following table, thereby avoiding the detour of Lieutenant Parke's route *via* Santa Barbara and the Gaviote Pass.

From the latest authorities, for the respective routes from the Mississippi river, at St. Louis, *via* Albuquerque, and at Memphis, *via* El Paso and Fort Yuma, to San Francisco, California, I find the most direct distances over which the mail should travel as follows:

\* See Birch's proposal.

*Route from Memphis, via El Paso, &c.*

From Memphis to Preston (a).....	375 miles.
From Preston to Waco Tanks (b).....	615 "
From Waco Tanks to Fort Fillmore (c).....	40 "
From Fort Fillmore to Pimas villages (d).....	306 "
From Pimas villages to Fort Yuma (e).....	167 "
From Fort Yuma to San Bernardino (f). ....	180 "
From San Bernardino to San Francisco, via Cajon Pass, Cañada de los Uvas, and Estero Plain (g).....	420 "
	<hr/>
	2,103
	<hr/>

*Route from St. Louis, via Springfield, Antelope Hills, or Canadian river, Albuquerque, &c., to San Francisco.*

From St. Louis to head of Pajarito creek (h).....	860 miles.
From head of Pajarito creek to San Francisco (via Cañon Carnuel or San Antonio, New Mexico,) and via Tah-ee-chay-pah Pass, California.....	1,246 "
	<hr/>
	2,106
	<hr/>
From St. Louis to Campbell's Pass, via Galisteo (i)...	1,080 "
From Campbell's Pass to San Francisco, as above (j).	1,085 "
	<hr/>
	2,165
	<hr/>

NOTE.—As an interesting comparison between these two routes, take Captain Whipple's modified distance—1,952 miles—from Fort Smith to San Francisco, and add 250 miles in a direct line from Fort Smith to Memphis, from the General Railroad Map above referred to, and we have from the same initial point—Memphis—a distance to San Francisco of 2,202 miles.

Thus the difference in the distances of the two routes between the Mississippi river and San Francisco is too inconsiderable to become material.

(a) See General Pacific Railroad Map, in hands of engraver.

(b) See Captain J. Pope's report, 1854, Ho. Doc. 120, page 61.

(c) General Pacific Railroad Map.

(d) Lieut. Parke's report, unpublished.

(e) Major Emory's reconnaissance, 1846, and Pacific Railroad profile, 32d parallel route.

(f) Lieut. Williamson's surveys, Ho. Doc. 123, &c. &c.

(g) Lieut. Williamson, 1853-'54, and Lieut. Parke, '54-'55, unpublished map and report.

(h) General Pacific Railroad Map, &c.

(i) General Pacific Railroad Map and Captain Whipple's undistributed report.

(j) Captain Whipple's report and General Pacific Railroad Map, &c., &c.

As a pioneer route for the first great railroad that may be constructed to the Pacific, the Postmaster General has bestowed upon it all the labor and examination which the multiplied business of his department would allow of. If all or a greater portion of the railroads from the large cities and the States east of the Mississippi had concentrated at any one point on that river, such point would have been selected for the overland route to California. But such is not the fact. They concentrate chiefly at St. Louis, Cairo, and Memphis. Cairo is mentioned in this connexion because, through the Illinois Central, nearly all the railroads constructed for St. Louis may be said also to connect with the Mississippi at Cairo. Finding, therefore, no common centre on the Mississippi, the next desirable object was to find some common point *west* of that river from which a main stem could be projected passing westward to California. If you started out from St. Louis west you must lose all the connexions with the Cairo and Memphis railroads; but by starting out from St. Louis, and diverging south with her railroad now making to her Iron Mountain, you will presently receive the great railroad coming out from Cairo, so richly endowed that it is sure to be made at no distant day. Still bearing southwestward, we presently receive, at Little Rock, the other branch of the road from Memphis, connecting the line with all the great railroads of Virginia, South Carolina, Georgia, Alabama, Tennessee, and Kentucky. Not far from Little Rock the Vicksburg and New Orleans and Texas railroads fall in, bringing in, from almost every portion of the great river, all the connexions which all the Atlantic States north and south can make to that great highway which we are trying to establish. Thus it is that we have found *west* of the Mississippi what we could not obtain *on it*—a common concentration of railroads to a single point from which the future railroad may commence, swollen and enlarged in its common stem by the contributions of the railways coming in from nearly every State of the Union.

This diversion of the route to a southern direction by Little Rock or Preston has, however, other advantages than any to which we have as yet adverted.

“By starting from St. Louis, the great western mart, and connecting at Little Rock or Preston with the line from Memphis, the two great sections of the country are accommodated.

“Instead of projecting this mail, and its attendant benefits, into the wilderness, from the frontier of Missouri, to buffet with north winds and snows upon the plains of Kansas in winter, and drag over monotonous, waterless, treeless wastes in summer, it was located through the centre of Missouri, of Arkansas, and throughout the western frontier of Texas. It will thus develop hitherto unknown resources in those States. It will open a vast agricultural and mineral region in Missouri; lend a helping hand to the young, growing, and unappreciated State of Arkansas; and conduct the hardy pioneer to the delightful woodlands and prairies of Texas. For nearly a thousand miles the traveller will be traversing a country abounding in beauty and in healthfulness, possessing a salubrious climate and a fruitful soil.”

Nor should it be forgotten that the southern location of the route,

especially if it shall be followed by the construction of a railroad, may serve a valuable purpose in reference to the neighboring republic of Mexico. In time of peace it will shed its blessings on both nations, whilst in time of war it will furnish a highway for troops and munitions of war, which might enable us to vindicate our rights, and preserve untarnished our national honor.

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

**NOTE.**—Since the action of the department on this important subject, a publication has appeared in the public journals, from the pen of Mr. Bartlett, late of the Boundary Commission, so full of valuable and reliable information, that the Postmaster General respectfully begs leave to subjoin it to this report, as follows :

#### THE OVERLAND MAIL TO CALIFORNIA.

[From the Providence Journal of August 18.]

#### *Communication from Mr. John R. Bartlett.*

The recent decision of the Postmaster General, in adopting the southern route as the one over which the United States mail shall be carried between the valley of the Mississippi river and San Francisco, in California, having attracted much attention, I have deemed it a duty to submit a few remarks on the subject. In doing this, I do not propose to discuss the geographical question of a northern, a central, or a southern route, or the advantages or disadvantages which may accrue to any particular section of the country from the selection of a route, but simply to speak of the advantages which I believe the route adopted to possess, and of the facility with which a wagon road may be constructed over it. My conclusions are based, not upon the reports or explorations of others, but from my own observations while employed upon the survey of the Mexican boundary line.

The government has doubtless made its choice from the reports of the examinations made by the several parties which crossed the country with a view to collect such facts as would enable it to decide upon a route for a railroad to connect the Atlantic with the Pacific ocean.

It is well known that the surveys and explorations of the United States Boundary Commission, with which I was connected from the year 1850 to 1853, were near the parallel of 32 degrees, both east and west of the Rio Grande. Our journeys in Texas commenced near the 97th meridian of longitude, whence we passed to the table lands at the north, and traversed the country a distance of nearly six hundred miles between the 31st and 32d parallels. From the woodless nature of the country here, one is enabled from any hill or eminence to cast his eye over a vast surface, as though looking at a map, and notice all mountains, elevations, and depressions; the rivers and small water-courses, the water-sheds, and the timbered lands; in fact, over so open a district as here exists, an observer may obtain a most exact idea of the face of the country for fifty or a hundred miles from his point

of observation, particularly if that point is on the summit of an isolated hill, of which there are many in the district in question.

For a large portion of this journey we travelled, with seven loaded wagons, where no travellers had been before, following no track and directed by no guide. Water was found in the various tributaries of the Colorado, which river was in sight at the north, and until we reached the sources of the Concho. Here came the first desert, and here begins the vast desert region which extends to the Rio Grande. This line of desert reaches far to the north, and includes the well known Llano Estacado, which was crossed by our party at its shortest angle, about sixty-five miles across. This plain is level and hard the entire distance, and would require no labor to make a road across it available. It is without wood and water, yet in several depressions water is often found, and there is little doubt that by sinking wells it might be procured at all times. In the passes of Castle mountain, ten miles east of the Pecos, there were traces of water, where it might be found by digging. We followed the Pecos and its tributary, Delaware creek, for more than a hundred miles, the country being quite level the entire distance to the Guadalupe mountains and pass. From this the country is comparatively level to the Rio Grande. There are no mountains to cross, except the Hueco range, twenty-eight miles from El Paso, and these are attended with trifling difficulties. In water there is the greatest deficiency, there been no running streams between the Guadalupe mountains and El Paso, a distance of about one hundred and ten miles. The first water is a spring called Ojo del Cuerpo, about fifteen miles northwest of the pass, and ten miles further a pond where there is water and grass at all times; next, at the Cornudos del Alamo, and again at the Sierra Hueco, where there are springs and natural water tanks or basins. These, by being dug out and properly opened, could be made to furnish the necessary water for the stations. This district, between the Guadalupe mountains and the Rio Grande, is the longest and most difficult to cross of any east of that river, on account of the deficiency of water; yet, reckoning two springs at the Cornudos del Alamo, ten miles apart, and there are five watering-places in the one hundred and ten miles. Of this distance, eighty-two miles is over a hard roiling country, where we ran our teams without danger; the remaining twenty-eight miles, from the Hueco mountains, is sandy. At the several watering-places there is an abundance of grama grass.

The route thus far described lies a little to the south of that selected by the Postmaster General for the California mail, though the western portion of it for nearly three hundred miles (presuming that of Captain Marcy to be followed) will be the same. From this point, on the Pecos, to the 99th meridian, the character of the country is much the same. The Llano Estacado is crossed further north, after which the route is intersected by the northern tributaries of the Colorado, while the Boundary Commission crossed the southern ones. Thence he follows the Brazos and Washita rivers. The country here, from the Pecos to the Red river, except across the plain referred to, is well watered, with timber bordering most of the streams, many of which have valleys or bottoms well adapted for cultivation. This

belt of country, which is watered by the Colorado, the upper Brazos, and the Red river, projects three hundred miles or more beyond the generally acknowledged limit of population west of the Mississippi, thereby lessening the distance of desert to be crossed in order to reach the Rio Grande. For this reason, therefore, the southern route along the line traced has advantages over the central one in having a much narrower belt of woodless and waterless country to pass over, while the whole distance is about the same.

The next advantage of the southern line, and a most important one, is, that the summit level at El Paso is from 3,800 to 4,000 feet above the level of the sea, while that of the central or Albuquerque route, near the 35th parallel, is, according to the Pacific Railroad Reports, not far from 7,000 feet. The temperature at these two points corresponds with the difference in elevation. At Albuquerque the mercury sinks below zero, and the Rio Grande is sometimes frozen over so that persons may cross on the ice. At El Paso it has never been known to sink as low as zero. The Boundary Commission wintered there in 1850-'51, which was pronounced the coldest ever known there. Snow fell once or twice at night, but disappeared the day following before noon, and the mercury sank on a single occasion to 10°.

These conclusions are not new, as the same opinion was expressed in my "Personal Narrative"—a report of explorations connected with the Boundary Commission, published immediately on the return of that body from the survey of the line. In volume one of that work, page 139, in speaking of the district east of the Rio Grande, it is stated that—

"The country is well adapted for a wagon road, and equally so for a railway. From Fredericksburg, in Texas, all the way to the Rio Grande, *there is a natural road*, which, as a whole, is better than one-half the roads in the United States west of the Mississippi. Very little has been done to this road of nearly 600 miles to render it what it is; and a little labor where the streams are crossed, with a bridge across the Pecos, which could be constructed with ease and at a small expense, would make the whole of it equal to our best turnpikes."

In continuation of my remarks on the practicability of constructing a great wagon road near the parallel of 32°, I suggested the necessity of sinking wells at certain places, and further stated as my belief, from what I had heard from Mexicans who had travelled the country between the Pecos and the Rio Grande, that water could be found in other places not then known to travellers, thereby removing one of the greatest obstacles in crossing this arid region.

The district of country bordering on the Rio Grande at El Paso is the widest and richest portion of the bottom lands along that stream, and hence capable of sustaining a larger population than at any other point. The strip of bottom land known as the "Mesilla Valley," though not one-half the extent of that south of El Paso, is also valuable; and at Doña Ana, as well as a few miles to the north, the bottom lands again expand into a broad plain, admirably adapted to artificial irrigation and agriculture, and consequently to the sustaining of a larger population than is elsewhere to be found in that vicinity. Indeed, it may with truth be asserted that the richest portion of the

valley of the Rio Grande lies between the parallels of  $31^{\circ} 30'$  and  $33^{\circ}$  degrees. El Paso lies in  $31^{\circ} 45'$ . Of the extent of the culturable valley near the parallel of  $35^{\circ}$  I am not prepared to speak with confidence.

I will now speak of the country west of the Rio Grande near the parallel of  $32^{\circ}$  degrees, near which the contemplated mail route is to run. This district was frequently crossed and recrossed by myself personally, as well as by various engineering parties of the Boundary Commission. To avail ourselves of the few watering-places then known, we followed the Rio Grande to Santa Barbara, thence westwardly to Cooke's spring. Our surveying parties, which followed the line of  $32^{\circ} 22'$ , found springs at several places between Doña Ana and Cooke's spring, and in their various reconnaissances discovered water in many places not marked on the maps or known to travellers. Proceeding west, the Rio Mimbres and a copious spring called Ojo de Vaca followed at intervals of ten and twelve miles.

Westward from Ojo de Vaca the vast region extending to Tucson was entirely unknown, and I am not aware was ever traversed by any party of white men previous to 1851, when it became necessary that our Commission should penetrate it. When Col. Cooke was here in 1847 with his battalion, on his march to California, his guide, Leroux, was afraid to cross it, not knowing of the existence of water there. He therefore advised the Colonel to take a southwesterly course to the Guadalupe Pass, in Sonora, thence to San Pedro river, Tucson, and the Gila. Col. Cooke took this route and opened a way, which has since been laid down on the maps as Cooke's road, while the district avoided by him is designated "as an open prairie and a good route, if water can be found." Such was simply the "*belief*" of Leroux. In entering upon this unknown district we had many fears; yet, with a train of both heavily laden wagons and pack mules, we took a course due west from Ojo de Vaca, and found in the Burro mountains, fifteen miles distant, an abundance of water and a small stream, which I think extended to the Gila. We had followed a ravine for five miles through the mountains, and supposed we should be obliged to retrace our steps; yet, after searching an hour or two, we found a passage through the mountains for our wagons without using a spade or encountering any steep ascent or descent.

Thus the whole party for the survey of the line to its western extremity, and that for the survey of the Gila, as well as one of the Rio Grande divisions, with their loaded wagons, pack mules, a herd of twenty-five oxen and one hundred and fifty sheep, traversed this unknown region, crossing mountains, ridges, open plains, and desert wastes, without losing or crippling a wagon; without suffering for the want of water, which was always found at convenient distances until the rivers San Pedro and Gila were reached. In some cases where no water was seen we dug for it, and in every instance found it near the surface. In every mountain range defiles easy of access, with gradual ascents and descents, were everywhere found by diverging a little to the right or left. Grass, too, for our large train of mules, horses, cattle, and sheep, was always found in abundance. When encamping on the woodless plains there was a deficiency in fire-wood, but when



near the mountains or streams there was plenty. Sometimes we were put to a little inconvenience to find wood, water, and grass at once; but I saw enough to satisfy me that a party exploring for the purpose, and not confined to a particular line, could find all these necessities in abundance and at convenient distances from the Rio Grande to the valley of the Santa Cruz.

The valley of the Santa Cruz is the richest, and, though quite limited in breadth, contains more land suitable for agricultural purposes than any between the Rio Grande and the Pacific within the belt between the 31st parallel and the Gila. Here, too, near Santa Cruz, Tubac, Tumacacovi and Tucson, are forests of mesquit, and the only considerable tracts of woodland (the mountains excepted) in this large district. In this valley are some of the oldest missionary establishments in America, Marco de Niza and Coronado having traversed this valley and made known its advantages before the year 1550. Such is the superior excellence of this valley, as compared with the other portions of the so-called "Gadsden Purchase," lying west of the Rio Grande valley, that it should be made available for as many stations as possible on the contemplated mail route. It contains the chief population of the district; is traversed by an excellent road; it opens the most direct and best route to Sonora, and is bounded on the east by the Santa Rita and other mountains known to abound in iron as well as the precious metals. The valley of San Pedro is admirably adapted for grazing, but not for agricultural purposes.

That my ideas with regard to this route are not now stated for the first time, but were made known to the government six years ago, I will quote from my despatch from Santa Cruz to the Hon. Alexander H. H. Stuart, Secretary of the Interior, dated September 27, 1851:

"Being the first party of which we have knowledge which has crossed the unknown region lying east of the San Pedro and south of the Gila, \* \* \* I am now enabled to state, with great satisfaction, that the direct route travelled by the commission, nearly west from Ojo de Vaca, is a route far more practicable for a road or railway than Cooke's route; that the distance from water to water is less; that the hills and mountains to be crossed are infinitely less in height and easier to pass; and, lastly, that there is a saving in the distance, between this and Cooke's, of more than 100 miles."

A more extended view was given by me of the adaptation of this route for a wagon road or railway in a communication to the president of the Atlantic and Pacific Railway Company, in reply to a note from him asking my opinion on the subject. My letter was dated December 21, 1853, and appeared in several New York and other papers. I make a few extracts:

"Until recently, the maps of the interior portions of our continent have exhibited a great chain, known as the Rocky mountains, as continuous from a high northern latitude to the Isthmus of Panama, thereby presenting a barrier to the construction of a great public highway; but such does not convey an accurate idea of the geographical features of this region. \* \* \* \* \*

"About the parallel of 32° 32' the Rocky mountains suddenly drop off, eight miles south of Fort Webster, and, with the exception of a few

spurs, seem to disappear entirely for about 100 miles. Here we emerge into the great plateau, elevated from 4,000 to 5,000 feet above the level of the sea, which is crossed by no continuous range of mountains for the distance stated. Short, isolated mountains and conical hills alone appear at intervals, and these are sometimes separated by fifty miles of plain. Through the State of Chihuahua this plateau is limited on the west by the Sierra Madre, but on the east it crosses the Rio Grande and extends across the northern portion of Texas. \* \* \*

"The belt of country here noted may safely be set down at from 80 to 100 miles in width, and extends from the Rio Grande to the Coast range of mountains on the Pacific. The mountains present no barrier to the construction of a railway, being in short ridges from five to ten miles in length, overlapping each other, with broad defiles or open spaces between, affording easy passages through. \* \* \* We travelled, with loaded wagons, more than thirty miles a day across this district, without once locking their wheels, and this too where there was no road. Every mountain range was passed through without difficulty; and, in some instances, so gradual was the ascent and descent as to be scarcely perceptible."

It will thus appear that this entire district, from the Rio Grande to the Colorado, with its broad, open, gravelly plains, is admirably adapted for either a great wagon road or a railway. From Tucson to the Gila is a desert of ninety miles without water. This desert is as hard as marble and perfectly level. Midway, at the Picacho, is a depression where water is often found, and where it would be advisable to sink wells. Twelve miles south of the Gila are similar cavities.

At the Pimo villages, on the Gila, is a fine agricultural district, consisting of a plain more than twenty miles in length by four in width, which for ages has been cultivated by the semi-civilized Indians. Immediately to the north of this is another large and excellent agricultural district, bordering on the Salinas, which enters the Gila seven miles below the Pimo villages. This river is much larger than the Gila. I traced its course for about forty miles, and found its bottom lands intersected in all directions by ancient irrigating canals; while the numerous tumuli, mounds, and crumbling edifices of a race now passed away show that it once sustained a large population.

The Gila would be followed by a road for about one hundred and eighty miles to Fort Yuma, at the junction with the Colorado, chiefly on the adjacent plateau, which is hard and level. The bottom varies in width, and in many places bears a heavy growth of cotton-wood. The Colorado, which is crossed by ferries, might easily be bridged. Here, again, is a wide valley or bottom susceptible of a high degree of cultivation. This, too, is marked by the remains of irrigating canals, first dug by the aboriginal tribes, and subsequently by the old Spaniards, who had a mission here.

We now reach the California desert, about one hundred miles across. This is very hard and level, with occasional spots of sand. It is entirely destitute of wood, and nearly so of grass. Water in the dry season is only to be obtained by digging. This is found at Cooke's wells, Alamo Mucho, and Sackett's wells. By sinking large wells it could doubtless be found in any quantity desirable. In seasons

when the Colorado overflows its banks, its waters fill large basins in the desert, where it sometimes remains two or three years before it is entirely absorbed by the sands or evaporated by the sun. Carissa creek, a small stream, which, after flowing a few miles, is lost in the sands, furnished water in the driest seasons. From this point to San Diego there is not only water at convenient distances, but an abundance of grass.

The route here described from eastern Texas is taken by numbers of emigrant trains, except that portion of it from the Rio Grande to the Santa Cruz valley, which, until the Boundary Commission followed it, was unknown. The emigrants took Cooke's road, which was a hundred miles longer. On my return from California we met emigrant parties every day after leaving the Gila, and in one instance a drove of 17,000 sheep, all bound for San Francisco.

As these remarks have already been too much extended, I forbear mentioning other and more minute particulars of the advantages which may be claimed for the southern route. From what has been stated, it is evident that the region over which it is to pass is not the paradise which some have claimed for it; but, poor as it is in many respects, it is infinitely better and presents more advantages for a great national highway than any yet discovered to California.

## APPENDIX A.

*Route No. 7,809—New Orleans to Cairo: compensation, \$329,000; half trip, \$449 50.*

In pursuance of the seventh section of the act of Congress, passed on the 3d March, 1857, and by direction of the Postmaster General, the undersigned have re-examined all questions arising out of fines imposed upon the contractors for carrying the mails on route No. 7,809, New Orleans to Cairo, on the Mississippi river; and having compared the same with the evidence produced, respectfully submit the following adjustment, and recommend its adoption:

*First quarter of 1856.*

Remit the fines and deductions imposed for failures, for failures to arrive in schedule time, for failures to connect, for failures at intermediate offices, and for inferior service during the months of January and February, 1856, amounting to \$48,504 73; and let the fines and deductions imposed for failures, for failures to arrive in schedule time, and for inferior service in the month of March, 1856, amounting to \$7,619 95, remain as settled, upon the following evidence, viz:

No. 1. William M. Murphy, special agent, reports from New Orleans, on the 6th February, 1856, "That the interruptions in the service, on route 7,809, still continue; the almost unprecedented state of the navigation, and the continued cold weather, promise but little improvement for some time to come. I have refrained from giving you frequent reports, which could have been but reiterations of the same thing, from time to time; no company, whether they owned boats or not, could improve the service until the ice shall disappear."

No. 2. William J. Brown, special agent, reports from Cairo, on the 16th January, 1856: "Failures have been quite frequent in consequence of the intensely cold weather. In many instances engines were frozen up on the road. From Cincinnati to Louisville ice has so obstructed the navigation that the mail line of boats have ceased their regular trips. The ice is running very heavily on the Mississippi river from Cairo to Vicksburg, an occurrence scarcely ever known before. This detains and impedes the operation of the mails between Cairo and New Orleans, which are now very heavy; but the company are making every exertion, and receiving mails with much more regularity than could be expected from the present condition of the river."

No. 3. Postmaster at Cairo, reports from Cairo, on the 30th January, 1856, in regard to performance of service on route 7,809, and states: "That the contractors have done everything in their power, sparing neither labor nor expense in the prosecution of their contract; but, owing to the heavy running ice in the river below here, and the low stage of the water, there have been but few boats for the past month that would hazard a trip, or up to this point. Reliable citizens of this vicinity, who have resided in this country from fifteen to twenty years, all concur in the statement that they have never wit-

nessed such formidable impediments to navigation on the Mississippi river, below here, of so long continuance. All the old boatmen whom I have heard speak of it, and it is a subject of daily and almost hourly remark here, make the same statement. There have been from twenty to thirty-five boats lying here ever since the 25th of December. Most of them retaining their officers and crews, resting under the probability, justified by this latitude and the experience of all past seasons, that a day or two later would witness a change of weather and the condition of the river, but up to this present moment there has been no indication of improvement in either. I make this statement from a sense of justice to the contractors, who are, apparently, and, I believe, really, doing all that can be done to carry on their contract."

No. 4. Postmaster at Cairo, on the 1st February, 1856, reports: "The river is still obstructed by heavy running ice, and but few boats are leaving or arriving. Those arriving for the past month have been from eight to twenty days from New Orleans, and the prospect is still unfavorable to improvement."

No. 5. Postmaster at Cairo reports from Cairo, on the 3d March, 1856: "I have permitted the mails to be carried, in some instances, on boats that, under ordinary circumstances, would have been refused. I had no other alternative but to ship on them or retain the mails, as it has been impossible to make any calculation since the first of January when a boat would leave."

No. 6. The postmaster at Natchez, on 16th February, 1856, reports: "This office has been without a mail from Cairo, and all offices between there, for from three to six days, at various times; they are now beginning to arrive more regularly as navigation is opening. The contractors have no boats; they wait for the first that comes."

No. 7. A memorial, signed by twenty-three merchants and business men of New Orleans, and by the captains of twenty-seven steamboats running on the Mississippi river, recommending that the contractors on 7,809 be indemnified for all fines and forfeitures imposed by the Postmaster General in consequence of failure on their part to make schedule time during the first and third quarters of 1856. The captains of steamboats state that they know from their personal knowledge, having had long experience in navigating the Mississippi river, that the ice during the first, and low water and fogs during the third quarter, rendered it impossible to perform the service any better than it was done, the difficulties from ice and low water having been worse than ever known; "and we believe that every effort was made, regardless of expense, to perform the service in good faith." The twenty-three merchants and business men of New Orleans urge the department to a favorable consideration of the foregoing.

No. 8. G. A. Philips makes oath on the 17th January, 1857:

"I have been in the employ as agent of the conductors on route 7,809, New Orleans to Cairo, since March 1, 1856, and have been during the whole time familiar with their business. Most of the money they have expended has been paid out either by myself, under my supervision, or on drafts drawn by me. I have charge of the books. I know of my own personal knowledge no pains or expense have been spared to overcome the natural or other obstacles which have presented

themselves, for the purpose of carrying the mails according to the spirit and letter of the contract, having myself transacted the business under such instructions from the contractors. The expense incurred for the first and third quarters far exceeded the pay received from the department. It is a fact generally known that the ice almost entirely suspended navigation *during the months of January and February*, and it was during this time that the heaviest outlay of the first quarter was incurred, having to pay large sums to get the mail forwarded at all. The expenses exceeded the receipts about \$30,000."

No. 9. Postmaster General Campbell, in obedience to a resolution of the 4th of February, 1856, calling for information relative to the mail communication between New Orleans and Cairo, reported on the 9th February, 1856, to the Senate, viz :

"The short time allowed would alone have rendered it difficult to perfect all necessary preparations for commencing on the 1st of January, and regularly continuing daily mail service, as required ; but an additional and entirely unforeseen difficulty arose, from the severity of the weather, which caused, to some extent, a suspension of the navigation of the Mississippi river. A special agent of this department, writing from New Orleans on the 28th January, 1856, says, "that owing to the condition of the river, which is filled with floating ice, from Cairo to the mouth of Red river, a distance of 750 miles, no line of boats could perform the service with any degree of regularity." He also states that there is a combination of steamboat interests aiming to break down the mail contractors and force the department to accept the enormous and combined bid of \$600,000."

"Another agent under date of 30th January, 1856, reports as follows : 'The uncommon severity of the winter, and unheard of obstructions from ice on the lower Mississippi, have prevented the shipment of mails with any regularity. It has been beyond the power or capacity of any parties to have performed a regular service, even without the opposition against which the contractors have contended.'

"These formidable difficulties have thus far prevented the conveyance of the mails with due regularity. I have the most positive assurances that the contractors are using every effort to perform their duty, and that they will yet succeed to the satisfaction of this department and the public. In the present condition of the river they are clearly entitled to some indulgence ; but so soon as the obstructions from ice are removed, they will be held to the strictest accountability. If then, after a reasonable time, the stipulated service is not rendered, and frequent irregularities occur, I shall proceed to exercise the power specially reserved to me, to annul the contract for repeated failures."

No. 10. Postmaster at Cairo reports from Cairo, on the 19th February, 1856 : "I have not strictly observed the instructions of the department relative to the departure of the mails from this office, for the reason that it has been impossible to do so during the obstructions to navigation, occasioned by the ice. Boats have had to choose their own time of leaving port, and rather than detain the mails in this office, in the absence of any probability that they would be sent at the actual time required, I have thought it the interest of the department and the public to embrace, in every instance, the first opportunity

afforded, after a mail was made up in the morning, that it might be forwarded the same day, rather than to observe the schedule hour of departure, when it was certain by so doing it would not leave until the next day, or, perhaps, in two or three days after."

No. 11. William M. Murphy, on the 23d May, 1857, on his oath deposes and says: "I was deputed as special agent of the Post Office Department to put in operation the mail service on the Mississippi river, route 7,809—New Orleans to Cairo—to commence on the 1st January, 1856. On the given day I was at Cairo, and the contractors commenced the service. After remaining at that point for several days, in conference with the mail company, they presented a list of boats, which being duly inspected and received, according to instructions, a copy was forwarded the department, and the postmasters of Cairo and New Orleans were directed by me to ship the mails on said boats, or on such as were of equal class and speed."

"The weather had been extremely cold for some weeks, and ice was commencing to form very rapidly on the upper Mississippi and the Ohio rivers. On the night of the 3d, I started for Louisville on steamer 'David White,' but such were the interruptions that we were only able to reach Evansville, where the boat was compelled to lay up. In a few days the Ohio was entirely closed to its mouth, and the Mississippi was filled with floating ice. On the 17th, (January, 1856,) I had returned to Cairo, where I found a large number of boats laid up, and navigation almost entirely suspended. On that night I left for New Orleans, on board the 'Effie Aston,' with the mails of the 15th, 16th, and 17th. It was with great difficulty we made our way through the ice, being mostly to float with it, until below Memphis, and serious interruptions were experienced until we passed Vicksburg. *These interruptions continued up to the 28th February, 1856.* Navigation continued to be more or less obstructed until some time in March, to an extent which prevented boats from making good time. From the commencement of the service the contractors seemed to make every effort to perform it, regardless of expense or trouble, or sacrifice. I know that they have paid alone, for the transportation of the mails, five hundred dollars per day, besides heavy contingent expenses for agents, &c. It was an impossibility for boats to have made schedule time."

*Second quarter of 1856.*

Let the fines and deductions imposed upon the contractors during the second quarter of 1856, amounting to \$9,287 38; and the fines for failures at intermediate offices during the said quarter, which were imposed upon the contractors in the settlement of the third quarter, amounting to the further sum of \$3,570, remain as settled upon the following evidence, viz:

George A. Phillips, the agent of the contractors, in his affidavit made on the 17th January, 1857, states:

"During the second quarter (of 1856) the outlay was not so heavy, and the mails were carried with much greater regularity, the river being in good navigable condition."

William M. Murphy, in his affidavit made on the 23d May, 1857, states:

"The spring of 1856 opened with a good river, and, during the second quarter, the contractors had every opportunity to perform a satisfactory service. The long continued cold weather and interruptions to the navigation had caused large accumulations of freights on the coast, and the rivers were crowded with steamers."

I can see no reason for excusing any failures on their part, save those which might occasionally occur from the unavoidable accidents of navigation. They certainly, if ever, had now a fair opportunity to fulfil the promises made for a good and sufficient service. The records of the department show the character of the service performed, and the Postmaster General expressed satisfaction with it.

*Third quarter of 1856.*

Of the sum of \$36,112 26 deducted from the pay of the contractors in the third quarter of 1856, let the fines and deductions imposed for failing to depart, amounting to \$6,742 50; and the fines which were deducted from their pay this quarter for failures at intermediate offices during the second quarter of 1856, amounting to \$3,570, making together, the sum of \$10,312 50, remain as settled. And let there be remitted the fines imposed for failures to arrive in schedule time, for failures to connect, inferior service, and failures at intermediate offices, during this third quarter of 1856, amounting to \$25,824 76, upon the following evidence, viz:

William M. Murphy, in his affidavit made on the 23d May, 1857, states:

"The commencement of the third quarter found the river falling very rapidly; the Ohio not navigable for large boats, and the Upper Mississippi scarcely so; the New Orleans boats had commenced to lay up for their usual repairing. The contractors immediately made arrangements for such control over boats as would enable them to be employed in the transportation of the mails, irrespective of the want of business. To do this, they had to charter them at from one to two thousand dollars per month, and run them at their own expense. During the third and fourth quarters they purchased, to my knowledge, the controlling interest in the T. C. Twitchell and St. Charles, and chartered the 'Antelope,' 'Empire,' 'R. W. McRae,' 'Lucy Robinson,' 'Republic,' 'J. E. Montgomery,' 'Wm. Garvin,' and 'High Flyer.'"

"The water continued very low all the season, and winter approached with no improvement in the condition of the river. Of course but little business was doing, and, though a very healthy season, the travel was limited. The shipment of the mails seemed the principal object of the contractors, and I have known them to return one of their boats to New Orleans after only an hour or two, and that at a loss of over a thousand dollars for the trip."

No. 8. G. A. Philips, in his affidavit made on the 17th day of January, 1857, states: "The expenses of the third quarter exceeded those of any other. The river, during the whole time, was so low



that none but the highest draught boats could run. Indeed, all river men concur in saying that the Mississippi was never so low and so dangerous to navigate as during this season. The statistics of disasters, during the time, being sufficient evidence of this, even without the evidence of the boatmen themselves.

Being determined to carry the mails in the best manner the condition of the river would permit, the contractors purchased and chartered boats at a heavy expense and run them at a heavy loss. The boats chartered, with three exceptions, were at two thousand dollars per month. All these boats, with but one exception, met with serious accidents. One of them, the "Empire," was sunk, and proved almost a total loss. The "B. W. McRae" was snagged and was saved but with the utmost exertion; her repairs and loss of time cost over ten thousand dollars. The "William Garvin" was also seriously injured by striking a rock, which compelled her to go in dock at a cost of over twelve hundred dollars. The "Antelope" was grounded and so strained and injured as to compel her to go in dock, and proving too heavy for the river, was not brought out again. The "St. Charles" was very seriously injured by grounding, so much so as to cause her to go in dock, being damaged to the amount of two thousand five hundred dollars. The "T. C. Twitchell" was hurt several times, but not seriously. The "Lucy Robinson" was also snagged several times, at one time carrying away a part of her side house and wheel; her repairs amounted to about five hundred dollars.

Besides these boats, the "Belle Sheridan" and "High Flyer" were chartered, but neither could be brought out of the Ohio river in consequence of its falling so rapidly. Every possible exertion was made, and fifteen hundred dollars expended to get the "High Flyer" out, but all to no purpose. Besides these boats there were others, but they proved of too great draught to run all the season; other suitable boats were sought for, but could not be procured.

The "Virginia" was purchased, but in making two trips was so much injured as to compel her to go in dock. In short, nothing in the power of the contractors was left undone to facilitate the prompt delivery of the mails. The expenses of this quarter were about sixty-five thousand dollars.

No. 13. The postmaster at Cairo, on the 19th January, 1857, reports: "That at the request of G. A. Phillips, esq., agent for the Cairo and New Orleans Mail Company, I would beg leave to state the condition of the Mississippi river below this point during a portion of the past summer and the present winter. During the latter part of July and the whole of the months of August and September the rivers were both at a very low stage. The Ohio above and the Mississippi below being lower, according to the invariable statements of the oldest and most experienced captains and pilots, than at any previous corresponding season within the past twenty-five years, rendering navigation impracticable for loaded boats of largest size, and quite difficult for those of medium size."

The memorial, (No. 7,) signed by 23 merchants and business men of New Orleans, and by the captains of 27 steamboats running on the Mississippi river, (produced as evidence in the first quarter of 1856,)

recommends that the contractors on route 7,809 be indemnified for all fines and forfeitures imposed by the Postmaster General for failures on their part to make schedule time during the third quarter of 1856. That they know, from their own personal knowledge, that the low water and fogs during the third quarter rendered it impossible to perform the service any better than it was done.

*Fourth quarter of 1856.*

In the fourth quarter of 1856 it was found that the fines and deductions amounted to \$51,770 70, and that of this sum the fines for failing to arrive in schedule time and for inferior service during this quarter had been doubled, and amounted to the sum of \$25,340 87.

Remit \$12,670 43, the excess amount of the doubled fines; and remit likewise the further sum of \$36,103 27, for fines and deductions imposed upon the contractors for failures to arrive in schedule time, for failures at intermediate offices, and for inferior service; and let the fine for inferior service in the month of December, 1856, here reduced to \$300, and the deductions for failing to depart during this quarter, amounting to \$2,697, remain as settled, upon the following evidence, viz:

No. 8. G. A. Phillips, in his affidavit taken on the 17th January, 1857, states: "The fourth quarter (October and November) presented very much the same scenes and occurrences in the history of the mail on this route as the three previous months. The river may have at times, possibly, been in a little better condition; but the boats had the greater obstacles, fogs, (which at this season of the year occur almost nightly,) to contend against. During December the river has been in better navigable condition, but the fogs are still very prevalent in the lower part of the river. I am confident that the mails have been carried as promptly as the condition of navigation would permit, and that they could not have been delivered as promptly without this heavy outlay."

No. 13. Postmaster at Cairo, on the 19th January, 1857, reports from Cairo: "A rise occurred in October, affording a fair stage of water until about the middle of December, when the rivers again became quite low, and have continued receding to the present time."

William A. Murphy, on the 4th June, 1857, explains so much of his affidavit made on the 23d May, 1857, (No. 11,) as refers to the service during the fourth quarter of 1856 as follows, viz:

"It is due to my statement, made and filed in the department 23d May last, and now under your investigation, in reference to the service performed by the Cairo and New Orleans mail company during the year 1856, that I should further state, in explanation of the river and other difficulties attending the navigation during the fourth quarter, that the season therein referred to embraced the entire fall and commencement of winter; that I intended to imply thereby that the usual rise in our rivers, which occur from the 1st September to 1st November, did not take place that year, and that the stage of the water was a very little improvement upon what it was during the third quarter, or summer season. The low state of water, and the

usual trouble from fogs, which are the effect of those natural causes of a change of seasons, rendered the navigation much more uncertain and unsafe than had the usual rise taken place, and the boats not have been compelled to be more careful in navigating the route. It is due, therefore, to the contractors to say that during the fourth quarter they had more than the usual natural difficulties to contend with, and that they spared neither trouble nor expense in performing the service in good faith.

All of which is respectfully submitted.

WM. H. DUNDAS,  
JOHN OAKFORD.

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

POST OFFICE DEPARTMENT, June 13, 1857.

Having, pursuant to the 7th section of the act making appropriations for the service of the Post Office Department during the fiscal year ending June 30, 1858, (acts 3d session 34th Congress, chap. 96, page 189,) re-examined and adjusted all questions arising out of fines imposed upon the contractors for carrying the mails upon the Mississippi river, on the route No. 7,809, New Orleans to Cairo, it is therefore—

*Ordered*, That of the sum of \$56,116 68, deducted from the pay of the contractors for failing, &c., in the first quarter of 1856, there be remitted to them the sum of \$48,504 73.

That the fines for failures, &c., imposed in the second quarter of 1856 remain as settled. That of the sum of \$36,112 26, deducted from their pay in the third quarter of 1856, there be remitted to them the sum of \$25,824 76.

And, finally, that of the sum of \$51,770 70, deducted in the fourth quarter of 1856, there be remitted the sum of \$48,773 70, making the aggregate amount of fines and deductions to be remitted and paid to said contractors under this order \$123,103 19, and leaving charged to them the sum of \$30,183 83.

*Postmaster General.*

POST OFFICE DEPARTMENT, June 16, 1857.

For the purpose of correcting errors of statement in the order of the 13th of June, 1857, remitting fines imposed and deductions made from the pay of the contractor on route No. 7,809, New Orleans to Cairo, it is now—

*Ordered*, That the sum of \$56,116 68, deducted from their pay in the first quarter, be stated at \$56,124 68, the correct amount; that the amount remitted in the third quarter of 1856 be stated at \$25,799 76, the true amount, instead of \$25,824 76; and that the amount of fines and deductions to stand charged to the contractors be stated at \$30,216 83, instead of \$30,183 83, as expressed in that order.

*Postmaster General.*

## United States mail service abroad, as in operation on September 30, 1857.

1020

REPORT OF THE

No. of route.	Routes.	Distance.	Number of trips	Contractors.	Annual pay.	Remarks.
1	New York, by Southampton, England, to Bremenhaven, Germany.	Miles. 3,700	Thirteen trips a year.	Cornelius Vanderbilt...	United States postages (sea and inland) on mails conveyed.	Under temporary contract with the Postmaster General.
2	Charleston, S. C., by Savannah, Ga., and Key West, Florida, to Havana, Cuba.	669	Twice a month	M. C. Mordcaai.....	\$60,000 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. McIlwain, 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 trips a year.	E. K. Collins, James Brown, and Stewart Brown.	385,000 00	Under contract with the Secretary of the Navy, agreeably to act of Congress of March 3, 1847.
6	New York, by Cowes, England, to Havre, France.	3,270	Thirteen trips a year.	New York and Havre Steamship Company.	United States postages, (sea and inland) on mails conveyed.	Under temporary contract with the Postmaster General.
7	Aspinwall to Panama, New Granada...	48	Twice a month, or as frequently as the mail service may require.	Panama Railroad Company.	100,000 00	Under contract with the Postmaster General.
8	New Orleans to Vera Cruz, Mexico...	900	Twice a month.	C. K. Garrison.....	29,062 32	Under temporary contract with the Postmaster General.

HORATIO KING,  
First Assistant Postmaster General.

POSTMASTER GENERAL.

1021

## C.

*Statement of the sums paid for the year ending June 30, 1857, on the New York and Liverpool line, the New York and Chagres line, and the Astoria and Panama line, exhibiting, in separate columns, the whole contract pay, the amount of the 10 per cent. deductions, the sums deducted as fines on the recommendation of the Postmaster General, and the actual amount paid over.*

	Amount of 10 per cent. deductions.	Amount deducted as fines.	Amount paid over.	Amount of interest.
New York and Liverpool line, \$858,000 per annum to February 20, 1857, and after that time, at \$385,000 per annum.	\$38,500 00	\$135,000 00	\$462,756 89	\$9,993 11
New York and Chagres line, \$290,000 per annum.	29,000 00	1,550 00	253,224 14	6,225 86
Astoria and Panama line, \$348,250 per annum.	19,900 00	.....	325,271 78	3,078 22

A. J. O. BANNON, *Acting Auditor.*

TREASURY DEPARTMENT,  
FOURTH AUDITOR'S OFFICE, November 25, 1857.

## D.

## POSTAL CONVENTION BETWEEN THE UNITED STATES AND FRANCE.

*Articles agreed upon between the General Post Office of the United States of America, by James Campbell, Postmaster General, in virtue of his constitutional powers, and the General Post Office of France, by Count de Sartiges, Minister of his Imperial Majesty the Emperor of the French, and invested with special powers to this effect, to wit:*

## ARTICLE I.

There shall be an exchange of correspondence between the French post office and the United States post office by the means of communication and of transportation hereinafter designated, to wit:

1st. By packets and other steam vessels performing regular service between the ports of France and the ports of the United States.

2d. By United States mail packets plying between the ports of the United States and the ports of Great Britain.

3d. And, finally, by British packets and other British steam vessels performing regular service between the ports of Great Britain and the ports of the United States.

ARTICLE II.

The French post office shall pay the expenses resulting from the transportation between the United States and France of all mails which shall be transported by packets and other steam vessels departing from or bound for France, except those which shall be brought to France or sent from France by the United States mail packets.

The French post office shall pay, besides, as follows :

1st. The expenses resulting from the transportation between France and England of all mails which shall be exchanged between the French and United States post offices by way of England.

2d. The transit charges due to the British post office for the said mails.

3d. And, finally, the expenses of sea transportation due to the same office for mails exchanged between the French post office and the United States post office by means of British packets and other British vessels bound for or departing from the ports of Great Britain.

On its side, the United States post office shall pay as follows :

1st. The expenses resulting from the transportation between the United States and France of mails which shall be despatched from one of the two countries to the other by United States mail packets plying between France and the United States.

2d. The expenses resulting from the transportation between the United States and Great Britain of mails which shall be exchanged between the French and United States post offices by means of United States mail packets plying between the ports of the United States and the ports of Great Britain.

ARTICLE III.

The exchange of correspondence between the French and United States Post Office Departments shall take place through the following post offices :

*On the side of France.*

1. Havre.
2. The travelling office from Paris to Calais.

*On the side of the United States.*

1. New York.
2. Boston.
3. Philadelphia.
4. San Francisco.

Independently of the above designated offices of exchange, others may be established by a mutual understanding between the respective post office departments at any other points in the territories of the two countries at which direct relations may hereafter be deemed necessary.

## ARTICLE IV.

The relations between the French and the United States exchange post offices designated in the preceding article shall be established in the following manner :

1st. The Havre office shall correspond with the New York, Boston, Philadelphia, and San Francisco offices, as well by the packets and other steam vessels plying between Havre and New York as by the United States packets and the British packets and other British steam vessels plying between Southampton and New York, between Liverpool and New York, and between Liverpool and Boston.

2d. The travelling office from Paris to Calais shall correspond with the New York, Boston, Philadelphia, and San Francisco offices by the United States mail packets and the British packets and other British steam vessels plying between Southampton and New York, between Liverpool and New York, and between Liverpool and Boston.

## ARTICLE V.

Correspondence of all kinds exchanged between the French post office and United States post office shall be directed conformably to Table A, annexed to the present articles.

## ARTICLE VI.

Persons who shall wish to send ordinary letters—that is to say, unregistered letters, either from France and Algeria to the United States and their territories, or from the United States and their territories to France and Algeria, may, at their choice, leave the postage to be paid by the person addressed, or pay in advance the postage to the place of destination.

The postage to be levied in France and in Algeria on letters for the United States and their territories, paid to destination, as well as on unpaid letters coming from the United States and their territories, shall be established according to the weight of each letter, at the rate of eighty centimes per seven grammes and a half, or fraction of seven grammes and a half.

Reciprocally, the postage to be levied in the United States and in the territories of the United States on letters for France and Algeria paid to destination, as well as on unpaid letters coming from France and Algeria, shall be established according to the weight of each letter, at the rate of fifteen cents per American quarter ounce, or fraction of American quarter ounce.

## ARTICLE VII.

The rates of postage to be paid by the French post office to the United States post office, as well on prepaid letters sent from France and Algeria for the United States as on unpaid letters sent to France and Algeria from the United States, are fixed as follows, viz :

1. At the sum of three cents per seven grammes and a half, or fraction of seven grammes and a half, on each letter transported between the French frontier and the American frontier at the expense or on account of the French post office.

2. At the sum of nine cents per seven grammes and a half, or fraction of seven grammes and a half, for each letter transported between the American frontier and the British frontier, for or from France, at the expense of the United States post office.

3. And at the sum of twelve cents per seven grammes and a half, or fraction of seven grammes and a half, for each letter transported between the American frontier and the French frontier direct, or when touching only at one intermediate English port without passing through England, at the expense of the United States.

As to the rates of postage to be paid by the United States post office to the French post office, as well for prepaid letters sent from the United State for France and Algeria as for unpaid letters sent from France and Algeria for the United States, they are fixed as follows:

1. At the sum of three cents per American quarter ounce, or fraction of American quarter ounce, for each letter transported between the American frontier and the French frontier direct, or when touching only at one intermediate English port without passing through England, at the expense of the United States.

2. At the sum of six cents per American quarter ounce, or fraction of American quarter ounce, for each letter transported between the American frontier and the British frontier, for or from France, at the expense of the United States post office.

3. And at the sum of twelve cents per American quarter ounce, or fraction of American quarter ounce, for each letter transported between the French frontier and the American frontier at the expense or on account of the French post office.

#### ARTICLE VIII.

Ordinary letters sent by way of France either from the United States and their Territories for the countries mentioned in table B, annexed to the present articles, or from these same countries for the United States and their Territories, shall be exchanged between the French post office and the United States post office on the conditions stated in the said table.

Ordinary letters sent by way of the United States, either from France and Algeria, for the countries mentioned in table C, annexed to the present articles, or from those same countries for France and Algeria, shall be exchanged between the French post office and the United States post office on the conditions stated in said table C.

It is understood that, in case the conventions which regulate the relations of France with the foreign countries, designated in table B, should be modified in such manner as to affect the conditions of exchange, stated in that table; and reciprocally, that, in case the conventions which regulate the relations of the United States with the foreign countries, designated in table C, should in like manner be modified so as to affect the conditions of transmission, stated in that table, these



modifications shall be admitted on the one part and on the other, according to the information and evidence which the two post offices of France and the United States shall reciprocally furnish one to the other.

#### ARTICLE IX.

Letters badly addressed or badly directed shall, without delay, be reciprocally returned, by means of the respective exchange offices, for the sum which the office sending shall have allowed the other office on these letters.

Letters which shall have been addressed to persons who have changed their residence, shall be, respectively, delivered or returned, charged with the postage which should have been paid by the persons addressed.

#### ARTICLE X.

The rates which the two post offices of France and the United States shall mutually have to carry to each other's account, shall be marked on the letters at the exchange office from which they are sent, in ordinary figures, plainly and uniformly, on the right hand of the upper part of the address.

The rates of letters unpaid to be carried to the debit of the corresponding office by the sending office, shall be marked in black ink; those of prepaid letters to be carried to the credit of the corresponding office shall be marked in red ink.

#### ARTICLE XI.

The United States post office shall cause to be placed on the address of the prepaid letters, which the United States offices of exchange shall deliver to the French offices of exchange, this impression (PAID), stamped in red ink.

On its side, the French post office shall cause the impression (P D), stamped in red ink, to be placed on the letters prepaid to destination, which shall be delivered by the French offices of exchange to the United States offices of exchange.

#### ARTICLE XII.

The respective offices of exchange shall place upon the superscription of the correspondence of every kind contained in the mails, which they shall receive from the corresponding offices of exchange, a stamp, with the date, showing the way in which such mails shall have been forwarded.

The stamp to be placed upon the correspondence transported between the French frontier and the American frontier, at the expense of or on account of the post office of France, shall bear, independently of the name of the exchange office of destination, the characters Serv. Fr. or Br., (French or British service.) This stamp shall be placed in blue

ink on the correspondence transmitted directly, and in red ink on the correspondence transmitted by way of England.

The stamp to be placed on the correspondence transported between the American frontier and the French frontier, or the British frontier, at the expense of the United States post office, shall bear, independently of the name of the exchange office of destination, the characters *Serv. Am.* (American service.) This stamp shall be placed in blue ink, both on the correspondence transmitted direct and on that comprised in the mails of or for the office of Havre, which shall have been transported by the packets of the New York line to Bremen, and by the packets plying between Havre and Southampton, without touching the British territory. It shall be placed in red ink on the correspondence comprised in the mails, which shall have been transported by the aid of the British post office.

#### ARTICLE XIII.

Each of the mails exchanged between the exchange offices of the two countries shall be accompanied by a letter bill, or statement, showing the nature, the number, and the weight of the articles which the mail shall contain, as well as the amount of the rates mentioned in Article X.

The exchange office to which the mail shall be addressed shall acknowledge its receipt to the exchange office transmitting it by the next conveyance.

The letter bills, or statements and the acknowledgments of receipt, of which the French offices of exchange shall make use, shall be conformable to the model D, annexed to the present articles.

The letter bills or statements and the acknowledgments of receipt, of which the United States exchange offices shall make use, shall be conformable to the model E, in like manner annexed to the present articles.

#### ARTICLE XIV.

In cases where, on the days fixed for sending the mails, an office of exchange shall have no letter to address to the corresponding exchange office, the office of transmission shall, nevertheless, send in the ordinary form, a mail, which shall contain a negative letter, bill, or statement.

#### ARTICLE XV.

Letters which cannot be delivered for any cause whatever, shall be returned on one part and the other, at the end of each month, and more frequently, if possible. Those of such letters which shall have been placed in the account shall be returned for the sum at which they have been originally counted by the sending office. Those which shall have been delivered prepaid to destination, or to the frontier of the corresponding office, shall be returned without charge or deduction.

The deduction resulting from charges on correspondence which can-

not be delivered shall be established in detailed memorandums, conformable to the model F, annexed to the present articles.

## ARTICLE XVI.

There shall be prepared every three months, at the French General Post Office, precise accounts, recapitulating the facts relative to the transmission of correspondence between the respective offices of exchange. These accounts, which shall have for their base and for vouchers the acknowledgments of receipt of mails sent and received during the period of three months, shall be recapitulated in a general account, intended to present the definitive results of the transmission of correspondence exchanged between the two departments.

After having been discussed and objections settled, the balance of the general account above mentioned shall be paid by the department which shall be found indebted to the other in the course of the quarter which shall follow that to which the account relates.

The amount of the accounts shall be paid as follows :

1. In drafts on Washington when the payment shall be in favor of the United States post office.
2. In drafts on Paris when the payment shall be in favor of the French post office.

In the latter case the amount of the account shall be paid in French money, at the rate of five francs thirty centimes per dollar.

## ARTICLE XVII.

The present articles shall take effect on the first day of April, 1857, and they shall remain obligatory until one of the two post offices shall have informed the other, a year in advance, of its intention to abrogate them.

During this last year the before mentioned articles shall continue to be fully and entirely executed, without prejudice to the liquidation and payment of the amount of the accounts between the postal departments of the two countries after the expiration of the said term.

Made in duplicate original, and signed at Washington, the second day of March, in the year of our Lord one thousand eight hundred and fifty-seven.

JAMES CAMPBELL, [SEAL.]  
Postmaster General.  
SARTIGES. [SEAL.]

1129

---

**TABLES**  
**or**  
**MAIL ARRANGEMENTS**  
**BETWEEN**  
**THE UNITED STATES AND FRANCE.**

---

## A.

*Table showing the direction to be given to correspondence of all kinds exchanged between the Post Office Department of France and the Post Office Department of the United States.*

SCHEDULE I.—MAILS FROM THE FRENCH POST OFFICE.

Names of the exchange post offices of transmission.	Names of the exchange post offices of destination.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Havre .....	New York...	Havre to New York*	All France, Algeria, and the foreign countries to which France serves as an intermediate point.	All the United States, (except the cities of Boston and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.
		Bremen to N. York, by Southampton.	The City of Havre .....	do.....
		Liverpool to N. York	do.....	do.....
		Liverpool to Boston	do.....	The City of New York....
	Boston .....	Havre to New York*	All France, Algeria, and the foreign countries to which France serves as an intermediate point.	The City of Boston.....
		Bremen to N. York, by Southampton.	The City of Havre .....	do.....
		Liverpool to N. York	do.....	do.....
		Liverpool to Boston	do.....	All the United States, (except the cities of New York and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.
	Philadelphia ..	Havre to New York*	All France, Algeria, and the foreign countries to which France serves as an intermediate point.	The City of Philadelphia...
		Bremen to N. York, by Southampton.	The City of Havre .....	do.....
		Liverpool to N. York	do.....	do.....
		Liverpool to Boston	do.....	do.....
	San Francisco	Havre to New York*	All France, Algeria, and the foreign countries to which France serves as an intermediate point.	California and the Territories of Oregon and Washington, and the Sandwich Islands.
		Bremen to N. York, by Southampton.	The City of Havre .....	do.....
		Liverpool to N. York	do.....	do.....
		Liverpool to Boston	do.....	do.....

\* Except in cases where a contrary desire is stated on the address by the senders, correspondence exchanged between France and the United States is to be sent direct by the packets and other steam vessels plying between Havre and New York, in all instances in which there is room to suppose that by this means they will reach their destination more promptly than, or as promptly as, by way of England. They are, on the contrary, to be sent by way of England when there is room to suppose that they will reach their destination more promptly by that means than by the direct route.

A—Continued.

SCHEDULE I.—MAILS FROM THE FRENCH POST OFFICE.

Names of the exchange post offices of transmission.	Names of the exchange post offices of destination.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Travelling office from Paris to Calais.	New York...	Bremen to N. York, by Southampton.	All France, (except the city of Havre,) Algeria, and the foreign countries to which France serves as an intermediate point.	All the United States, (except the cities of Boston and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.
		Liverpool to N. York	do.	do.
		Liverpool to Boston.	do.	The City of New York.
		Bremen to N. York, by Southampton.	do.	The City of Boston.
	Boston .....	Liverpool to N. York	do.	do.
		Liverpool to Boston.	do.	All the United States, (except the cities of New York and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.
		Bremen to N. York, by Southampton.	do.	The City of Philadelphia.
		Liverpool to N. York	do.	do.
		Liverpool to Boston.	do.	do.
	Philadelphia.	Bremen to N. York, by Southampton.	do.	California and the Territories of Oregon and Washington, and the Sandwich Islands.
		Liverpool to N. York	do.	do.
	San Francisco.	Liverpool to Boston.	do.	do.

## A—Continued.

## SCHEDULE II.—MAILS FROM THE UNITED STATES POST OFFICE.

Names of the exchange post offices of transmission.	Names of the exchange post offices of destination.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
New York...	Havre .....	New York to Havre*	All the United States, (except the cities of Boston and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.	All France, Algeria, and the foreign countries to which France serves as an intermediate point.
		N. York to Bremen, by Southampton.	.....do.....	The City of Havre.....
		N. York to Liverpool. Boston to Liverpool.	.....do..... The City of New York.....	.....do..... .....do.....
	Travelling office from Paris to Calais.	N. York to Bremen, by Southampton.	All the United States, (except the cities of Boston and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.	All France, (except the city of Havre,) Algeria, and the foreign countries to which France serves as an intermediate point.†
		N. York to Liverpool. Boston to Liverpool.	.....do..... The City of New York.....	.....do†..... .....do†.....
		New York to Havre*	The City of Boston.....	All France, Algeria, and the foreign countries to which France serves as an intermediate point.
Boston.....	Havre .....	N. York to Bremen, by Southampton.	.....do.....	The City of Havre.....
		N. York to Liverpool. Boston to Liverpool.	.....do..... All the United States, (except the cities of N. York and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.	.....do..... .....do.....
		N. York to Bremen, by Southampton.	The City of Boston.....	All France, (except the city of Havre,) Algeria, and the foreign countries to which France serves as an intermediate point.†
	Travelling office from Paris to Calais.	N. York to Liverpool.	.....do.....	.....do†.....

\* Except in cases where a contrary desire is stated on the address by the senders, correspondence exchanged between France and the United States is to be sent direct by the packets and other steam vessels plying between Havre and New York, in all instances in which there is room to suppose that by this means they will reach their destination more promptly than, or as promptly as, by way of England. They are, on the contrary, to be sent by way of England when there is room to suppose that they will reach their destination more promptly by that means than by the direct route.

† Correspondence intended to be re-sent by the travelling office, during the passage from Calais to Paris, should be placed in a separate package, endorsed thus: "Travelling office from Calais to Paris—intermediate service." This correspondence is that intended for the French Departments of l'Aisne, des Ardennes, du Nord, de l'Oise, du Pas de Calais, de la Seine inférieure, and de la Somme, and that intended for Belgium, the Low Countries, Prussia, (except the Regency of Trèves,) Hanover, the Grand Duchies of Mecklenburg Schwerin and Mecklenburg Strelitz, Oldenburg, the Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.

A—Continued.

SCHEDULE II.—MAILS FROM THE UNITED STATES POST OFFICE.

Names of the exchange post offices of transmission.	Names of the exchange post offices of destination.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Boston.....	Travelling office from Paris to Calais.	Boston to Liverpool.	All the United States, (except the cities of N. York and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.	All France, (except the city of Havre, Algeria, and the foreign countries to which France serves as an intermediate point.)
		New York to Havre <sup>a</sup>	The City of Philadelphia.....	All France, Algeria, and the foreign countries to which France serves as an intermediate point.
Philadelphia	Travelling office from Paris to Calais.	N. York to Bremen, by Southampton.	.....do.....	The City of Havre.....
		N. York to Liverpool	.....do.....	.....do.....
		Boston to Liverpool.	.....do.....	.....do.....
		N. York to Bremen, by Southampton.	.....do.....	All France, (except the city of Havre,) Algeria, and the foreign countries to which France serves as an intermediate point.†
San Francisco.	Travelling office from Paris to Calais.	N. York to Liverpool	.....do.....	.....do.....
		Boston to Liverpool.	.....do.....	.....do.....
		New York to Havre <sup>a</sup>	California and the Territories of Oregon and Washington, and the Sandwich Islands.	All France, Algeria, and the foreign countries to which France serves as an intermediate point.
		N. York to Bremen, by Southampton.	.....do.....	The City of Havre.....
		N. York to Liverpool	.....do.....	.....do.....
		Boston to Liverpool.	.....do.....	.....do.....
San Francisco.	Travelling office from Paris to Calais.	N. York to Bremen, by Southampton.	.....do.....	All France, (except the city of Havre,) Algeria, and the foreign countries to which France serves as an intermediate point.†
		N. York to Liverpool	.....do.....	.....do.....
San Francisco.	Travelling office from Paris to Calais.	Boston to Liverpool.	.....do.....	.....do.....
		N. York to Liverpool	.....do.....	.....do.....

<sup>a</sup> See note on page 72.

† See note on page 72.



**B.—Table showing the conditions on which shall be exchanged, between the U. States, letters sent from the United States and their Territories to the**

Designation of the countries where correspondence with the United States may be directed by way of France.	Condition of prepayment.	Limit of prepayment.	Amount of the rates to be paid by the inhabitants of the United States and of the Territories of the United States, so well as prepaid letters addressed to the countries designated in the first column of this table as on letters not prepaid, or partially prepaid, sent from the said countries, addressed to the U. States and their Territories.
			Sum to be paid on each letter and per each quarter ounce or fraction of America's quarter ounce.
Great Britain, Belgium, the Low Countries, the grand duchy of Luxemburg, the Swiss Cantons, the Sardinian States, and the German States, (except the empire of Austria.)	Optional.....	To destination.....	Cents. 91
Denmark, empire of Austria, Servia, Tuscany, States of the Church, and duchies of Parma and Modena.	Optional.....	To destination.....	27
Russia, Poland, the Two Sicilies, Malta, kingdom of Greece, Alexandria, Taffa, Beyrout, Tripoli in Syria, Lattakia, Alexandretta, Masina, Rhodes, Smyrna, Mitylene, the Dardanelles, Gallipolis, Constantinople, Tunis, Tangiers, Pondicherry, Karikal, Yansen, Mahé, and Chandernagor.	Optional.....	To destination.....	30
Kingdoms of Sweden and Norway.....	Optional.....	To destination.....	33
Spain, Portugal, and Gibraltar.....	Obligatory.....	Rehobia.....	91
Ionian Islands.....	Obligatory.....	Trieste.....	27
Aden, East Indies, Ceylon, Mauritius, Isle of Reunion, Penang, Singapore, Hong Kong, Shanghai, China, Batavia, and other countries whose correspondence can advantageously be sent by Ruez. Countries beyond seas other than those above designated—	Obligatory.....	Seaport of the Indies or of the sea of China to which the English packets ply.	30
Letters from the United States.....	Obligatory.....	Port of arrival in the country of destination.	30
Letters for the United States.....	Obligatory.....	Port of departure in the country from which they are sent.	30
Moldavia, Wallachia, and Turkey in Europe, by way of Austria.	.....(*).....	.....(*).....	

\*The postages on letters which the inhabitants of the United States shall exchange with the inhabitants of Moldavia, Wallachia, and Turkey in Europe.

*Post Office Department of France and the Post Office Department of the countries to which France serves as an intermediate point, and vice versa.*

*Duties or rates to be paid by the U. S. post office to the French post office, as well as prepaid letters sent from the U. S. and their Territories, addressed to the countries designated in the first column of this table, as on letters not prepaid, or partially prepaid, sent from said country, addressed to U. S. and their Territories.*

*Duties or rates to be paid by the French post office to the U. States post office, as well as letters not prepaid, sent from the U. States and their Territories, addressed to the countries designated in the first column of this table, as for letters addressed from the said countries to the U. States or their Territories and prepaid to destination.*

Sum to be paid on each letter and per each quarter ounce, or fraction of American quarter ounce, for letters transported between the American frontier and the French frontier, direct, or when touching at only one intermediate European port without passing through England, at the expense of the United States post office.		Sum to be paid on each letter and per each quarter ounce, or fraction of American quarter ounce, for letters transported between the American frontier and the British frontier, for or from France, at the expense of the United States post office.		Sum to be paid on each letter and per each quarter ounce, or fraction of American quarter ounce, for letters transported between the American frontier and the French frontier, either direct or through England, at the expense or on account of the French post office.		Sum to be paid on each letter and per each seven and a half grammes, or fraction of seven and a half grammes, for letters transported between the American frontier and the French frontier, either direct or through England, at the expense or on account of the French post office.		Sum to be paid on each letter and per each seven and a half grammes, or fraction of seven and a half grammes, for letters transported between the American frontier and the British frontier, for or from France, at the expense of the United States post office.		Sum to be paid on each letter and per each seven and a half grammes, or fraction of seven and a half grammes, for letters transported between the American frontier and the French frontier direct, or when touching at only one intermediate English port without passing through England, at the expense of the U. States post office.	
Cents.		Cents.		Cents.		Cents.		Cents.		Cents.	
9		12		16		3		9		18	
15		18		24		3		9		18	
18		21		27		3		9		12	
21		24		30		3		9		18	
9		12		18							
15		18		24							
18		21		27							
18		21		27							
18		21		27							
3								9		12	

*Moldavia, Wallachia, and Turkey in Europe, by way of France and Austria, is always to be fully paid by the*

C.—Table showing the conditions on which shall be exchanged, between the U. States, letters sent from France and Algeria for countries to

Designation of the countries where correspondence with France may be directed by way of the United States.	Condition of prepayment.	Limit of prepayment.	Amount of the rates to be paid by the inhabitants of France and Algeria, as well as prepaid letters addressed to the countries designated in the first column of this table as on letters not prepaid, or partially prepaid, sent from the said countries addressed to France and Algeria.
			Sum to be paid on each letter & per each seven grammes and a half or fraction of seven grammes and a half.
			Frs. centimes.
Mexico, British West India Islands, Cuba, British Guiana, Aspinwall, and Panama. (New Granada.)	Obligatory.....	Seaports to which the United States packets ply.	1 50
West India Islands, (not British, except Cuba,) Turks Island, Carthagena, Honduras, St. Juan. (Nicaragua,) Guayaquil and Quito, (Ecuador,) Colon and La Paz, (Bolivia,) Copiapo, Huasco, Coquimbo, Valparaiso, and St. Jago, (Chile.)	Obligatory.....	United States, French, and British postage to port of arrival in country of destination.	2 50
Bogota and Buenaventura. (New Granada)	Obligatory.....	do.....	1 00
Payta, Lambayeque, Huanchaco, Cañan, Huacho, Callao, Lima, Pisco, Islay, Arica, and Iquique. (Peru.)	Obligatory.....	Seaports in South Pacific, to which the British packets ply.	1 80
Canada and other British North American Provinces.	Obligatory.....	Frontier of country of destination.	80
Sandwich Islands.....	Obligatory.....	San Francisco.....	80

NOTE.—Since the execution of the convention, tables A, B, and C have, by mutual

*the Post Office Department of France and the Post Office Department of which the United States serves as an intermediate point, and vice versa.*

Duties or rates to be paid by the French post office to the United States post office, as well on pre-paid letters sent from France or Algeria addressed to the countries designated in the first column of this table as on letters not prepaid, or partially prepaid, sent from the said countries addressed to France and Algeria.

Duties or rates to be paid by the United States post office to the French post office, as well on letters not prepaid sent from France and Algeria addressed to the countries designated in the first column of this table as on letters addressed from the said countries to France or Algeria and prepaid to destination.

Sum to be paid on each letter and per each seven grammes and a half, or fraction of seven grammes and a half, for letters transported between the French frontier and the American frontier, either direct or through England, at the expense or on account of the French post office.	Sum to be paid on each letter and per each seven grammes and a half, or fraction of seven grammes and a half, for letters transported between the British frontier and the American frontier, for or from France, at the expense of the United States post office.	Sum to be paid on each letter and per each seven grammes and a half, or fraction of seven grammes and a half, for letters transported between the French frontier and the American frontier direct, or when touching at only one intermediate port without passing through England, at the expense of the United States post office.	Sum to be paid on each letter and per each quarter ounce, or fraction of American quarter ounce, for letters transported betw'n the French frontier and American frontier direct, or when touching at only one intermediate port without passing through England, at the expense of the United States post office.	Sum to be paid on each letter and per each quarter ounce, or fraction of American quarter ounce, for letters transported betw'n the British frontier and the American frontier, for or from France, at the expense of the United States post office.	Sum to be paid on each letter and each per quarter ounce, or fraction of American quarter ounce, for letters transported betw'n the French frontier and the American frontier, either direct or through England, at the expense or on account of the French post office.
Cents. 10	Cents. 16	Cents. 19	Cents.	Cents.	Cents.
31	40	43	.....	.....	.....
16	34	37	.....	.....	.....
28	35	31	.....	.....	.....
7	9	18	.....	.....	.....
7	9	18	.....	.....	.....

*Consent, been slightly modified to conform more exactly to the articles of agreement.*

POST OFFICE DEPARTMENT  
OF FRANCE.

D.

CORRESPONDENCE WITH THE  
UNITED STATES POST OFFICE.

## LETTER BILL.

Mail sent from the office<sup>1</sup> \_\_\_\_\_, for the office of<sup>2</sup> \_\_\_\_\_, the<sup>3</sup> \_\_\_\_\_ 18—.By way<sup>4</sup> { of England and of \_\_\_\_\_.Departing from<sup>5</sup> \_\_\_\_\_ for<sup>6</sup> \_\_\_\_\_, the<sup>7</sup> \_\_\_\_\_, 18—.

(1) Name of the sending office of despatch. (2) Name of the office of destination. (3) Date of despatching the mail. (4) Character, name, and nation of the vessel by which the mail is to be transported from France to the United States. (5) Name of the port whereto the mail is to be placed on board the vessel charged with transporting it to the United States. (6) Port of destination of said vessel. (7) Date of the departure of the vessel.

I send you, together with the present letter bill, the letters and printed matter of every kind specified in the following tables. I beg you to acknowledge the reception of these matters, article by article, by your next mail, making care to mention the differences or the errors which you shall have observed after exact comparison of the contents of this mail.

TABLE No. 1.—Correspondence not prepaid, or partially prepaid, delivered on account to the United States Post Office.

Numbers of the articles of the account (to the credit of France.)	Designation of the correspondence.	Statement by the French office of exchange.		Verification by the United States office of exchange.	
		Number of articles.	Amount of postage to be carried to the credit of the French Post Office.	Number of articles.	Amount of postage to be carried to the credit of the French Post Office.
			Dollars. Cts.		Dollars. Cts.
1		3		5	
2	Unpaid letters from France and Algeria for				
3	Letters not prepaid or charged with the price of transit, sent from countries to which France serves as an intermediate point for				
4	Letters badly directed by the United States Post Office, and returned to that office...				
5	Letters re-sent, addressed to persons who have departed, but have left their address.				

TABLE No. 2.—Prepaid correspondence, the senders whereof have paid postages which should be carried to the credit of the United States Post Office.

Numbers of the articles of the account (to the credit of the U. States.)	Designation of the correspondence.	Statement by the French office of exchange.		Verification by the United States office of exchange.	
		Number of articles.	Amount of postage to be carried to the credit of the United States Post Office.	Number of articles.	Amount of postage to be carried to the credit of the United States Post Office.
			Dollars. Cts.		Dollars. Cts.
7	Letters for the United States prepaid to destination, and proceeding				
8	Prepaid letters for countries to which the United States serves as an intermediate point, and proceeding				
9					
10					

CONTINUATION OF THE LETTER BILL OF THE FRENCH POST OFFICE.

TABLE No. 3.—*Correspondence delivered to the United States Post Office free of all charge for transportation.*

Designation of the correspondence.	Statement by the French office of exchange.		Verification by the United States office of exchange.	
	Number of articles.	Net weight in grammes.	Number of articles.	Net weight in grammes.
1	2	3	4	5
Printed matter of every kind addressed to the United States, and proceeding	From France and Algeria... From countries to which France serves as an intermediate point.....			
Printed matter of every kind addressed to countries to which the United States serves as an intermediate point, and proceeding	From France and Algeria... From countries to which France serves as an intermediate point.....			
Correspondence relating to the service, dead matter, and letters relating to the account, addressed by the French Post Office to the United States Post Office.....				

TABLE No. 4.—*Abstract of the matters which are to serve as a base for the settlement of the amount due to the British Post Office, or to captains of commercial vessels, for the transportation of the correspondence comprised in the mail.\**

Statement by the French office of exchange.				Verification by the United States office of exchange.			
Letters.		Articles of printed matter.		Letters.		Articles of printed matter.	
Number.	Net weight in grammes.	Number.	Net weight in grammes.	Number.	Net weight in grammes.	Number.	Net weight in grammes.
1	2	3	4	5	6	7	8

\*The correspondence relating to the service, the dead matter, and the letters relating to the account, addressed by the French Post Office to the United States Post Office, and described in Table No. 3, are not to be included in this abstract.

Certified by the undersigned postmaster.

POST OFFICE DEPARTMENT  
OF FRANCE.CORRESPONDENCE WITH THE  
UNITED STATES POST OFFICE.

## ACKNOWLEDGMENT OF RECEIPT.

From the office \_\_\_\_\_ for the office of \_\_\_\_\_.

I received on the<sup>1</sup> —, 18—, your mail of the<sup>2</sup> —, 18—, transported from<sup>3</sup> — to<sup>4</sup> —, by the<sup>5</sup> —. You will find hereinafter stated, article by article, the result of the comparison to which the matters which that mail contained were submitted at the moment of opening the said mail.

(1) Date of the arrival of the mail at the office of destination. (2) Date of the departure of the mail from the office from which it was sent. (3) Name of the port where the mail has been embarked on the vessel which has brought it to Europe. (4) Name of the European port of disembarkation. (5) Nature, nationality, and name of the vessel which brought the mail from the United States to Europe.

TABLE NO. 1.—Correspondence not prepaid, or partially prepaid, delivered on account to the French Post Office.

Numbers of the articles of the account (to the credit of the U. States.)	Designation of the correspondence.	Statement by the United States office of exchange.		Verification by the French office of exchange.	
		Number of articles.	Amount of post-ages to be carried to the credit of the United States Post Office.	Number of articles.	Amount of post-ages to be carried to the credit of the United States Post Office.
		3	4 Dollars. Cents.	5	6 Dollars. Cents.
1	Unpaid letters from the United States for	France and Algeria (— cents per 7½ grammes).....			
2		Countries to which France serves as an intermediate point (— cents per 7½ grammes).....			
3	Letters not prepaid or charged with the price of transit, sent from countries to which the United States serves as an intermediate point, for	France and Algeria Countries to which France serves as an intermediate point.....			
4					
5	Letters badly directed by the French Post Office, and returned to that office.....				
6	Letters re-sent addressed to persons who have departed, but have left their address.				

TABLE NO. 2.—Prepaid correspondence, the senders whereof have paid postages which should be carried to the credit of the French Post Office.

Numbers of the articles of the account (to the credit of France.)	Designation of the correspondence.	Statement by the United States office of exchange.		Verification by the French office of exchange.	
		Number of articles.	Amount of post-ages to be carried to the credit of the French Post Office.	Number of articles.	Amount of post-ages to be carried to the credit of the French Post Office.
		3	4 Dollars. Cents.	5	6 Dollars. Cents.
7	Letters for France and Algeria, prepaid to destination, and proceeding from	The U. States (— cents per ½ ounce) Countries to which the United States serves as an intermediate point (— cents per ½ ounce).....			
8					
9	Prepaid letters for countries to which France serves as an intermediate point, and proceeding from	The United States Countries to which the United States serves as an intermediate point.....			
10					

CONTINUATION OF THE ACKNOWLEDGMENT OF THE FRENCH POST OFFICE.

TABLE NO. 3.—Correspondence delivered over to the French Post Office free of all charges for transportation.

Designation of the correspondence.	Statement by the United States office of exchange.		Verification by the French office of exchange.	
	Number of articles. 2	Net weight in grammes. 3	Number of articles. 4	Net weight in grammes. 5
Printed matter of every kind addressed to France and Algeria, and proceeding	From the United States ... From countries to which the U. States serves as an intermediate point .....			
Printed matter of every kind addressed to the European States to which France serves as an intermediate point, (except Spain and Portugal,) and proceeding				
Correspondence relating to the service, dead matter, and letters relating to the account, addressed by the United States Post Office to the French Post Office .....				

TABLE NO. 4.—Abstract of the matters which are to serve as a base for the settlement of the amount due to the British Post Office, or to captains of commercial vessels, for the transportation of the correspondence comprised in the mail.\*

Statement by the United States office of exchange.				Verification by the French office of exchange.			
Letters.		Articles of printed matter.		Letters.		Articles of printed matter.	
Number.	Net weight in grammes.	Number.	Net weight in grammes.	Number.	Net weight in grammes.	Number.	Net weight in grammes.
1	2	3	4	5	6	7	8

\* The correspondence relating to the service, the dead matter, and the letters relating to the account, addressed by the United States Post Office to the French Post Office, and described in table No. 3, are not to be included in this abstract.

**Certified by the undersigned postmaster.**



POST OFFICE DEPARTMENT  
OF THE UNITED STATES }{ CORRESPONDENCE WITH THE  
FRANC POST OFFICE.

## LETTER BILL.

Mail sent from the office<sup>1</sup> ——— for the office of<sup>2</sup> ——— the<sup>3</sup> ——— 18—.By way { of England and of<sup>4</sup> ———,  
of the<sup>5</sup> ———.Departing from<sup>6</sup> ——— for<sup>7</sup> ——— the<sup>8</sup> ———, 18—.

(1) Name of the office of despatch. (2) Name of the office of destination. (3) Date of despatching the mail.  
(4) Character, name, and nation of the vessel by which the mail is to be transported from the United States to Europe. (5) Name of the port whereat the mail is to be placed on board the vessel charged with transporting it to Europe. (6) Port of destination of the said vessel. (7) Date of the departure of the said vessel.

I send you, together with the present letter bill, the letters and printed matter of every kind specified in the following tables. I beg you to acknowledge the reception of these matters, article by article, by your next mail, taking care to mention the differences or the errors which you shall have observed after exact comparison of the contents of this mail.

TABLE NO. 1.— *Correspondence not prepaid, or partially prepaid, delivered on account to the French Post Office.*

Numbers of the articles of the account (to the credit of the U. States.)	Designation of the correspondence.	Statement by the U. States office of exchange.		Verification by the French office of exchange.	
		Number of articles.	Amount of post- ages to be carried to the credit of the United States Post office.	Number of articles.	Amount of post- ages to be carried to the credit of the United States Post Office.
		3	4	5	6
1	2		Dollars. Cts.		Dollars. Cts.
1	Unpaid letters from the United States for				
2	France and Algeria, (— cts. per 7½ grammes.)				
	Countries to which France serves as an intermediate point, (— cts. per 7½ grammes.)				
3	Letters not prepaid or charged with the price of transit sent from				
4	countries to which the U. States serves as an intermediate point.				
	France and Algeria ..... to which France serves as an intermediate point				
5	Letters badly directed by the French Post Office, and returned to that office ....				
6	Letters recent, addressed to persons who have departed, but have left their address .....				

TABLE NO. 2.— *Prepaid correspondence, the senders whereof have paid postages which should be carried to the credit of the French Post Office.*

Numbers of the articles of the account (to the credit of France.)	Designation of the correspondence.	Statement by the U. States office of exchange.		Verification by the French office of exchange.	
		Number of articles.	Amount of post- ages to be carried to the credit of the French Post Office.	Number of articles.	Amount of post- ages to be carried to the credit of the French Post Office.
		3	4	5	6
1	2		Dollars. Cts.		Dollars. Cts.
7	Letters for France and Algeria pre- paid to destination and proceed- ing				
8	From the U. States, (— cts. per 1 ounce.)				
	From countries to which the U. States serves as an intermediate point, (— cents per 1 ounce.)				
9	Prepaid letters for countries to which France serves as an intermediate point, and proceeding				
10	From the U. States, From countries to which the U. States serves as an intermediate point .....				



POST OFFICE DEPARTMENT  
OF THE UNITED STATES.CORRESPONDENCE WITH THE  
FRENCH POST OFFICE.

## ACKNOWLEDGMENT OF RECEIPT.

From the office \_\_\_\_\_ for the office of \_\_\_\_\_.

I received on the<sup>1</sup> —, 18—, your mail of the<sup>2</sup> —, 18—, transported from<sup>3</sup> — to<sup>4</sup> —, by the<sup>5</sup> —. You will find hereinafter stated, article by article, the result of the comparison to which the matters which that mail contained were submitted at the moment of opening the said mail.

(1) Date of the arrival of the mail at the office of destination. (2) Date of the departure of the mail from the office from which it was sent. (3) Name of the port where the mail was placed on the vessel which brought it to the United States. (4) Name of the United States port of disembarkation. (5) Character, name, and nation of the vessel which brought the mail from Europe to the United States.

TABLE No. 1.—Correspondence not prepaid, or partially prepaid, delivered on account to the United States Post Office.

Numbers of the articles of the account (to the credit of France.)	Designation of the correspondence.	Statement by the French office of exchange.		Verification by the U. States office of exchange.	
		Number of articles.	Amount of post-ages to be carried to the credit of the French Post Office.	Number of articles.	Amount of post-ages to be carried to the credit of the French Post Office.
		3	4 Dollars. Cents.	5	6 Dollars. Cents.
1	2				
1	Unpaid letters from France and Algeria for	The United States, (— cents per ½ ounce).....			
2		Countries to which the United States serves as an intermediate point (— cents per ½ ounce).....			
3	Letters not prepaid, or charged with the price of transit, sent from countries to which France serves as an intermediate point, for	The United States, Countries to which the United States serves as an intermediate point,....			
4					
5	Letters badly directed by the United States Post office and returned to that office,....				
6	Letters resent, addressed to persons who have departed, but have left their address.....				

TABLE No. 2 Prepaid correspondence, the senders whereof have paid postages which should be carried to the credit of the United States Post Office.

Numbers of the articles of the account to the credit of the U. States.	Designation of the correspondence.	Statement by the French office of exchange.		Verification by the U. States office of exchange.	
		Number of articles.	Amount of post-ages to be carried to the credit of the United States Post Office.	Number of articles.	Amount of post-ages to be carried to the credit of the United States Post Office.
		3	4 Dollars. Cents.	5	6 Dollars. Cents.
1	2				
7	Letters for the United States prepaid to destination, and proceeding	From France and Algeria (— cents per 7½ grammes.)			
8		From countries to which France serves as an intermediate point, (— cents per 7½ grammes).....			
9	Prepaid letters for countries to which the United States serves as an intermediate point, and proceeding	From France and Algeria.....			
10		From countries to which France serves as an intermediate point.			

CONTINUATION OF THE ACKNOWLEDGMENT OF THE UNITED STATES POST OFFICE

TABLE NO. 3.—Correspondence delivered over to the United States Post Office free of all charge for transportation.

Designation of the correspondence.	Statement by the French office of exchange.		Verification by the U. S. office of exchange.	
	Number of articles.	Net weight in grammes.	Number of articles.	Net weight in grammes.
1	2	3	4	5
Printed matter of every kind addressed to the United States, and proceeding	From France and Algeria. From countries to which France serves as an intermediate point.			
Printed matter of every kind addressed to countries to which the U. States serves as an intermediate point, and proceeding				
Correspondence relating to the service, dead matter, and letters relating to the account, addressed by the French Post Office to the United States Post Office.				

TABLE NO. 4. — Abstract of the matters which are to serve as a base for the settlement of the amount due to the British Post Office, or to captains of commercial vessels, for the transportation of the correspondence comprised in the mail.\*

Statement of the French office of exchange.				Verification by the United States office of exchange.			
Letters.		Articles of printed matter.		Letters.		Articles of printed matter.	
Number.	Net weight in grammes.	Number.	Net weight in grammes.	Number.	Net weight in grammes.	Number.	Net weight in grammes.
1	2	3	4	5	6	7	8

\* The correspondence relating to the service, the dead matter, and the letters relating to the account addressed by the French Post Office to the United States Post Office, and described in Table No. 3, are not to be included in this abstract.

**Certified by the undersigned Postmaster.**



E.

POSTAL CONVENTION BETWEEN THE UNITED STATES AND HAMBURG.

The undersigned, being duly authorized for that purpose, have agreed upon the following articles, providing for the reciprocal exchange of mails between the United States and the Hanseatic Republic of Hamburg, to wit:

ARTICLE I.

The post office of New York shall be the United States office of exchange, and Hamburg the office of exchange of that republic, for all mails transmitted under this arrangement.

ARTICLE II.

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

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

And the postage will increase in this scale of progression to wit: Additional 20 cents for each additional ounce or fraction of an ounce.

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

ARTICLE III.

All the States belonging to the German-Austrian Postal Union, respectively, are to have the advantage of the rate of ten cents, established by the preceding article, (2d,) whenever their postage to and from Hamburg, for letters to and from the United States, shall be reduced to the uniform rate of five cents or less. On all correspondence for or from such of said States as shall not so reduce their rates, the charge between the United States and Hamburg, by either of the two lines, will be fifteen cents the single rate.

And optional prepayment, a regular progressive scale, &c., upon the same principles as in article 2d, shall be admitted and observed.

## ARTICLE IV.

On all letters originating and posted in other countries beyond the United States, and mailed to, and deliverable in, Hamburg, or originating and posted in countries beyond Hamburg, and mailed to, and deliverable in, the United States, or its territories, the foreign postage (other than that of Hamburg, and other than that of the United States) is to be added to the postage stated in article 2d or 3d, as the case may be. And the two post office departments are mutually to furnish each other with lists stating the foreign countries, or places in foreign countries, to which the foreign postage, and the amount thereof, must be absolutely prepaid, or must be left unpaid. And, until such lists are duly furnished, neither country is to mail to the other any letter from foreign countries beyond it, or for foreign countries beyond the country to which the mail is sent.

It is further understood and agreed that no correspondence for or from Hamburg shall be exchanged under this arrangement, unless the rates of postage to and from such countries, via Hamburg, are identically the same as the rates charged via Bremen, under the United States and Bremen postal arrangement.

## ARTICLE V.

Newspapers, not weighing more than three ounces each, mailed in the United States and destined to Hamburg, or mailed in Hamburg and destined for the United States, may be sent by the United States and Hamburg steamers, when the whole postage of two cents is prepaid thereon at the mailing office; and newspapers of like weight done up singly, may be sent to any part of the German Postal Union, via Hamburg, on prepayment of three cents each at the office of mailing in the United States, which shall be in full of the postage to destination; the German postage beyond Hamburg to be one cent each in addition to the two cents chargeable to Hamburg. The postage on pamphlets and magazines per ounce, or a fraction of an ounce, shall be one cent, prepayment of which shall likewise be required in both countries. Said newspapers, pamphlets, and magazines are to be subject to the laws and regulations of each country, respectively, in regard to their liability to be rated with letter postage when containing written matter, or for any other cause specified in said laws and regulations. They must be sent in narrow bands, open at the sides or ends.

## ARTICLE VI.

The postage for which the United States and Hamburg post offices shall reciprocally account to each other upon letters which shall be exchanged between them, shall be established, letter by letter, according to the scales of progression determined by the preceding 2d and 3d articles, as follows, viz:

The Hamburg office shall pay to the United States office, for each unpaid letter weighing half an ounce, or less, originating in the United States and destined for Hamburg, as well as for each letter of like weight prepaid in Hamburg and destined for the United States, when conveyed under article 2d, by United States steamer, nine cents, and when by Hamburg steamer, five cents. When conveyed under article 3d, by United States steamer, fourteen cents, and when by Hamburg steamer, five cents.

The United States office shall pay to the Hamburg office, for each unpaid letter weighing half an ounce or less, originating in Hamburg and destined for the United States, as well as for each letter of like weight prepaid in the United States and destined for Hamburg, when conveyed under article 2d, by United States steamer, one cent, and when by Hamburg steamer, five cents. When conveyed under article 3d, by United States steamer, one cent, and when by Hamburg steamer, ten cents.

Respecting the postage for newspapers, pamphlets, and magazines received in either country, the whole is to be paid to the United States office when the same are sent by United States steamers, and one half to the United States, and the other half to the Hamburg office, when sent by Hamburg steamers.

Letter bills and acknowledgments, as well as forms of account, shall be made to conform to these articles.

#### ARTICLE VII.

The accounts between the two departments shall be closed at the expiration of each quarter of the calendar year, by quarterly statements and accounts prepared by the General Post Office in Washington; and, having been examined, compared, and settled by the post office of Hamburg, the balance shall be paid, without delay, by that department which shall be found indebted to the other. If the balance is in favor of Hamburg, it shall be paid over by the United States at Hamburg; and if in favor of the United States, it shall be paid over by Hamburg at Washington, or to the General Post Office at London, to the credit of the United States, as the Postmaster General of the United States shall direct. Neither office is to charge to the other any commissions upon any postage it may collect.

#### ARTICLE VIII.

The steamers of either government plying between New York and Hamburg shall be required to convey all dead and returned letters, and the official communications of the respective post departments of the United States and Hamburg, free of charge.



## ARTICLE IX.

The sailing days of the steamers carrying the mail between New York and Hamburg under this arrangement shall be so arranged as not to conflict with the schedule days of sailing of the United States mail steamers plying between New York and Bremen, and between New York and Havre; and also of the Bremen mail steamers plying between New York and Bremen; and shall, as near as practicable, alternate at regular intervals with the days of sailing of the steamers conveying the mail to and from Bremen and Havre.

## ARTICLE X.

This arrangement is to go into effect on the first day of July, 1857, and it is to be continued in force until annulled by mutual consent, or by either post department, after the expiration of three months' previous notice to the other; and it may cease whenever all the direct steamers between New York and Hamburg cease running.

Done in duplicate, and signed at Washington on the 12th day of June, and at New York on the 30th day of June, one thousand eight hundred and fifty-seven.

HORATIO KING.

FERDINAND KARCK,

*Commissioner for the Hanseatic Republic  
of Hamburg.*

Approved :

AARON V. BROWN,

*Postmaster general, U. S.*

HAMBURG, August 7, 1857.

This convention is ratified with the advice and consent of the senate of Hamburg.

C. H. MERCK, LL. D.,

*Member of the senate, and president of the  
Post Office Department.*

F.

POST OFFICE DEPARTMENT,

*Contract Office, December 1, 1857.*

SIR: For a statement of the mail service for the contract year ending 30th of June, 1857, 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, 1857.

On the 1st of July last the new service in the New England and New York sections was put in operation, the first quarter of which expired on the 30th of September, 1857.

Table C exhibits the service of these sections as it stood at the close of the contract year, 30th of June, 1857 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, 1857; 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. A. V. BROWN,  
*Postmaster General.*

*Table of mail service for the year ending June 30, 1857, 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 transportation by air mail specified.	Total annual transportation by coach.	Total annual transportation by steamboat.	Total annual transportation by rail.	Total annual transportation.	Total annual rate of cost.
		Mode not specified.	In coach.		In steamboat.		By railroad.		Total annual transportation by air mail specified.	Total annual transportation by coach.	Total annual transportation by steamboat.	Total annual transportation by rail.							
	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	
Maine.....	4,096	2,096	15,586	3,379	62,947			489	48,710	469,905	993,598	508,064	1,986,100	107,343					
New Hampshire.....	2,086	609	7,591	768	9,130	60	43	489	31,940	901,064	302,640	302,640	605,280	46,494					
Vermont.....	2,385	599	8,449	1,370	15,825			437	46,094	165,630	561,744	561,744	671,291	67,791					
Massachusetts.....	5,186	794	14,542	806	17,198	990	4,500	1,368	136,090	346,754	456,400	456,400	1,556,494	161,330					
Rhode Island.....	405	140	9,655	97	1,739	59	590	109	9,556	73,736	49,768	39,431	136,030	14,560					
Connecticut.....	1,958	718	13,067	489	7,900	12	600	739	69,381	974,494	944,588	7,468	947,970	96,438					
New York.....	13,431	5,058	60,638	5,131	95,662	4-3	14,799	9,850	317,390	1,495,017	3,369,948	970,808	3,587,801	7,915,644	698,460				
New Jersey.....	3,430	990	7,565	1,343	33,413	14	1,300	455	54,144	197,546	605,432	14,976	543,564	96,349					
Pennsylvania.....	13,561	7,947	87,390	4,875	110,650	55	3,900	1,367	146,381	1,616,919	2,336,694	34,399	1,497,071	5,908,397	247,767				
Delaware.....	636	174	3,959	367	10,729			25	6,382	54,496	801,940		106,964	861,940	96,189				
Maryland.....	9,835	1,658	38,791	429	14,314			748	174,808	596,490	199,100		1,091,789	1,777,379	227,083				
Ohio.....	13,756	8,154	89,694	2,320	61,449	187	6,500	3,095	339,514	1,550,536	961,666	78,318	3,046,626	5,535,989	517,077				
Virginia.....	13,691	10,517	88,448	2,107	44,188	1,135	36,793	1,138	126,766	1,890,795	719,368		2,610,163	3,529,163	384,195				
North Carolina.....	9,453	6,935	46,177	1,909	48,696	313	5,783	505	81,744	946,979	746,070	90,694	484,016	9,857,898	184,330				
South Carolina.....	6,533	4,533	43,812	346	8,472	889	1,191	814	136,550	718,100	100,074	166,400	831,626	1,616,210	189,934				
Georgia.....	10,114	5,954	54,657	1,148	31,645	1,979	14,160	1,659	186,594	994,470	579,900	945,326	1,981,706	3,861,119	539,695				
Florida.....	4,351	1,699	15,537	661	17,609	1,971	100,640	91	1,067	398,400	184,969	162,359	10,746	764,898	136,088				
Michigan.....	7,215	4,756	43,485	881	16,184	770	4,960	808	97,630	748,419	433,106	136,586	855,546	9,174,546	61,549				
Indiana.....	8,933	6,647	66,385	1,179	47,106			1,197	198,163	1,104,494	469,352		1,079,686	6,536,746	115,633				
Illinois.....	19,733	8,153	119,107	1,946	45,863	101	3,887	8,621	394,003	1,955,150	616,096	90,899	8,741,949	4,861,996	369,417				
Wisconsin.....	7,096	4,575	50,495	1,616	37,190	83	8,828	594	25,818	739,123	338,674	34,399	448,160	1,741,715	116,379				
Iowa.....	8,151	6,113	80,834	1,968	36,631	140	7,900	30	1,978	1,108,430	413,166	87,399	1,598,595	1,777,075	113,946				
Missouri.....	12,645	10,098	33,545	1,858	59,463	614	100,000	185	15,085	1,574,109	353,690	315,638	75,000	9,321,681	968,633				
Minnesota Territory.....	5,907	4,304	36,384	935	17,265	680	19,800			499,469	323,096	197,499		946,065	94,089				
Kentucky.....	8,971	6,358	48,973	1,557	74,636	185	115,000	191	17,696	1,061,690	813,496	134,660	959,514	9,869,590	125,793				
Tennessee.....	9,064	7,311	68,969	1,085	33,883	949	7,638	469	46,641	1,970,919	399,668	58,996	499,137	9,917,893	126,031				
Alabama.....	8,996	7,073	80,096	1,375	197,591	34	19,355	514	61,574	1,366,000	961,018	84,768	436,978	9,565,795	328,546				
Mississippi.....	6,302	6,683	84,169	1,075	55,361	677	77,682	367	93,650	1,396,949	581,060	926,904	296,969	9,300,180	941,003				
Arkansas.....	8,913	6,885	53,492	1,368	96,310	640	45,000			951,704	556,558	150,380		1,654,638	194,749				

Louisiana.....	7,259	4,037	54,469	907	49,450	9,999	130,908	156	19,900	596,960	958,904	993,881	65,980	1,934,965	497,065
Texas.....	19,747	9,070	89,896	1,873	69,330	1,170	20,920	39	1,373	1,196,696	589,368	194,980	13,319	1,984,366	336,136
California.....	2,064	1,479	34,301	1,301	57,496	304	59,000			920,806	451,153	175,656		947,614	143,797
Oregon Territory.....	1,107	868	26,193	85	3,650	144	8,100			90,394	9,880	99,969		130,136	31,029
N. Mexico Territory.....	960	70	1,150	910	33,500					36,569	14,560			51,108	34,467
Utah Territory.....	1,157	1,017	31,957	140	1,300					7,989	91,840			99,180	34,650
Nebraska Territory.....	1,103	404	4,379	699	14,150					46,364	66,424			132,608	18,389
Kansas Territory.....	1,804	1,493	16,580	321	6,433					177,919	46,776			285,996	85,013
Total.....	942,601	555,497	1,659,375	49,389	1,410,896	15,945	891,696	92,530	8,559,847	97,089,074	19,090,930	4,516,119	84,987,944	74,906,087	6,682,046
Route & local agents and mail messengers.....															496,813
Foreign mails.....															58,969
Total.....	942,601	555,497	1,659,375	49,389	1,410,896	15,945	891,696	92,530	8,559,847	97,089,074	19,090,930	4,516,119	84,987,944	75,106,903	7,650,868

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

† This includes steamboat service from Louisville to Cincinnati.

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

§ This is for the service from Panama to Aspinwall.

|| The route from New Orleans to Texas is not included in this, the contractor having failed and the service having been very irregularly performed during the year.

WM. H. DUNDAR, Second Assistant Postmaster General.

## B.

*Number of mail routes, mail contractors, route agents, local agents, and mail messengers, at the close of the contract year ending on the 30th day of June, 1857.*

Sections.	Routes.	Contractors.	Route agents.	Local agents.	Mail messengers.
New England .....	879	776	53	2	187
New York .....	862	751	52	2	200
Middle .....	1,400	1,111	93	9	443
Southern .....	1,204	1,036	60	2	80
Northwestern .....	1,865	1,543	88	20	200
Southwestern .....	1,670	1,352	52	9	77
Ocean routes .....	8	7	.....	1	.....
Total .....	7,888	6,576	406	45	1,335

WM. H. DUNDAS,  
Second Assistant Postmaster General.

## C.

*Mail service in the New England section.*

	Annual transportation	Annual rate of cost.
	<i>Miles.</i>	<i>Dollars.</i>
<i>Service as in operation on 30th June, 1857.</i>		
Railroad .....	4,104,082	330,171
Steamboat .....	217,880	6,132
Coach .....	2,506,036	95,089
Inferior modes .....	1,533,804	58,863
Total .....	8,361,802	490,255
	7,664,161	.....
Decrease .....	697,641	.....
<i>As in operation on 30th September, 1857.</i>		
Railroad .....	3,218,206	391,212
Steamboat .....	365,664	20,050
Coach .....	2,185,562	100,163
Inferior modes .....	1,894,729	81,268
Total .....	7,664,161	592,693
	.....	490,255
Increase .....	.....	102,438

WM. H. DUNDAS,  
Second Assistant Postmaster General.

C.

*Mail service in the New York section.*

	Annual transportation.	Annual rate of cost.
<i>Service as in operation on 30th June, 1857.</i>	<i>Miles.</i>	<i>L. 1000s.</i>
Railroad .....	3,887,971	317,340
Steamboat .....	270,608	14,799
Coach .....	2,862,248	95,643
Inferior modes .....	1,495,017	60,628
Total .....	7,915,844	488,450
	7,790,451	.....
Decrease .....	125,393	.....
<i>As in operation on 30th September, 1857.</i>		
Railroad .....	3,881,299	327,428
Steamboat .....	108,944	7,298
Coach .....	2,418,864	108,305
Inferior modes .....	1,381,344	62,825
Total .....	7,790,451	506,856
	.....	488,450
Increase .....	.....	17,606

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

**Railroad service, as in operation on the 30th of June, 1927.**

[illegible][illegible]

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

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

[illegible]

Number of route.	Termini.	NEW JERSEY.		Total business in each branch.		Number of trips per week.		Amount of freight in each trip.		Amount of freight in each trip.		Amount of freight in each trip.		Amount of freight in each trip.		Amount of freight in each trip.		Amount of freight in each trip.		Amount of freight in each trip.	
		Miles.	Miles.	Dollars.	Dollars.	Amount of freight in each trip.	Amount of freight in each trip.	Amount of freight in each trip.	Amount of freight in each trip.	Amount of freight in each trip.	Amount of freight in each trip.	Amount of freight in each trip.	Amount of freight in each trip.	Amount of freight in each trip.	Amount of freight in each trip.	Amount of freight in each trip.	Amount of freight in each trip.	Amount of freight in each trip.	Amount of freight in each trip.	Amount of freight in each trip.	
3001	New York to New Brunswick.	38	19	13,300 00	235 00	1,000	1,375 00	16,675 00	1,000	1,375 00	16,675 00	1,000	1,375 00	16,675 00	1,000	1,375 00	16,675 00	1,000	1,375 00	16,675 00	
3002	New York to Boston.	94	19	6,300 00	185 00	1,000	1,375 00	6,300 00	1,000	1,375 00	6,300 00	1,000	1,375 00	6,300 00	1,000	1,375 00	6,300 00	1,000	1,375 00	6,300 00	
3003	New York to New Brunswick.	94	19	20,500 00	375 00	1,000	1,375 00	20,500 00	1,000	1,375 00	20,500 00	1,000	1,375 00	20,500 00	1,000	1,375 00	20,500 00	1,000	1,375 00	20,500 00	
3004	New Brunswick to Philadelphia.	94	11	1,100 00	30 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	
3005	Waterloo to New York.	11	11	1,100 00	30 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	
3006	Jamesburgh to Freehold.	11	6	1,100 00	30 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	
3007	Trenton to Philadelphia.	11	6	1,100 00	30 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	
3008	Branch to Flemington.	13	13	3,100 00	30 00	1,000	1,375 00	3,100 00	1,000	1,375 00	3,100 00	1,000	1,375 00	3,100 00	1,000	1,375 00	3,100 00	1,000	1,375 00	3,100 00	
3009	Philadelphia to South Amboy.	78	19	1,100 00	120 11	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	
3010	West to Atlantic City.	13	19	1,100 00	40 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	
3011	Burlington to Mount Holly.	7	19	1,100 00	30 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	
			435		64,144 00												77,675 00			170	
PENNSYLVANIA.																					
3001	Philadelphia to Columbia.	70	14	14,000 00	200 00	1,177	1,560 00	16,763 00	1,177	1,560 00	16,763 00	1,177	1,560 00	16,763 00	1,177	1,560 00	16,763 00	1,177	1,560 00	16,763 00	
3002	Philadelphia to Pottsville.	131	19	675 00	30 00	1,000	1,375 00	675 00	1,000	1,375 00	675 00	1,000	1,375 00	675 00	1,000	1,375 00	675 00	1,000	1,375 00	675 00	
3003	West Chester to Philadelphia.	37	19	14,510 00	140 00	1,000	1,375 00	14,510 00	1,000	1,375 00	14,510 00	1,000	1,375 00	14,510 00	1,000	1,375 00	14,510 00	1,000	1,375 00	14,510 00	
3004	Lancaster to Harrisburg.	34	14	7,365 00	100 00	1,000	1,375 00	7,365 00	1,000	1,375 00	7,365 00	1,000	1,375 00	7,365 00	1,000	1,375 00	7,365 00	1,000	1,375 00	7,365 00	
3005	Columbia to Middletown.	19	19	615 00	100 00	1,000	1,375 00	615 00	1,000	1,375 00	615 00	1,000	1,375 00	615 00	1,000	1,375 00	615 00	1,000	1,375 00	615 00	
3006	Port Clinton to Williamsport.	118	19	1,100 00	45 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	1,000	1,375 00	1,100 00	
3007	Schoellkill Haven to Trenton.	19	6	500 00	30 00	1,000	1,375 00	500 00	1,000	1,375 00	500 00	1,000	1,375 00	500 00	1,000	1,375 00	500 00	1,000	1,375 00	500 00	
3103	Sunbury to Mount Carmel.	46	6	1,400 00	30 00	1,000	1,375 00	1,400 00	1,000	1,375 00	1,400 00	1,000	1,375 00	1,400 00	1,000	1,375 00	1,400 00	1,000	1,375 00	1,400 00	
3108	Easton to Mauch Chunk.	133	6	7,900 00	30 00	1,000	1,375 00	7,900 00	1,000	1,375 00	7,900 00	1,000	1,375 00	7,900 00	1,000	1,375 00	7,900 00	1,000	1,375 00	7,900 00	
3109	Great Bend to Mauch Chunk.	123	6	1,770 00	30 00	1,000	1,375 00	1,770 00	1,000	1,375 00	1,770 00	1,000	1,375 00	1,770 00	1,000	1,375 00	1,770 00	1,000	1,375 00	1,770 00	
3105	Harrisburg to Auburn.	59	19	5,000 00	100 00	1,000	1,375 00	5,000 00	1,000	1,375 00	5,000 00	1,000	1,375 00	5,000 00	1,000	1,375 00	5,000 00	1,000	1,375 00	5,000 00	
3106	Harrisburg to Chambersburg.	52	19	10,000 00	200 00	1,000	1,375 00	10,000 00	1,000	1,375 00	10,000 00	1,000	1,375 00	10,000 00	1,000	1,375 00	10,000 00	1,000	1,375 00	10,000 00	
3000	Harrisburg to Pittsburg.	59	19	1,770 00	30 00	1,000	1,375 00	1,770 00	1,000	1,375 00	1,770 00	1,000	1,375 00	1,770 00	1,000	1,375 00	1,770 00	1,000	1,375 00	1,770 00	
3001	Branch to Hollidaysburg.	10	7	500 00	30 00	1,000	1,375 00	500 00	1,000	1,375 00	500 00	1,000	1,375 00	500 00	1,000	1,375 00	500 00	1,000	1,375 00	500 00	
	Branch to Indiana.	90	7	1,000 00	30 00	1,000	1,375 00	1,000 00	1,000	1,375 00	1,000 00	1,000	1,375 00	1,000 00	1,000	1,375 00	1,000 00	1,000	1,375 00	1,000 00	
3019	Hanover Junction to Hanover.	13	19	500 00	30 00	1,000	1,375 00	500 00	1,000	1,375 00	500 00	1,000	1,375 00	500 00	1,000	1,375 00	500 00	1,000	1,375 00	500 00	
3003	Fenbury to Milton.	17	6	7,700 00	100 00	1,000	1,375 00	7,700 00	1,000	1,375 00	7,700 00	1,000	1,375 00	7,700 00	1,000	1,375 00	7,700 00	1,000	1,375 00	7,700 00	
3000	Williamsport to Elmira.	74	19																		

3073	Blossburg to Corning	40	6	9,200 00	50 00	700	954 00	9,854 00	74 10
3200	Huntington to Allegheny	34	6	1,700 00	50 00			1,700 00	50 00
3410	Pittsburg to Kittanning	43	6	3,150 00	73 25	700		3,850 00	89 53
3448	Scranton to Erie	30	14	4,900 00	800 00			4,900 00	810 25
3480	Scranton to Kingston	4	6	173 00	43 00			173 00	43 00
3485	Scranton to Kingston	18	6	540 00	30 00			540 00	30 00
3510	Philadelphia to Exton	54.19	6						
	Branch to Doylestown	10.11	6	9,750 00	47 85			9,750 00	49 85
3511	Pittsburg to Connelleville	60	6	9,400 00	40 00	700	185 00	9,585 00	53 75
<b>DELAWARE.</b>									
		1,307.3		146,591 00					187 84
3618	Wilmington to Seaford	85.1	85.1	6,368 50	75 00	1,400	9,910 00	10,698 50	185 64
<b>MARYLAND.</b>									
3501	Baltimore to Washington, D. C.	40	25	19,000 00	300 00	1,978	740 00	14,719 00	367 90
3508	Baltimore to Wheeling, Va.	179	19		300 00				
		181	13	94,800 00	100 00	5,400	9,763 50	108,263 50	989 37
	Branch to Frederick	3			100 00				
3509a	Crafton to Parkersburg	104	6	10,400 00	100 00	1,600		12,000 00	115 38
3503	Baltimore to Philadelphia, Pa.	108	19	137,500 00	387 64	5,088	1,851 50	144,198 50	430 18
3504	Baltimore to Harrisburg, Pa.	90	6		150 00				
	Branch to Columbia, Pa.	13	7	17,850 50	50 00	3,800	99 50	21,530 50	330 45
3519	Annapolis to Annapolis Junction	90	13	9,850 00	148 90			9,850 00	148 90
<b>OHIO.</b>									
			74	174,800 00				197,635 50	964 90
9006	Re 1 Air to Columbus	137	19	97,575 00	300 00	9,400		30,590 00	981 26
9010	Steubenville to Newark	116	6	8,700 00	78 00				
	Branch, Meigs to Coshocton	8	6	840 00	20 00	1,400	395 00	10,768 00	95 81
9050	Pittsburg to Laporte	412	19	56,787 50	137 50	4,800	1,703 00	63,268 50	153 39
9067	Erie, Pa. to Cleveland, Ohio	98	19	19,300 00	935 00	1,800	1,950 00	30,250 00	321 98
9108	Cleveland to Wellsville	19			150 00				
		411		10,837 50	100 00	1,800	969 00	15,499 50	154 99
9110	Cleveland to Toledo	110	19	94,000 00	800 00	1,600		12,715 00	915 50
9114	Tudman to Millersburg	69	6	1,960 00	10 00	700		9,948 00	47 18
9180	Dayton to New Philadelphia	36	14	1,273 00	44 00	400	288 00	1,851 00	31 91
9181	Greens Mills to Carrollton	13		365 00	30 00			260 00	30 00
9149	Randolph to Newark	194	6	16,400 00	900 00	1,400	684 00	14,486 00	118 09
9171	Columbus to Cleveland	78	19		90 00				
		10	12	90,100 00	900 00	1,400	1,187 00	26,067 00	928 99
9177	Columbus to Xenia	55	13	19,575 00	315 00	900	928 00	13,810 00	946 63
9178	Columbus to Fergus Falls	59	6	3,100 00	66 00	700	56 00	4,947 00	66 00
9198	Galton to Union	119	18	17,550 00	120 00	1,900	135 00	19,775 00	169 68

\* Includes \$9,700, being 25 per cent. on \$390 a mile, for night service and for a third extra trip.



No.	Name of route.	Term.	D. miles.	No. of carriers in each party.	No. of trips per week.	Amount paid.	Amount per trip.	Amount paid per mile on each trip.	Amount of extra expenses.	Amount cost of mail messenger service.	Total amount cost on each month.	Total amount cost on each week.	Total amount cost per mile on each month.	Total amount cost per mile on each week.
Ohio—Continued.														
5074	Tolado to Cleveland.	1200.	114	6	6	5,700 00	950 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5075	Tolado to Dayton.	1200.	120	6	6	5,700 00	950 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5076	Tolado to Dayton.	1200.	120	6	6	5,700 00	950 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5077	Cincinnati to Cincinnati.	1200.	73	6	6	4,200 00	700 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5078	Cincinnati to Dayton.	1200.	66	6	6	3,500 00	583 33	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5079	Cincinnati to Springfield.	1200.	19	6	6	1,500 00	250 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5080	Cincinnati to Springfield.	1200.	63	6	6	10,300 00	1,716 66	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5081	Cincinnati to Springfield.	1200.	174	12	12	17,000 00	1,416 66	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5082	Cincinnati to Springfield.	1200.	91	6	6	2,700 00	450 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5083	Cincinnati to Springfield.	1200.	123	6	6	5,000 00	833 33	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5084	Cincinnati to Springfield.	1200.	17	6	6	1,500 00	250 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5085	Cincinnati to Springfield.	1200.	47	6	6	5,200 00	866 66	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5086	Cincinnati to Springfield.	1200.	46	6	6	5,100 00	850 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5087	Cincinnati to Springfield.	1200.	131	6	6	13,200 00	2,200 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5088	Cincinnati to Springfield.	1200.	16	6	6	400 00	66 66	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5089	Cincinnati to Springfield.	1200.	50	6	6	5,100 00	850 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5090	Cincinnati to Springfield.	1200.	94	12	12	9,400 00	783 33	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5091	Cincinnati to Springfield.	1200.	56	6	6	5,400 00	900 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5092	Cincinnati to Springfield.	1200.	67	6	6	3,200 00	533 33	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5093	Cincinnati to Springfield.	1200.	85	12	12	15,700 00	1,308 33	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
						3,065		336,514 50				414,067 50		123 75
Virginia.														
4991	Accomack to Richmond.	734.	734	14	14	11,375 00	812 50	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
4992	Richmond to Petersburg.	244.	244	14	14	7,350 00	525 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
4993	Petersburg to Weldon, N. C.	64.	64	14	14	10,300 00	735 71	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
4994	Washington, D. C. to Richmond.	171.	171	14	14	42,150 00	3,010 71	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
4995	Branch to Weldon.	74.	74	6	6	450 00	75 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
4996	Trident Hall to Woodstock.	74.	74	6	6	3,103 15	517 19	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
4997	Richmond to Henric.	141.	141	6	6	14,100 00	2,350 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
4998	Petersburg to Lynchburg.	163.	163	6	6	15,300 00	2,550 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
4999	Lynchburg to Richmond.	264.	264	6	6	26,400 00	4,400 00	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04
5000	Gordonville to Millersburg Station.	62.15.	62.15	7	7	5,648 00	806 85	1,000	200 00	2,000 00	12,000 00	3,000 00	77 04	77 04

4957	Petersburgh to City Point.	18	6	600 00	50 00					50 00				
4958	Richmond to Glasgow.	30	7	1,000 00	50 00					1,000 00				
4959	Portsmouth to Weldon, N. C.	80	7	5,000 00	140 00	800	113			5,213 00				
5001	Winchester to Harper's Ferry.	32	6	2,200 00	100 00		40			2,300 00				
		1,132 65		152,766 15						176,170 15				155 54
NORTH CAROLINA.														
5301	Weldon to Wilmington.	102	14	45,000 00	300 00	3,000	130			51,730 00			319 38	
5310	Goldboro to Charlotte.	283	7	85,300 00	100 00	3,000	194			88,400 00			119 00	
5305	Raleigh to Weldon.	89	7	9,900 00	140 00	1,000				11,040 00			117 41	
5379	Clarksville Station to Clarksville.	32	6	944 45	43 86					944 45			43 86	
		508		81,744 45						90,636 45			179 26	
SOUTH CAROLINA.														
6001	Columbia to Greenville.	166	6	15,600 00	53 55	1,400	156			17,156 00			100 80	
6002	Columbia to Charlotte.	110	6	11,700 00	108 36	1,400	140			13,240 00			101 80	
6011	Kingsville to Wilmington.	171	14	45,750 00	317 50	4,000	618			50,368 00			278 26	
6012	Kingsville to Augusta.	117	14	27,787 50	337 50	3,000	453			31,240 82			188 40	
6013	Branch to Columbia.	37	14	6,050 50	384 53					6,050 50			50 71	
6014	Branch to Camden.	30	7	1,050 00	50 00		150			1,100 00			30 00	
6015	Branch to Branchville.	64	14	15,300 00	337 50	1,000	78			16,378 85			92 85	
6016	Florence to Cheraw.	40	7	5,000 00	50 00		400			5,400 00			91 43	
6017	Chester C. H. to Yorkville.	31	6	1,400 00	50 00					1,400 00			33 97	
6018	Newbury C. H. to Laurens C. H.	31	6	1,348 57	40 00					1,388 57			33 97	
6187	Alton to Simsville.	86	6	1,071 43	48 85					1,071 43			30 28	
		814		126,450 00						126,000 00			171 51	
GEORGIA.														
6201	Savannah to Macon.	100	14	92,100 00	151 56	5,400	140			97,640 00			598 79	
6202	Macon to Atlanta.	100	7	10,900 00	100 00		180			10,900 00			101 76	
6203	Macon to Columbus.	103	14	15,300 00	120 00	1,350	50			16,700 00			107 71	
6204	Fort Valley to Adams' Depot.	61	6	4,575 00	73 75					4,575 00			75 00	
6214	Millin to Augusta.	64	18	8,100 00	100 00		100			9,200 00			51 11	
6229	Millersville to Gordon.	17	7	1,000 00	86 95					1,000 00			28 57	
6230	Millersville to Eastman.	33	7	1,150 00	80 19					1,150 00			32 14	
6231	Augusta to Atlanta.	174	14	41,818 00	321 00	5,400	503			47,469 00			292 81	
6232	Branch, Camak to Warren.	30	14	30,343 75	327 50	1,000	100			31,343 75			187 16	
6233	Atlanta to West Point.	80	14	30,343 75	184 40	1,000	100			31,343 75			187 16	
6234	Atlanta to Chattanooga, Tenn.	140	14	12,700 00	100 00	1,000	100			13,800 00			82 14	
6235	Double Wells to Washington.	19	6	850 00	141 66					991 66			27 85	
6236	Union Point to Athens.	40	6	2,000 00	50 00					2,000 00			41 66	
6463	Kingston to Rome.	19	7	1,100 00	56 31					1,100 00			30 00	
		1,023		156,594 75						171,808 75			186 24	

Number of routes.	Terminal.	Distance.	Total mileage in route.	Number of trips per week.	Amount per.	Amount per in each trip.	Amount per in each trip.	Amount per in each trip.	Amount per in each trip.	Amount per in each trip.	Amount per in each trip.	Amount per in each trip.
	FLORIDA.	Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
9270	Tallahassee to St. Marks.	91 1/2	91 1/2	1	1,067 50	1,067 50	50 00			1,067 50	1,067 50	50 00
	MICHIGAN.											
12990	Detroit to Monroe.	49	19	10	4,000 00	100 00	2,000	4,000 00	121 00			
12992	Detroit to Chicago.	99 1/2	19	10	62,371 00	124 00	2,300	64,671 00	124 00			
12993	Lake Huron to Detroit.	45	6	6	1,000 00	41 00		1,000 00	41 00			
12994	Traverse to St. Joseph.	90 1/2	6	6	7,000 00	116 00	1,000	8,000 00	116 00			
12995	Traverse to Chicago.	90 1/2	10	10	26,330 00	120 00	2,000	28,330 00	120 00			
12996	Monroe to Adrian.	36	6	6	3,000 00	50 71		3,000 00	50 71			
12997	White Pigeon to Three Rivers.	12	6	6	300 00	50 00		300 00	50 00			
12998	Richmond to Goshen.	10	6	6	100 00	16 67		100 00	16 67			
12999	Adrian to Jackson.	40	6	6	1,710 00	40 00		1,710 00	40 00			
			90 1/2		97,630 00					100,857 00		125 00
	INDIANA.											
14500	Indianapolis to Cincinnati.	113 1/2	19	10	11,330 00	100 00	1,000	12,330 00	110 00			
14502	Indianapolis to Madison.	87	6	6	4,350 00	72 50		4,350 00	72 50			
14503	Indianapolis to Lafayette.	84	12	12	9,000 00	150 00	500	9,500 00	150 00			
14505	Indianapolis to Peru.	78	6	6	3,000 00	50 00	1,000	4,000 00	50 00			
14511	Franklin to Martinsville.	36	6	6	700 00	30 00		700 00	30 00			
14512	Edinburgh to Shelbyville.	17	6	6	700 00	40 00		700 00	40 00			
14515	Jeffersonville to Edinburgh.	49	19	10	8,965 00	125 00	1,000	9,965 00	125 00			
14516	New Albany to Michigan City.	125	19	10	11,000 00	100 00	1,000	12,000 00	110 00			
14519	Evansville to Terre Haute.	110	19	10	9,000 00	75 00	1,000	10,000 00	75 00			
14523	Cincinnati to Vincennes.	184	12	12	28,100 00	150 00	1,000	29,100 00	150 00			
14783	Richmond to Logansport.	73	6	6	3,100 00	40 00		3,100 00	40 00			
			1,971 1/2		100,100 00					110,857 00		85 37

	ILLINOIS.											
13250	Terre Haute, Ia., to St. Louis, Mo.	185 1/2	19	10	19,550 00	100 00	3,000	22,550 00	110 00			
13253	Danville to Naples.	189 1/2	19	10	19,657 00	75 00	2,000	21,657 00	95 36			
13264	Chicago to St. Louis.	299 1/2	19	10	29,910 00	100 00	3,000	32,910 00	114 04			
13291	Illinoistown to Vincennes, Ia.	147	6	6	3,000 00	150 00	3,000	6,000 00	150 00			
13294	Chillicothe to Junction.	80	6	6	3,000 00	40 00		3,000 00	40 00			
13295	Lansing to Peoria.	69	6	6	3,100 00	50 00	800	3,900 00	71 71			
13296	Chicago to Rock Island.	181	19	10	18,100 00	100 00	3,000	21,100 00	117 41			
13430	Chicago to Freeport.	181	19	10	18,100 00	100 00	1,000	19,100 00	118 63			
13440	Danville to Cairo.	451	19	10	45,400 00	100 00	5,000	50,400 00	130 00			
13441	Chicago to Centralia.	253	6	6	10,840 00	40 00	2,100	12,940 00	80 10			
13442	Chicago to Fulton.	138	6	6	10,800 00	75 00	1,000	11,800 00	91 78			
13443	Chicago to Janesville.	91	6	6	3,000 00	40 00	1,000	4,000 00	66 66			
13444	Chicago to Milwaukee.	85	19	10	8,500 00	100 00	1,400	9,900 00	117 00			
13450	Chillicothe to Quincy.	101	19	10	10,100 00	100 00	1,400	11,500 00	121 97			
13451	Turner to St. Charles.	67	6	6	9,000 00	40 00		9,000 00	40 00			
13452	Sign to Whitewater.	58	19	10	7,850 00	135 00	500	8,350 00	55 53			
13456	Junction to East Burlington.	120	19	10	12,000 00	100 00	2,400	14,400 00	125 41			
			9,531 1/2		379,900 00					979,954 00		103 46
	WISCONSIN.											
13655	La Crosse to Freeport.	101	6	6	4,330 00	42 86	1,400	5,730 00	61 00			
13662	Milwaukee to Prairie du Chien.	191	19	10	11,400 00	60 00	2,400	13,800 00	78 04			
13663	Horton to Ripon.	31	6	6	1,200 00	40 00	500	1,700 00	67 06			
13741	Milton to Janesville.	19	6	6	900 00	40 00		900 00	60 00			
13668	Fond du Lac to Junction.	30	6	6	1,000 00	40 00	500	1,500 00	50 53			
13669	Milwaukee to Portage City.	95	6	6	4,073 00	40 00	1,000	5,073 00	70 49			
13695	Milwaukee to Columbus.	64	6	6	9,741 00	40 00	700	10,441 00	53 76			
			524		35,818 00					30,900 00		67 15
	IOWA.											
9321	Burlington to Mt. Pleasant.	29.5 6	29.5 6	6	1,970 00	1,970 00	42 18	1,970 00	40 85			40 85
	MISSOURI.											
9030	St. Louis to Jefferson City.	125	105	7	15,925 00	15,925 00	185 00	1,600	17,525 00	138 00		138 00
	KENTUCKY.											
8909	Louisville to Lexington.	94	19	10	8,100 00	86 17	1,000	9,100 00	100 19			
8911	Lexington to Covington.	971	14	10	9,700 00	100 00	1,500	11,200 00	100 47			
			1911		17,800 00					20,345 00		194 10

\* Six times a week seven months; three times a week five months.

## D-Continued.

1066

REPORT OF THE

POSTMASTER GENERAL.

1067

Number of miles.	Territory.	Miles.	Total distance in each State.	No. of trips per week.	Amount paid.	Amount paid in each State.	Amount paid per mile on each State.	Amount paid of route operators.	Amount paid of mail messenger service.	Total amount paid on each State.	Total amount paid in each State.	Total amount paid per mile.	Total amount paid per mile in each State.
<b>TENNESSEE.</b>													
8155	Nashville to Chattanooga	110	110	14	\$5,400 00					\$5,400 00			
8156	Knoxville to Dalton	110	110	14	\$5,400 00					\$5,400 00			
8157	Memphis to Knoxville	57.30	57.30	7	9,000 00					9,000 00			
8158	Tullahoma to McMinnville	35	35	7	1,750 00					1,750 00			
8159	Knoxville to Knoxville	47	47	6	2,400 00			1,000	50	4,000 00			
			314			\$5,541 00					\$5,541 00		125 00
<b>ALABAMA.</b>													
7091	Opelika to West Point, Georgia	91	91	14	5,100 00			200		5,300 00			
7092	Columbus, Georgia, to Montgomery, Alabama	91	91	14	5,100 00			1,300		6,400 00			
7093	Columbus, Georgia, to Corvallis, Alabama	40	40	7	1,000 00					1,000 00			
7072	Memphis, Tennessee, to Dothan, Alabama	97.1	97.1	7	97,100 00			4,000		101,100 00			
7111	Dothan, Alabama, to Knoxville	120	120	7	620 00					620 00			
	Dothan to Columbus	70	70	6	3,000 00					3,000 00			
			314			\$1,574 00					\$1,574 00		125 77
<b>MISSISSIPPI.</b>													
7200	Jackson to Brandon	120	120	7	1,200 00					1,200 00			
7201	Jackson to Vicksburg	40	40	7	4,000 00					4,000 00			
7211	Jackson to Oxford	91	91	7	9,000 00					9,000 00			
7212	Jackson to Hattiesburg	8	8	6	800 00					800 00			
7213	Grand Gulf to Port Gibson	8	8	6	300 00					300 00			
7412	St. Francisville, Louisiana, to Wadsworth, Mississippi	90	90	3	1,000 00			35 70		1,000 00		35 70	
7405	Mobile, Alabama, to Meridian, Mississippi	300	300	6	15,000 00			50 00	1,000	15,000 00		50 00	
7406	Memphis, Tennessee, to Tusculum, Mississippi	40	40	6	1,000 00			30 00	1,000	1,000 00		30 00	
			367			\$2,530 00					\$2,530 00		75 94
<b>LOUISIANA.</b>													
7205	New Orleans to Orytha	80	80	7	8,000 00		100 00	1,000		10,000 00		110 18	
7207	New Orleans to Tigerville	80	80	3	2,400 00		50 00			2,400 00		50 00	
			156			15,000 00					15,000 00		80 46
<b>TEXAS.</b>													
8074	Harrisburg to Richmond	28	28	4	1,370 00	1,370 00	48 57			1,370 00	1,370 00	48 57	48 57

WM. H. DUNDAS,  
Second Assistant Postmaster General.

## REPORT OF THE

## POSTMASTER: GERMERAL

VERMONT.										
410	Burlington to Rome's Point.....	543	6	6,043 75	155 00	530 00	631 00	7,004 00	161 70	
411	White River Junction to St. Johnsbury.....	117	6	10,387 50	155 00	1,330 00	545 00	10,540 00	120 94	
412	Windsor to Burlington.....	38	6	4,300 00	100 00	630 00	110 00	5,060 00	117 37	
413	Rutland to North Bennington.....	50	6	3,155 00	100 00	630 00	110 00	3,745 00	123 00	
414	Barnet to Bennington.....	130	6	15,500 00	130 00	1,330 00	550 00	17,120 00	143 00	
415	Bellevue Falls to Waterbury.....	54	6	2,000 00	135 00	530 00	530 00	2,745 00	106 00	
416	Bellevue Falls to Burlington.....	130	6	15,500 00	130 00	1,330 00	550 00	17,120 00	143 00	
417	Brattleboro to Bellows Falls.....	130	6	15,500 00	130 00	1,330 00	550 00	17,120 00	143 00	
418	Brattleboro to Bellows Falls.....	130	6	15,500 00	130 00	1,330 00	550 00	17,120 00	143 00	
				4000	54,700 50				64,130 50	120 73
MASSACHUSETTS.										
001	Boston to Portsmouth, N. H.....	54	18	5,204 00	154 00	1,370 00	5,700 00	179 00		
002	Boston to South Berwick Junction.....	75	18	10,500 00	135 00	5,400 00	13,035 00	165 70		
003	Branch, Holliston to Great Falls.....	18	6	4,000 00	130 00	340 00	4,380 00	100 00		
004	Boston to Lowell.....	58	18	9,000 00	130 00	604 00	415 00	10,149 00	175 00	
005	Boston to Fitchburg.....	58	18	9,000 00	130 00	604 00	415 00	10,149 00	175 00	
006	Boston to Worcester.....	18	6	900 00	50 00	50 00	100 00	100 00		
007	Boston to Dorchester.....	35	6	1,720 00	50 00	50 00	50 00	100 00		
008	Boston to Blackstone.....	35	6	1,720 00	50 00	50 00	50 00	100 00		
009	Boston to Providence, R. I.....	35	6	1,720 00	50 00	50 00	50 00	100 00		
010	Boston to Providence, R. I.....	35	6	1,720 00	50 00	50 00	50 00	100 00		
011	Boston to Framingham.....	54	6	5,775 00	130 00	530 00	6,435 00	123 00		
012	Boston to Medford.....	54	6	5,775 00	130 00	530 00	6,435 00	123 00		
013	Boston to Waltham.....	54	6	5,775 00	130 00	530 00	6,435 00	123 00		
014	Boston to Lowell.....	54	6	5,775 00	130 00	530 00	6,435 00	123 00		
015	Boston to Gloucester.....	16	18	3,000 00	50 00	50 00	50 00	100 00		
016	Boston to Marblehead.....	4	6	300 00	50 00	50 00	50 00	100 00		
017	Boston to Danvers.....	58	18	9,000 00	130 00	604 00	415 00	10,149 00	175 00	
018	Boston to Lawrence.....	58	18	9,000 00	130 00	604 00	415 00	10,149 00	175 00	
019	Boston to Lawrence.....	58	18	9,000 00	130 00	604 00	415 00	10,149 00	175 00	
020	Lawrence to Manchester.....	14	6	1,000 00	100 00	300 00	315 00	3,000 00	100 00	
021	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
022	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
023	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
024	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
025	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
026	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
027	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
028	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
029	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
030	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
031	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
032	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
033	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
034	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
035	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
036	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
037	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
038	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
039	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
040	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
041	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
042	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
043	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
044	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
045	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
046	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
047	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
048	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
049	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
050	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
051	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
052	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
053	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
054	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
055	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
056	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
057	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
058	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
059	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
060	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
061	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
062	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
063	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
064	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
065	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
066	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
067	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
068	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
069	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
070	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
071	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
072	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
073	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
074	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
075	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
076	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
077	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
078	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
079	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
080	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
081	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
082	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
083	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
084	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
085	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
086	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
087	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
088	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
089	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
090	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
091	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
092	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
093	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
094	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
095	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
096	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
097	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
098	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
099	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
100	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
101	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
102	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
103	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
104	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
105	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
106	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
107	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
108	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
109	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
110	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
111	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
112	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
113	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
114	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
115	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
116	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00	75 00		
117	Lowell to Lawrence.....	14	6	1,000 00	75 00	300 00	1,075 00			



Line of route.	Terminal.	Dist. sec.	Total distance in each State.	Num. of trips per week.	Am. of pay.	Am. pay in each State.	Am. at cost per mile each route.	Am. at cost of route agencies.	Am. at cost of mail and express service.	Total annual cost on each route.	Total annual cost in each State.	Total cost per mail.	Total cost per mail in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
2618	New Brunswick to Philadelphia, Pa.	54	19	19	20,250 00		375 00	2,340 00	1,917 00	24,507 00		453 53	
2620	Waterloo to Newton.	11	18	18	550 00		50 00		50 00	600 00		45 39	
2642	Yamoubo to Freshhold.	11	18	18	275 00		50 00		50 00	275 00		45 39	
2657	Trenton to Belvidere.	64	19	19								95 14	
2674	Branch to Flemington.	13	13	6	2,850 00		50 00	800 00	674 00	5,294 00		95 14	
2684	Philadelphia to South Amboy.	72	7	7	2,900 00		125 11		341 00	10,141 00		146 14	
2688	Camden to Atlantic City.	60	19	19	2,575 00		42 05		467 00	2,535 00		56 55	
	Burlington to Mount Holly.	7	7	19	350 00		50 00			260 00		56 55	
	PENNSYLVANIA.		455			64,144 00					77,672 00		179 70
3001	Philadelphia to Columbia.	70	14	14	14,000 00		900 00	1,177 00	1,586 00	15,753 00		220 47	
3009	Philadelphia to Pottsville.	133	6	6	675 00		50 00			675 00		86 90	
3015	West Chester to Philadelphia.	97	13	13	14,918 00		145 48	1,800 00	4,303 00	20,861 00		298 46	
3020	Lancaster to Harrisburg.	34	13	13	1,000 00		80 00		825 00	1,000 00		127 57	
3030	Columbia to Middletown.	19	19	6	815 00		45 00		440 00	1,355 00		86 05	
3035	Port Clinton to Williamsport.	119	19	19	11,900 00		100 00	1,975 00	1,900 00	15,165 00		187 37	
3057	Schoeykill Haven to Treadwell.	18	6	6	2,500 00		45 53			550 00		86 05	
3103	Hanbury to Mount Carmel.	38	6	6	1,400 00		50 00			1,400 00		50 00	
3120	Easton to Mauch Chunk.	46	6	6	2,300 00		50 00	700 00	1,173 00	4,173 00		90 71	
3106	Mauch Chunk to Jeannette.	33	6	6	1,150 00		50 00			1,150 00		50 00	
3126	Great Bend to New Hampton.	12	6	6	7,000 00		50 00	1,400 00	1,575 00	11,355 00		54 50	
3126	Harrisburg to Auburn.	59	6	6	1,770 00		30 00			1,770 00		30 00	
3300	Harrisburg to Chambersburg.	58	18	18	5,900 00		100 00	700 00	100 00	6,000 00		115 38	
3301	Harrisburg to Pittsburg.	250	14	14	50,000 00		200 00						
	Branch to Hollidaysburg.	10	7	7	500 00		50 00	3,600 00	4,114 50	50,914 50		911 48	
	Branch to Indiana.	30	7	7	1,000 00		50 00			500 00		50 00	
3310	Hanover Junction to Hanover.	13	19	19	650 00		50 00			650 00		50 00	
3343	Hanover to Milton.	14	6	6	600 00		45 58			600 00		57 14	
3380	Williamsport to Elmira.	77	19	19	7,700 00		100 00	835 00		8,535 00		114 94	
3372	Bloomsburg to Corning.	40	6	6	5,000 00		50 00	700 00	364 00	5,864 00		74 10	
3330	Huntingdon to Altoona.	34	6	6	1,700 00		50 00			1,700 00		50 00	
3410	Pittsburg to Kittanning.	43	6	6	2,150 00		73 33	700 00		3,850 00		90 53	
3448	Northville to Erie.	30	14	14	4,000 00		900 00		247 00	4,947 00		219 35	

3490	Strasburg to Lemon Place.	4	6	6	173 00		43 00			173 00		43 00	
3493	Scranton to Kingston.	18	6	6	510 00		30 00			540 00		30 00	
3510	Philadelphia to Easton.	54.19	6	6			42 05			2,756 00		42 05	
3511	Branch to Boylston.	10.11	6	6			40 00			2,925 00		53 75	
3514	Pittsburg to Conneautville.	60	6	6	2,900 00		50 00	400 00	325 00	3,625 00		54 50	
3515	Harrisburg to Port Trevorton.	44	6	6	2,900 00		30 00			450 00		50 00	
	Port Trevorton to Trevorton.	15	6	6	450 00		30 00					50 00	
	DELAWARE.		1,459			150,331 00					181,779 50		123 99
3618	Wilmington to Seaford.	63.1	85.1	19	6,382 50	6,382 50	73 00	1,400 00	2,910 00	10,692 50	10,692 50	125 64	125 64
	MARYLAND.												
3901	Baltimore to Washington, D. C.	40	95	95	18,000 00		300 00	1,972 00	740 00	14,712 00		367 80	
3902	Baltimore to Wheeling, Va.	119	19	19	64,800 00		100 00						
	Branch to Frederick.	30.1	13	13	2,300 00		200 00	5,400 00	2,753 50	102,363 50		989 37	
3908	Grafton to Parkersburg, Va.	104	6	6	10,400 00		100 00					115 38	
3903	Baltimore to Philadelphia, Pa.	109	19	19	137,500 00		267 64	7,000 00	1,654 50	44,169 50		433 16	
3904	Baltimore to Harrisburg.	86	14	14	17,850 00		300 00					51 81	
3919	Branch to Columbia.	13	7	7			50 00	3,000 00	90 50	21,630 50		930 45	
	Annapolis to Annapolis Junction.	20	13	13	8,650 00		141 93			8,650 00		149 90	
	OHIO.		748			174,808 00					197,655 50		264 84
9006	Rel Air to Columbus.	127.1	19	19	27,375 00		200 00	2,400 00	545 00	30,360 00		381 36	
9110	Reynoldsville to Newark.	116	6	6	6,400 00		75 00					94 61	
9050	Branch—Means to Caledonia.	8	6	6	810 00		20 00	1,400 00	425 00	10,765 00		153 30	
9097	Pittsburg to Laporte.	413	13	13	56,745 00		157 50	4,400 00	1,763 00	61,350 50		321 86	
9108	Erie to Cleveland.	96	13	13	18,000 00		93 00	1,800 00	1,650 00	33,450 00		154 90	
	Cleveland to Wellsville.	50.1	12	12	18,937 50		150 00					154 90	
9110	Cleveland to Toledo.	41.2	6	6	1,400 00		100 00	1,600 00	961 00	15,490 50		154 90	
9114	Findon to Millersburg.	69	19	19	92,000 00		300 00	1,000 00	115 00	93,715 00		915 89	
9140	Findon to New Philadelphia.	32	6	6	1,400 00		42 84	400 00	363 00	8,945 10		47 18	
9191	The Six Mile to Carroll.	33	6	6	1,375 00		30 00			1,351 00		50 00	
9140	Sandusky to Newark.	10	6	6	300 00		30 00			300 00		30 00	
9171	Columbus to Cleveland.	124	6	6	10,400 00		100 00	1,400 00	608 00	14,408 00		116 83	
	Columbus to Xenia.	78	19	19	28,375 00		200 00	1,800 00	1,157 00	32,017 00		370 90	
9178	Columbus to Piquet.	23	19	19	13,375 00		241 00	900 00	915 00	13,510 00		153 63	
9178	Columbus to Union City.	85	6	6	2,100 00		4 46	500 00	391 00	4,199 00		76 36	
9178	Toledo to Cleveland.	119	19	19	17,850 00		150 00	1,900 00	145 00	19,175 00		199 35	
9178	Toledo to Erie.	114	6	6	8,700 00		50 00	1,600 00	791 00	8,401 00		77 64	
9178	Toledo to Erie Line.	94	19	19	24,400 00		100 00	3,000 00	1,676 00	29,076 00		119 99	

\* Includes \$1,000, being 65 per cent. on \$300 a mile for night service and for a third extra trip.  
 † Includes \$6,900 for ferry at night, and accommodation for agents in night trains.

Route of route.	Terminals.	Distance.	Total distance in each month.	Number of trips per month.	Annual pay.	Annual pay in each month.	Annual cost per mile in each month.	Annual cost of route operation.	Annual cost of mail transportation service.	Total annual cost in each month.	Total annual cost in each month.	Total annual cost per mile.	Total annual cost per mile in each month.
Ohio-Continued.													
9376	Toledo to Elkhart.	130	6	6,000 00	50 00	1,000 00	120 00	6,120 00	6,120 00	6,120 00	6,120 00	6,120 00	6,120 00
9382	Cincinnati to Richmond.	72	6	4,800 00	64 00	800 00	96 00	4,896 00	4,896 00	4,896 00	4,896 00	4,896 00	4,896 00
9383	Cincinnati to Dayton.	60	10	7,200 00	100 00	1,000 00	120 00	8,200 00	8,200 00	8,200 00	8,200 00	8,200 00	8,200 00
9384	Cincinnati to Springfield.	65	13	16,336 00	225 00	2,500 00	300 00	18,836 00	18,836 00	18,836 00	18,836 00	18,836 00	18,836 00
9394	Lorain to Marietta.	174	10	17,400 00	100 00	1,000 00	120 00	18,400 00	18,400 00	18,400 00	18,400 00	18,400 00	18,400 00
9395	Black-brook to Hudson.	19	6	777 30	37 00	500 00	60 00	1,277 30	1,277 30	1,277 30	1,277 30	1,277 30	1,277 30
9399	Morrow to Zanesville.	133	6	6,973 00	75 00	1,000 00	120 00	8,073 00	8,073 00	8,073 00	8,073 00	8,073 00	8,073 00
9399	Knox to Dayton.	17	10	3,105 00	100 00	1,000 00	120 00	4,105 00	4,105 00	4,105 00	4,105 00	4,105 00	4,105 00
9371	Dayton to Columbus.	47	47	3,250 00	50 00	500 00	60 00	3,850 00	3,850 00	3,850 00	3,850 00	3,850 00	3,850 00
9373	Dayton to Delmar.	62	6	5,100 00	50 00	1,000 00	120 00	6,100 00	6,100 00	6,100 00	6,100 00	6,100 00	6,100 00
9391	Springfield to Sandusky.	130	10	13,000 00	100 00	1,000 00	120 00	14,000 00	14,000 00	14,000 00	14,000 00	14,000 00	14,000 00
9392	Branch, Curry to Fair.	16	6	400 00	30 00	500 00	60 00	900 00	900 00	900 00	900 00	900 00	900 00
9393	Springfield to Delaware.	10	6	5,100 00	50 00	1,000 00	120 00	6,100 00	6,100 00	6,100 00	6,100 00	6,100 00	6,100 00
9394	Springfield to Dayton.	34	13	5,400 00	100 00	1,000 00	120 00	6,400 00	6,400 00	6,400 00	6,400 00	6,400 00	6,400 00
9400	Portsmouth to Reed's Mills.	26	6	3,000 00	40 00	500 00	60 00	3,600 00	3,600 00	3,600 00	3,600 00	3,600 00	3,600 00
9407	Cheverly to Indianapolis.	67	6	5,200 00	50 00	1,000 00	120 00	6,200 00	6,200 00	6,200 00	6,200 00	6,200 00	6,200 00
9409	Union City to Indianapolis.	65	12	12,750 00	150 00	1,500 00	180 00	14,250 00	14,250 00	14,250 00	14,250 00	14,250 00	14,250 00
			3,167		362,414 00					418,047 00		128 16	
VIRGINIA.													
4901	Aquia Creek to Richmond.	75	14	11,305 00	150 00	1,500 00	180 00	12,805 00	12,805 00	12,805 00	12,805 00	12,805 00	12,805 00
4902	Richmond to Petersburg.	94	14	7,350 00	300 00	3,000 00	360 00	8,350 00	8,350 00	8,350 00	8,350 00	8,350 00	8,350 00
4903	Petersburg to Weldon, N. C.	64	14	19,300 00	300 00	3,000 00	360 00	22,300 00	22,300 00	22,300 00	22,300 00	22,300 00	22,300 00
4901	Washington, D. C., to Richmond.	171	14	42,750 00	500 00	5,000 00	600 00	47,750 00	47,750 00	47,750 00	47,750 00	47,750 00	47,750 00
4903	Branch to Warrenton.	19	6	450 00	50 00	500 00	60 00	950 00	950 00	950 00	950 00	950 00	950 00
4905	Tudor Hall to Woodstock.	74	6	3,193 15	40 00	1,500 00	180 00	4,693 15	4,693 15	4,693 15	4,693 15	4,693 15	4,693 15
4905	Richmond to Danville.	141	6	14,150 00	100 00	1,000 00	120 00	15,150 00	15,150 00	15,150 00	15,150 00	15,150 00	15,150 00
4905	Petersburg to Lynchburg.	103	6	18,300 00	100 00	1,000 00	120 00	19,300 00	19,300 00	19,300 00	19,300 00	19,300 00	19,300 00
4905	Lynchburg to Bristol.	904	6	36,000 00	150 00	1,500 00	180 00	37,500 00	37,500 00	37,500 00	37,500 00	37,500 00	37,500 00
4905	Gordonsville to Jackson River.	60,15	7	10,000 00	83 00	1,000 00	100 00	11,083 00	11,083 00	11,083 00	11,083 00	11,083 00	11,083 00
			36										
			1,151 15		164,199 15					198,403 15		108 79	
4957	Petersburg to City Point.	19	6	600 00	50 00	500 00	60 00	600 00	600 00	600 00	600 00	600 00	600 00
4961	Hickford to Gaston, N. C.	30	7	1,000 00	50 00	500 00	60 00	1,000 00	1,000 00	1,000 00	1,000 00	1,000 00	1,000 00
4978	Portsmouth to Weldon, N. C.	80	7	8,000 00	100 00	1,000 00	110 00	9,010 00	9,010 00	9,010 00	9,010 00	9,010 00	9,010 00
5001	Winchester to Harper's Ferry.	30	7	3,000 00	100 00	1,000 00	110 00	3,500 00	3,500 00	3,500 00	3,500 00	3,500 00	3,500 00
			1,151 15		164,199 15					198,403 15		108 79	
NORTH CAROLINA.													
5601	Weldon to Wilmington.	162	14	49,600 00	300 00	3,000 00	360 00	51,730 00	51,730 00	51,730 00	51,730 00	51,730 00	51,730 00
5610	Goldboro' to Charlotte.	923	7	39,300 00	100 00	1,000 00	120 00	40,300 00	40,300 00	40,300 00	40,300 00	40,300 00	40,300 00
5665	Raleigh to Weldon.	99	7	9,900 00	100 00	1,000 00	120 00	10,900 00	10,900 00	10,900 00	10,900 00	10,900 00	10,900 00
5679	Clarksville Station to Clarksville.	32	6	944 45	42 00	500 00	60 00	1,444 45	1,444 45	1,444 45	1,444 45	1,444 45	1,444 45
			506		81,744 45					102,730 45		179 36	
SOUTH CAROLINA.													
6001	Columbia to Greenville.	106	6	15,600 00	92 55	1,400 00	156 00	17,156 00	17,156 00	17,156 00	17,156 00	17,156 00	17,156 00
6002	Columbia to Charlotte.	110	6	11,700 00	100 00	1,000 00	120 00	12,700 00	12,700 00	12,700 00	12,700 00	12,700 00	12,700 00
6011	Kingville to Wilmington.	151	14	42,750 00	350 00	4,000 00	480 00	47,050 00	47,050 00	47,050 00	47,050 00	47,050 00	47,050 00
6018	Kingville to Augusta.	117	14	37,787 50	327 50	3,000 00	363 00	41,115 00	41,115 00	41,115 00	41,115 00	41,115 00	41,115 00
6019	Branch to Columbia.	97	14	6,062 50	94 53	1,000 00	120 00	7,062 50	7,062 50	7,062 50	7,062 50	7,062 50	7,062 50
6019	Branch to Camden.	59	7	1,950 00	70 00	500 00	60 00	2,450 00	2,450 00	2,450 00	2,450 00	2,450 00	2,450 00
6019	Branch to Branchville.	64	14	15,900 00	327 50	1,000 00	120 00	17,227 50	17,227 50	17,227 50	17,227 50	17,227 50	17,227 50
6017	Florence to Cheraw.	40	6	9,000 00	50 00	500 00	60 00	9,500 00	9,500 00	9,500 00	9,500 00	9,500 00	9,500 00
6040	Chester C. H. to Yorkville.	32	6	1,400 00	50 00	500 00	60 00	1,900 00	1,900 00	1,900 00	1,900 00	1,900 00	1,900 00
6113	Newbury C. H. to Laurens C. H.	31	6	1,398 57	42 00	500 00	60 00	1,898 57	1,898 57	1,898 57	1,898 57	1,898 57	1,898 57
6157	Aiston to Winfield.	25	6	1,071 43	44 00	500 00	60 00	1,571 43	1,571 43	1,571 43	1,571 43	1,571 43	1,571 43
6166	Charleston to Lynch's Lake.	80	6	3,429 00	44 00	500 00	60 00	3,929 00	3,929 00	3,929 00	3,929 00	3,929 00	3,929 00
			604		130,979 00					143,710 00		160 70	
GEORGIA.													
6301	Macon to Macon.	192	14	20,100 00	151 56	1,400 00	140 00	21,640 00	21,640 00	21,640 00	21,640 00	21,640 00	21,640 00
6302	Macon to Atlanta.	102	7	10,200 00	100 00	1,000 00	120 00	11,200 00	11,200 00	11,200 00	11,200 00	11,200 00	11,200 00
6303	Macon to Columbus.	102	14	15,200 00	150 00	1,500 00	180 00	16,700 00	16,700 00	16,700 00	16,700 00	16,700 00	16,700 00
6304	Fort Valley to Macon.	68	7	8,100 00	75 00	500 00	60 00	8,600 00	8,600 00	8,600 00	8,600 00	8,600 00	8,600 00
6314	Millin to Augusta.	54	14	8,100 00	150 00	1,000 00	120 00	9,200 00	9,200 00	9,200 00	9,200 00	9,200 00	9,200 00
6320	Midwayville to Gordon.	27	7	1,000 00	50 00	500 00	60 00	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
6326	Midwayville to Eatonton.	92	7	1,120 00	80 00	500 00	60 00	1,620 00	1,620 00	1,620 00	1,620 00	1,620 00	1,620 00
6391	Augusta to Atlanta.	174	14	41,810 00	334 00	3,500 00	396 00	45,610 00	45,610 00	45,610 00	45,610 00	45,610 00	45,610 00
6391	Branch, Chatham to Warrenton.	31	7	30,543 75	227 50	1,975 00	150 00	32,766 25	32,766 25	32,766 25	32,766 25	32,766 25	32,766 25
6392	Atlanta to West Point.	140	14	22,750 00	162 50	1,500 00	180 00	24,430 00	24,430 00	24,430 00	24,430 00	24,430 00	24,430 00
6393	Atlanta to Chattanooga, Tenn.	140	14	22,750 00	162 50	1,500 00	180 00	24,430 00	24,430 00	24,430 00	24,430 00	24,430 00	24,430 00
6398	Double Wells to Washington.	19	6	950 00	50 00	500 00	60 00	1,450 00	1,450 00	1,450 00	1,450 00	1,450 00	1,450 00
6399	Union Point to Athens.	40	6	9,000 00	50 00	500 00	60 00	9,500 00	9,500 00	9,500 00	9,500 00	9,500 00	9,500 00
6405	Kingston to Rome.	30	7	1,100 00	84 31	500 00	60 00	1,600 00	1,600 00	1,600 00	1,600 00	1,600 00	1,600 00
6408	Brumswick to Batavia.	30	3	907 50	30 00	500 00	60 00	1,407 50	1,407 50	1,407 50	1,407 50	1,407 50	1,407 50
6424	Waynesboro to McIntosh.	31	6	1,200 00	42 00	500 00	60 00	1,700 00	1,700 00	1,700 00	1,700 00	1,700 00	1,700 00
			1,100		161,350 25					172,990 25		187 86	

\* Seven times a week 4 months; three times a week 8 months.





E-Continued.

1078

REPORT OF THE

Number of st.	Trunks.	Number of trunks.	Number of st.	Number of st.	Number of st.	Number of st.	Number of st.	Number of st.	Number of st.	Number of st.	Number of st.	Number of st.
<b>KENTUCKY.</b>												
6822	Louisville to Lexington.....	10	10	10	10	10	10	10	10	10	10	10
6823	Lexington to Louisville.....	10	10	10	10	10	10	10	10	10	10	10
		10	10	10	10	10	10	10	10	10	10	10
<b>TENNESSEE.</b>												
6824	Memphis to Chattanooga.....	10	10	10	10	10	10	10	10	10	10	10
6825	Chattanooga to Memphis.....	10	10	10	10	10	10	10	10	10	10	10
6826	Memphis to Knoxville.....	10	10	10	10	10	10	10	10	10	10	10
6827	Knoxville to Memphis.....	10	10	10	10	10	10	10	10	10	10	10
6828	Memphis to Nashville.....	10	10	10	10	10	10	10	10	10	10	10
6829	Nashville to Memphis.....	10	10	10	10	10	10	10	10	10	10	10
		10	10	10	10	10	10	10	10	10	10	10
<b>ALABAMA.</b>												
7001	Opelika to West Point, Ga.....	10	10	10	10	10	10	10	10	10	10	10
7002	Columbus, Ga., to Montgomery, Ala.....	10	10	10	10	10	10	10	10	10	10	10
7003	Montgomery, Ala., to Columbus, Ga.....	10	10	10	10	10	10	10	10	10	10	10
7004	Montgomery, Ala., to Birmingham, Ala.....	10	10	10	10	10	10	10	10	10	10	10
7005	Birmingham, Ala., to Montgomery, Ala.....	10	10	10	10	10	10	10	10	10	10	10
7006	Montgomery, Ala., to Mobile, Ala.....	10	10	10	10	10	10	10	10	10	10	10
7007	Mobile, Ala., to Montgomery, Ala.....	10	10	10	10	10	10	10	10	10	10	10
7008	Montgomery, Ala., to Selma, Ala.....	10	10	10	10	10	10	10	10	10	10	10
7009	Selma, Ala., to Montgomery, Ala.....	10	10	10	10	10	10	10	10	10	10	10
		10	10	10	10	10	10	10	10	10	10	10
<b>MISSISSIPPI.</b>												
7200	Jackson to Brandon.....	10	10	10	10	10	10	10	10	10	10	10
7201	Brandon to Jackson.....	10	10	10	10	10	10	10	10	10	10	10
7202	Jackson to Vicksburg.....	10	10	10	10	10	10	10	10	10	10	10
7203	Vicksburg to Jackson.....	10	10	10	10	10	10	10	10	10	10	10
7204	Jackson to Canton.....	10	10	10	10	10	10	10	10	10	10	10
7205	Canton to Jackson.....	10	10	10	10	10	10	10	10	10	10	10
7206	Bayou de la Poudre to Bayou de la Poudre.....	10	10	10	10	10	10	10	10	10	10	10
7207	Bayou de la Poudre to Bayou de la Poudre.....	10	10	10	10	10	10	10	10	10	10	10
7208	Bayou de la Poudre to Bayou de la Poudre.....	10	10	10	10	10	10	10	10	10	10	10
7209	Bayou de la Poudre to Bayou de la Poudre.....	10	10	10	10	10	10	10	10	10	10	10
		10	10	10	10	10	10	10	10	10	10	10

7600	Memphis, Tenn., to Tazewell, Min.....	10	10	10	10	10	10	10	10	10	10	10
		10	10	10	10	10	10	10	10	10	10	10
<b>LOUISIANA.</b>												
7601	New Orleans to Orytha.....	10	10	10	10	10	10	10	10	10	10	10
7602	New Orleans to Tigerville.....	10	10	10	10	10	10	10	10	10	10	10
		10	10	10	10	10	10	10	10	10	10	10
<b>TEXAS.</b>												
8074	Harrisburg to Richmond.....	10	10	10	10	10	10	10	10	10	10	10

WM. H. DUNDAS,  
Second Assistant Postmaster General.

POSTMASTER GENERAL.

1079

States and Territories.	Number of vessels.	Turnout.	Days out.	Days out in each month.	Number of trips per week.	Annual pay.	Days annual pay is for.	Remarks.
New Hampshire	311	Alton Bay to Wolfboro', and to Centre Harbor and Meredith Village	10	10	1	900		During navigation between Centre Harbor and Meredith Village.
	318	Wolf's Edge to Centre Harbor	10	10	1	650		During navigation.
Massachusetts	689	Hyannis to Nantucket	20	20	6	5,500		
	671	New Bedford to Sagadahoc	20	20	6	5,500		Mails to be carried six times a week when boats run as often.
	640	Fall River to New York	180	180	6	2,500		
Rhode Island	984	Providence to Newport	30	30	6	500		Mails to be carried twelve times a week when boats run as often.
Connecticut	936	Allyn's Point to New York	133	133	6	3,000		
	938	New London to Newington	14	14	6	500		
	931	Stonington to New York	185	185	6	2,000		
New York	1004	New York to Manhattan	16	16	6	300		
	1078	Albany to New Baltimore	15	15	6	400		
	1108	White Hall to Plattsburg	25	25	6	4,500		
	1255	Albany to Cayuga	40	40	6	1,713		No contract.
New Jersey	2602	New York to Elizabethport	12	12	12	1,500		Part of railroad contract.
Pennsylvania	3409	Pittsburg to Brownsville	55	55	6	3,000		
Ohio	9438	Portsmouth to Cincinnati	182	182	2	5,000		
	9529	Cincinnati to Mayville	64	64	6	4,000		
Virginia	4561	Washington, D. C., to Aquia Creek	554	554	14	8,305		
(part.)	4566	Richmond to Norfolk	148	148	6	4,000		
	4575	Norfolk to Baltimore	300	300	6	16,500		
	4574	Norfolk to New York	300	300	1	500		
	4575	Norfolk to Old Point Comfort	91	91	6	1,900		
	4576	Norfolk to Mathews' C. H.	60	60	2	850		
	4579	Norfolk to Eastville	57	57	2	3,300		
	4584	Baltimore, Md., to Yorktown, Va.	50	50	1	7,000		
	5088	Wheeling to Parkersburg	94	94	2	3,500		
				1,1254				26,723
North Carolina	5608	Greenville to Washington	94	94	1			
(part.)	5623	Wilmington to Smithville	30	30	2	800		
	5681	Franklin Depot to Plymouth	99	99	3	2,500		
	5659	Plymouth to Haulout	56	56	3	1,515		
South Carolina	6041	Charleston to Savannah, Ga.	180	180	1	1,300		
	5126	Charleston to New York	730	730	2	500		1,600
Georgia	6307	Savannah to Palatka, Fla.	379	379	2	10,000		
	6309	Savannah to New York	900	900	1	5,000		
	6310	Savannah to Philadelphia, Pa.	900	900	1	9,000		
Florida	6801	Charleston, S. C., to Palatka, Fla.	300	300	1	3,640		
	6805	Palatka to Melbourne	198	198	1	2,500		
	6844	Reidsville, Ga., to Apalachicola, Fla.	306	306	(1)	15,000		
	6852	New Orleans, La., to Key West, Fla.	1,000	1,000	(1)	74,000		
	6853	Pensacola to Milton	30	30	6	2,500		
	6857	Columbus to Key Point	210	210	(5)	7,000		
	6871	Charleston, S. C., to Palatka, Fla.	300	300	1	3,640		
Michigan	12007	Detroit to Sault Ste. Marie	350	350	1	900		During navigation.
	13004	Sault Ste. Marie to Ontonagon	300	300	2	1,600		Do.
Illinois	13114	Rock Island to Davenport	1	1	14	427		
	13527	Rock Island to Galena	100	100	3	5,000		Do.
Wisconsin	13068	Milwaukee to Sheboygan	50	50	6	1,500		Do.
	13099	Fond du Lac to Menasha	53	53	6	1,200		Do.
Iowa	9438	Keokuk to Rock Island	140	140	6	7,800		
Missouri	9819	St. Louis to Keokuk, Iowa	249	249	6	15,000		Do.
	9029	Jefferson City to St. Joseph	375	375	6	15,000		Do.
Minnesota Territory	14005	St. Paul to Gibson	310	310	3	9,000		Do.
	14009	St. Paul to Dubuque	330	330	3	1,400		Do.
Kentucky	8301	Louisville to Cincinnati	125	125	1	9,000		
	8308	Paducah to Cairo	40	40	7	5,200		
	8411	Paducah to Jacksonville	877	877	3	15,705		
Tennessee	9030	Nashville to Cairo	949	949	3	7,636		Do.
Alabama	7009	Stockton to Mobile	91	91	7	10,353		
(part.)	7005	New Orleans to St. Francisville	170	170	4	23,322		
	7309	New Orleans to Vicksburg	307	307	3	40,000		
	7314	Vicksburg to Yazoo City	110	110	2	4,500		
	7406	Vicksburg to Napoleon	907	907	4	50,000		
				907				97,823

\* Eleven times a week 7 months.

† Three times a week eight months; twice a week four months.

‡ Two trips per month.

## REPORT OF THE

F--Continued.

States and Territories.	Number of trips.	Termini.	Distance. Miles.	Total distance in each route. Miles.	Number of trips per week.	Annual pay.	Total annual pay in each State.	Remarks.
Arkansas.....	791	Napoleon to Richland .....	165	.....	3	\$24,000	.....	
	792	Memphis to Napoleon .....	303	.....	3	10,000	.....	
	793	Napoleon to Aberdeen .....	165	.....	3	12,000	.....	
	794	Aberdeen to Batesville .....	379	.....	3	30,000	.....	
	795	.....	.....	907	.....	.....	\$87,000	
.....	796	New Orleans to Mobile, Ala .....	163	.....	7	25,000	.....	
	797	New Orleans to Shreveport .....	670	.....	7	337	.....	
	798	New Orleans to Covington .....	60	.....	2	2,000	.....	
	799	Berwick to New Iberia .....	121	.....	2	9,000	.....	
	800	New Orleans to Balize .....	150	.....	2	4,500	.....	
	801	New Orleans to Cairo .....	1,075	.....	2	500,000	.....	
	802	.....	.....	1,329	.....	.....	200,000	One additional weekly trip nine months in the year between New Orleans and Galveston, 400 miles.
Texas.....	803	New Orleans to Indianola .....	549	.....	2	45,000	.....	
	804	New Orleans to Brownsville .....	550	.....	2	12,000	.....	
	805	Galveston to Houston .....	140	.....	3	10,000	.....	
	806	Galveston to Liberty .....	140	.....	3	4,500	.....	
	807	.....	.....	1,650	.....	.....	75,000	
California.....	808	San Francisco to Sacramento City .....	125	.....	6	25,000	.....	
	809	San Francisco to Stockton .....	125	.....	6	25,000	.....	
	810	Sacramento City to Marysville .....	54	.....	6	9,000	.....	
	811	.....	.....	204	.....	.....	50,000	
Oregon Territory.....	812	Astoria to Portland .....	130	.....	2	7,000	.....	
	813	Portland to Oregon City .....	14	.....	2	1,100	.....	
	814	.....	.....	144	.....	.....	8,100	
Washington Territory.....	815	Olympia to Whatcom .....	160	.....	1	25,000	.....	

W.M. H. DUNDAS, Second Assistant Postmaster General.

\* Service engaged by the trip; 124 trips performed.  
 † Once a week three months; twice a week nine months.

‡ Twice a week.

§ Six times a week seven months; part of each contract.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT,  
November 16, 1857.

SIR: I have the honor to submit the following annual report of the receipts and expenditures of the Post Office Department, together with the operations of this office in connexion therewith, for the fiscal year ending June 30, 1857:

REVENUE ACCOUNT OF THE POST OFFICE DEPARTMENT.

The balance standing on the books of this office to the credit of the department on the 30th of June, 1856, was.....	\$789,599 78
The receipts of the department for the fiscal year ending June 30, 1857, as exhibited in tabular statement marked "A," were.....	7,353,951 76
The amount placed in the treasury for the service of the department, being grants in aid of the revenue, under acts approved March 3, 1847, March 3, 1851, August 14 and 18, 1856, and March 3, 1857, was..	4,528,004 67
Making a total revenue of.....	12,671,556 21
The expenditures of the department for the fiscal year ending June 30, 1857, as exhibited in statement "B," were.....	\$11,508,057 93
Add amount of "debts compromised" during the year, under the provisions of the 3d section of an act approved March 3, 1851.....	734 16
	11,508,792 09
From which deduct the amount of credit balances charged to "suspense account".....	1,121 93
Net expenditure.....	11,507,670 16
Leaving to the credit of the revenue account on 1st of July, 1857.....	1,163,886 05

The excess of expenditures of all kinds over the revenue of the year, inclusive of receipts and payment for foreign postages, and exclusive of the amount to the credit of the department, on the 1st of July, 1856, and the sums appropriated by the several acts of Congress out of the general revenues of the United States, was \$4,153,718 40.

The net revenue from postage, being the aggregate amount of

balances due to the United States by postmasters, on the adjustment of their quarterly accounts for the year, was—

For the quarter ending September 30, 1856.....	\$914,979 78
“ “ December 31, 1856.....	925,151 80
“ “ March 31, 1857.....	1,014,407 70
“ “ June 30, 1857.....	989,842 37
<b>Total.....</b>	<b>3,944,381 65</b>

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

During the quarter ending September 30, 1856.....	24,685
“ “ December 31, 1856.....	25,989
“ “ March 31, 1857.....	25,611
“ “ June 30, 1857.....	25,461

**Total number of postmasters' quarterly accounts audited.... 101,746**

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

In the quarter ending September 30, 1856.....	\$229,221 10
“ “ December 31, 1856.....	221,608 12
“ “ March 31, 1857.....	254,367 94
“ “ June 30 1857.....	245,275 18
<b>Total.....</b>	<b>950,472 34</b>

A portion of the above sum was, of course, collected on foreign letters, but much the larger portion thereof was received and entered by postmasters in direct violation of the regulation of the department dated November 20, 1855, issued in accordance with the provision of the 1st section of an act approved March 3, 1855.—(United States Laws, vol. 10, page 642.) And until that regulation is universally observed the door to frauds upon the revenues of the department will remain open, and the chief object had in view by the late Postmaster General in procuring the passage of the act referred to will be defeated.

I respectfully suggest that additional regulations are necessary to secure the department from frauds in the rendition of accounts by postmasters of the printed circulars prepaid (“in postage stamps”) mailed by them, upon which they receive 50 per cent. commission without any debit to their account.

It is the universal practice to enter these circulars in the “transcript of prepaid printed matter sent” in bulk, without indicating the date of mailing or their destination; and as they are not accompanied by “post bills” it is difficult to ascertain the correctness of the entries.

In some of the eastern States the amount of circulars thus mailed is very great.

I also respectfully recommend that application be made to Congress for authority to enable me to have the transcript accounts of mails sent and mails received, and all other parts of postmasters' "quarterly returns" from July 1, 1850, to June 30, 1855, except the "accounts current" and the vouchers for contingent and incidental expenses, removed and sold; the proceeds of sale to be applied to defray the expense of separating and removing the transcripts, &c., and re-arranging and filing the "accounts current."

These quarterly returns, in connexion with the "accounts current" and vouchers, prior to July 1, 1850, now occupy fourteen rooms in the basement of the Post Office building; and I am informed by the superintendent of the building that the remaining rooms are insufficient to contain the fuel necessary for the winter; so that, if relief is not given by the sale of the bulky material of the "quarterly accounts," the returns for the quarters ending June 30, and September 30, 1857, must necessarily be piled in an unsightly and exposed condition in the main passage of the building.

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

In the quarter ending September 30, 1856.....	\$8,138 85
“ “ December 31, 1856. ....	9,393 80
“ “ March 31, 1857. ....	10,345 20
“ “ June 30, 1857.....	8,117 05
Total.....	<u>35,994 90</u>

The amount of postage stamps and stamped envelopes sold by postmasters during the fiscal year, was.....	\$5,448,765 32
Of which there was used and cancelled.....	<u>5,070,527 88</u>
Leaving in the possession of the purchasers.....	<u>378,227 46</u>

CONTRACTORS' ACCOUNT.

The average number of accounts of contractors and others engaged in carrying the mails, settled in each quarter, was, on regular mail routes.....	5,372
On special mail routes.....	3,133
On route agents.....	1,218
On mail messengers and local agents.....	1,596
Total number of accounts .....	<u>11,319</u>

## MAIL TRANSPORTATION ACCOUNT.

The amount charged to "accrued transportation," and placed to the credit of contractors and others, for mail transportation, during the year, was.....	\$7,524,585 43
Amount for regular services.....	\$6,596,152 66
Amount for special offices.....	224,195 20
Amount for route agents. ....	278,523 19
Amount for river mails.....	162 50
And for foreign mail transportation, for New York and Havre mails....	124,500 00
New York and Bremen.....	135,973 61
Mails on the Collins line (Navy Department).....	7,825 72
Mails across the Isthmus of Panama..	148,922 26
New Orleans and Vera Cruz mails...	3,390 63
Expenses of government mail agents..	4,939 66

Total.....	<u>7,524,585 43</u>
------------	---------------------

The amount actually paid during the year for mail transportation was.....	7,239,333 27
Of which sum there was paid for mail transportation of previous years.....	183,388 55
The amount credited to "accrued transportation," and charged to contractors for over credits and damages, was.....	\$46,208 14
Amount of fines imposed upon contractors.....	86,330 26
Amount of deductions from their pay..	102,416 58
	<u>234,954 98</u>

## COLLECTION OF POST OFFICE REVENUE.

The number of offices in operation during the fiscal year was 26,586, which are thus classified under department regulations, chapter 23, sections 237, 238, 239, 240.

992 are "draft offices," and during the year 13,993 drafts were issued by the Postmaster General, and countersigned by the Auditor, amounting to.....	\$1,030,107 83
1,278 are "deposit offices," and have deposited during the year.....	1,239,071 84
19,587 are "collection offices," and have paid on the "collection orders" sent to contractors during the year.....	1,083,869 29
4,729 are styled "special and mail messenger" offices, and have derived their supply of mails chiefly by the payment of their net revenue; the amount thus paid was.....	224,195 20

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

Of present postmasters.....	26,586
Of late postmasters whose terms of office expired between the 1st of July, 1845, and 30th June, 1856.....	12,720
Of late postmasters of the last fiscal year.....	7,989
Total number.....	<u>47,174</u>

The number of changes of postmasters reported to the office by the Post Office Department, which required the final adjustment of their respective accounts, was 7,868.

And the balance due on the accounts amounted to.....	\$492,639 17
Of which there has been collected.....	\$318,672 41
Amount credited on vouchers.....	718 39
Amount charged to "suspense account".....	89 36
	<u>319,480 16</u>

Amount remaining for collection.....	173,159 01
Of which this sum is in suit.....	<u>3,021 17</u>

Leaving a balance on these accounts, uncollected, on the 30th day of June, 1857, and not in suit, of.....	<u>170,137 84</u>
--	-------------------

The balance due the United States by late postmasters whose terms of service expired between the 1st of July, 1845, and 30th June, 1856, unsettled, and not in suit on 1st July, 1856, as stated in the last annual report, was.....	109,505 75
Which was increased by "estimated postage".....	<u>6,719 21</u>

Total for collection during the fiscal year ending June 30, 1857.....	116,224 96
Of which sum there has been collected....	\$26,902 07
Credited on vouchers.....	20,613 43
Closed by "suspense account".....	48 94
	<u>47,564 44</u>

Amount uncollected on the 30th June, 1857.....	68,660 52
Of which there has been placed in suit.....	<u>15,449 18</u>

Amount due and not in suit.....	53,211 34
Of which sum there is due by late post- masters in California.....	32,788 60
And by late postmasters in Oregon.....	1,089 59
	<u>33,878 19</u>



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

\$19,333 16

### *Suits.*

The amount due by late postmasters whose terms of office expired between the 1st of July, 1845, and 30th of June, 1856, for the collection of which suit was instituted prior to June 30, 1856, as stated in last report, was.....

88,345 03

Add amount of 76 new cases, for the collection of which suit was instituted during the last fiscal year, accounts prior to June 30, 1856. ....

24,099 32

Also, amount of 13 new cases of accounts of the last fiscal year.....

3,021 17

Amount in suit during the year.....

115,465 52

Amount collected within the year.....

13,077 42

Leaving still due.....

102,388 10

Of this sum there is due by late postmasters in California, on accounts prior to June 30, 1856.....

71,954 80

Of which there is probably.....

44,303 86

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

In 42 of the suits instituted during the year judgments have been recovered in favor of the United States; 27 of them have been concluded, and the money paid into the treasury.

### *Summary of debts and collections.*

The aggregate amount due the United States on the 30th June, 1856, by late postmasters whose terms of office expired between July 1, 1845, and June 30, 1856, was .....

\$204,815 27

Amount due by late postmasters of the last fiscal year.....

492,639 17

Total amount for collection during the year.....

697,454 44

Amount collected and credited on accounts prior to June 30, 1856,.....	\$52,237 00	
Amount collected and credited on accounts of the last fiscal year...	319,480 16	
Total amount collected and credited during year...		\$371,717 16
Amount remaining due to the United States.....		325,737 20
Amount of the above balance in suit	\$102,388 10	
Amount of the above balance not in suit.....	223,349 18	
		<u>325,737 :</u>

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

On accounts of late postmasters of year end'g June 30, 1846	\$54 08
Do.....do.....1847	116 08
Do.....do.....1848	39 14
Do.....do.....1849	81 18
Do.....do.....1850	156 90
Do.....do.....1851	525 41
Do.....do.....1852	1,052 43
Do.....do.....1853	15,140 33
Do.....do.....1854	13,510 23
Do.....do.....1855	9,647 72
Do.....do.....1856	12,887 84
Do.....do.....1857	170,137 84
Total.....	<u>223,349 18</u>

*Amounts in suit.*

On accounts 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.....	1,066 55
Do.....do.....1851.....	2,599 71
Do.....do.....1852.....	2,816 90
Do.....do.....1853.....	43,416 18
Do.....do.....1854.....	14,952 70
Do.....do.....1855.....	7,900 12
Do.....do.....1856.....	20,129 15
Do.....do.....1857.....	3,021 17
Total.....	<u>102,388 10</u>

*Credit balances.*

Amount due to late postmasters on the 30th June, 1856, as stated in last annual report.....	\$121,949 92
Which has been increased by additional vouchers.....	1,652 19
Amount due to late postmasters of the last fiscal year	80,640 77
<b>Total.....</b>	<b>184,242 88</b>
Amount paid or closed during the year.....	36,072 02
<b>Amount of balances apparently due to late postmasters on 30th June, 1857.....</b>	<b>148,170 86</b>

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

Augusta, Ga.....	\$488 81
Albany, N. Y.....	4,140 97
Boston, Mass.....	22,819 04
Brooklyn, N. Y.....	657 47
Buffalo, N. Y.....	4,533 84
Cleveland, Ohio.....	4,519 24
Columbus, Ohio.....	23 12
Chicago, Ill.....	21,841 06
Charleston, S. C.....	267 54
Cincinnati, Ohio.....	666 21
Dubuque, Iowa.....	5,477 37
Detroit, Mich.....	4,086 00
Dayton, Ohio.....	88 58
Davenport, Iowa.....	188 70
Erie, Pa.....	1,962 17
Galveston, Texas.....	410 38
Hartford, Conn.....	1,231 79
Harrisburg, Pa.....	1,618 77
Indianapolis, Ind.....	1,980 83
Jersey City, N. J.....	340 51
Kensington, Pa.....	40 07
Louisville, Ky.....	1,426 42
Lowell, Mass.....	23 50
Memphis, Tenn.....	927 35
Madison, Wis.....	676 90
New Bedford, Mass.....	428 42
Newark, N. J.....	461 59
Nashville, Tenn.....	1,540 31
New York, N. Y.....	95,288 15
New Haven, Conn.....	297 68
Newport, R. I.....	31 03
Norfolk, Va.....	145 56
New Orleans, La.....	2,026 64

Norwich, Conn.....	\$2,750 88
Portland, Me.....	1,528 37
Philadelphia, Pa.....	9,433 39
Providence, R. I.....	266 52
Pittsburgh, Penn.....	2,649 28
Oswego, N. Y.....	416 83
Richmond, Va.....	425 80
Rochester, N. Y.....	943 15
St. Louis, Mo.....	4,720 81
Syracuse, N. Y.....	285 35
Springfield, Mass.....	475 70
Springfield, Ill.....	75 72
San Francisco, Cal.....	2,932 96
Toledo, Ohio.....	1,838 27
Troy, N. Y.....	2,573 63
Trenton, N. J.....	135 32
Utica, N. Y.....	52 93
Washington, D. C.....	2,739 13
Worcester, Mass.....	549 01
Wilmington, Del.....	671 45
Wilmington, N. C.....	44 95
Williamsburg, N. Y.....	170 55
Total.....	<u>216,036 02</u>

Being an excess of \$45,886 99 over the present fiscal year.

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

The number of quarterly accounts adjusted, audited, and registered was.....	101,746
The number of quarterly accounts of mail contractors audited and paid.....	21,488
The number of payments made to special and route agents.....	4,872
The number of special contractors and mail messengers accounts settled.....	18,916
The number of miscellaneous accounts audited and paid....	597
The number of "collection orders" issued.....	72,110
The number of "collection drafts" issued.....	3,994
"      "      "department drafts" registered.....	13,993
"      "      "department warrants" registered.....	6,840
"      "      letters received.....	126,454
"      "      letters prepared and mailed.....	71,791
"      "      folio post pages recorded.....	2,971
"      "      accounts on the current ledgers.....	53,952
"      "      corrected quarterly accounts prepared and issued.....	18,000

The tabular statements appended hereto, marked "A" and "B," exhibit the receipts and expenditures of the department under their several heads during the last fiscal year.

That marked "C" is a recapitulation of the amount of letter postage, newspaper postage, registered letters, postage stamps sold, compensation allowed postmasters, incidental expenses of post offices, and amount credited contractors and others, for the transportation of the mails in each State and Territory for the year ending June 30, 1857.

That marked "D" exhibits the number of letters, circulars, handbills, newspapers, and pamphlets received and delivered by "carriers," and the amounts received for carriage in the several cities named therein.

The carefully prepared statements numbered from 1 to 32 exhibit the operations and results of our postal intercourse with foreign governments.

I deem it to be unnecessary to make special mention of the manner in which the multifarious and responsible duties of the clerks in this office have been performed, as I am convinced that the foregoing statement, indicating their labor in ascertaining the amount of the revenues of the department, and collecting it, and in adjusting and reporting to you for payment all sums found due for mail transportation and other services rendered to the department during the year, will suffice to commend them to your favorable consideration.

Respectfully submitted,

THOMAS M. TATE,  
*Auditor.*

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

## A.

*Statement exhibiting the receipts of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1857.*

	Third quarter 1856.	Fourth quarter 1856.	First quarter 1857.	Second quarter 1857.	Total under each head.
Letter postage .....	\$229,210 18	\$221,638 17	\$276,132 54	\$256,226 35	\$983,207 24
Registered letters .....	8,141 20	9,375 32	10,344 55	8,115 80	35,976 87
Stamps sold .....	1,284,352 23	1,308,309 26	1,423,701 75	1,431,401 27	5,447,764 51
Newspapers and pamphlets .....	164,432 94	155,652 38	167,110 68	147,102 61	634,838 51
Fines .....	5 00		2 50	7 50	15 00
Receipts on account of emolument .....	19,627 04	19,866 27	20,107 43	19,750 26	79,351 00
Receipts on account of letter carriers .....	28,886 67	41,408 31	44,424 10	42,991 63	154,710 51
Receipts on account of dead letters .....			6,546 19	208 38	6,754 57
Extra compensation overcharged .....	998 82			670 68	1,669 50
Miscellaneous receipts .....	1,478 35	834 64	497 08	6,929 18	9,739 25
Aggregate amount .....	1,737,130 13	1,756,984 35	1,946,433 72	1,913,403 56	7,353,951 76

\* In the item "Letter Postage," for third and fourth quarters 1856, and first quarter 1857, is embraced the sum of \$168,072 98, ascertained to be due from the United States to the United Kingdom on account of British postages.

In same item for the third and fourth quarters 1856 is included the sum of \$2,627 13, due from the United States to the Bremen office, on account of postages.

In same item for first and second quarters 1857 is included the sum of \$32,876 19, due to the United States from the Kingdom of Prussia, on account of postages for third and fourth quarters 1856, and first quarter 1857.

Respectfully submitted,

THOMAS M. TATE, *Auditor.*

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, November 14, 1857.  
Hon. AARON V. BROWN, *Postmaster General.*

B.—Statement exhibiting the expenditures of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1857.

1094

	Third quarter 1856.	Fourth quarter 1856.	First quarter 1857.	Second quarter 1857.	Total under each head.
Compensation to postmasters.....	\$518,697 20	\$548,109 81	\$597,418 94	\$596,383 91	\$2,285,609 86
Ship, steamboat, and way letters.....	4,090 41	4,472 72	4,009 28	5,022 35	17,594 76
Transportation.....	1,776,112 84	1,660,567 37	2,030,140 97	1,772,512 09	7,239,333 27
Wrapping paper.....	9,748 66	13,335 03	8,749 30	20,287 89	52,120 78
Office furniture.....	438 85	1,375 98	702 87	1,460 86	3,978 26
Advertising.....	7,192 98	30,655 65	28,017 81	9,039 93	75,106 37
Mail bags.....	18,126 28	15,214 35	20,086 60	11,791 98	65,219 21
Blanks.....	35,590 90	12,261 40	25,316 91	44,001 68	117,170 87
Mail locks, keys, and stamps.....	5,165 50	446 70	4,111 10	2,574 20	12,287 50
Mail depredations, and special agents.....	15,389 71	18,418 05	14,827 26	16,593 19	65,238 25
Clerks for offices.....	197,294 35	197,782 90	209,408 22	229,540 13	834,025 60
Postage stamps.....	6,169 15	7,067 16	9,239 71	8,162 78	30,639 80
Stamped envelopes.....	15,782 67	15,009 86	17,587 60	15,217 81	63,597 94
Payments to letter carriers.....	28,886 57	41,408 31	41,424 10	42,991 53	164,710 51
Miscellaneous payments.....	5 92	20 11		15 81	41 84
Miscellaneous account British mails.....	38,254 78	45,636 61	48,336 52	56,881 08	189,107 99
Miscellaneous account Bremen mails.....	63,638 44	54,134 64	75,187 44	*189,425 80	297,088 88
					5,187 44
Aggregate amount.....	2,760,475 24	2,661,116 86	3,064,563 23	3,021,902 80	11,508,057 93

\*These sums, amounting to \$297,088 88, are in payment of the ascertained balances, including premium on exchange, arising from British postage, and found to be due from the United States to the United Kingdom on account of the first, second, third, and fourth quarters 1856.

†In payment of the adjusted balance arising from postage, and found due from the United States to the Bremen office, on account of first, second, third, and fourth quarters 1856.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, No. 12, 1857.  
HON. AARON V. BROWN, Postmaster General.

Respectfully submitted.

THOS. M. TATE, Auditor.

C.

A recapitulation of the amount of letter postage, newspaper postage, registered letters, postage stamps sold, compensation allowed postmasters, incidental expenses of post offices, and amount credited contractors and others for the transportation of the mails in each State and Territory, for the year ending June 30, 1857.

States and Territories.	Letter postage.	Newspaper postage.	Registered letters.	Stamps sold.	Total receipts.	Transporta- tion.	Compensation of postmasters.	Incidental ex- penses.	Total compensa- tion and incidental ex- penses.	Total expenses.
Maine.....	\$14,367 34	\$15,008 16	\$875 30	\$184,902 19	\$154,565 92	\$98,975 90	\$71,585 93	\$16,298 63	\$87,883 86	\$185,150 06
New Hampshire.....	5,938 96	11,350 19	414 05	85,765 73	85,765 73	47,555 94	56,330 19	4,602 64	55,134 83	106,689 87
Vermont.....	4,789 91	19,450 95	625 00	55,063 90	55,063 90	100,741 36	85,920 14	907 65	54,831 34	130,660 48
Massachusetts.....	84,903 00	31,913 45	1,789 80	461,448 00	461,448 00	579,918 65	54,730 71	183,281 06	93,320 89	461,298 99
Rhode Island.....	5,988 37	4,178 67	181 85	53,530 00	54,017 06	14,562 04	16,994 65	10,171 93	36,456 76	40,974 86
Connecticut.....	11,872 33	16,487 66	471 85	153,664 37	154,607 59	919,449 21	96,579 50	78,914 11	171,493 61	164,718 09
New York.....	201,904 16	105,643 38	3,597 40	1,079,301 97	1,565,441 44	699,131 90	261,826 60	578,649 10	600,778 70	1,009,010 67
New Jersey.....	17,359 00	11,055 17	320 15	99,731 97	117,903 43	95,836 71	80,918 93	6,905 34	87,811 87	181,070 98
Pennsylvania.....	90,436 19	40,860 78	3,997 15	471,736 91	486,161 54	831,375 87	182,068 06	66,889 86	970,163 30	601,603 93
Delaware.....	1,359 44	4,452 37	191 05	16,995 00	18,347 46	30,319 66	17,168 06	1,461 46	9,667 34	27,533 49
Maryland.....	23,069 96	13,467 94	1,100 90	133,568 03	133,119 98	309,318 97	36,900 30	31,749 14	63,749 44	97,011 31
District of Columbia.....	6,400 90	2,310 95	494 30	35,618 46	44,990 70	44,990 70	5,919 11	31,760 63	36,681 74	38,681 74
Virginia.....	10,947 67	7,450 89	1,641 03	191,989 84	201,531 26	331,519 97	106,050 19	111,192 63	111,192 63	431,063 70
North Carolina.....	4,505 17	11,270 49	758 69	60,760 66	75,318 78	105,607 48	36,494 71	5,153 13	41,647 84	62,000 30
South Carolina.....	10,130 96	7,764 67	1,078 15	78,510 91	89,359 96	220,054 57	97,033 54	11,166 31	36,789 85	96,053 19
Georgia.....	6,139 38	16,403 78	1,536 19	104,765 08	113,845 36	259,190 27	66,469 68	94,781 70	79,953 38	338,405 95
Florida.....	1,901 96	5,292 97	311 75	17,044 49	19,549 69	73,770 74	32,214 18	43 34	10,864 79	44,783 53
Alabama.....	5,198 93	15,479 41	1,105 63	93,620 42	100,346 71	249,478 62	41,835 49	13,409 47	55,244 96	304,669 79
Mississippi.....	5,578 78	11,766 90	736 75	66,303 09	84,677 68	897,335 45	40,040 75	4,648 45	44,689 30	908,018 08
Louisiana.....	7,374 07	11,801 01	643 90	66,506 00	77,516 96	699,620 41	35,461 98	5,618 90	39,430 49	599,079 73
Kentucky.....	10,316 40	16,081 06	874 30	109,130 73	126,048 31	144,363 09	51,673 35	15,419 03	67,092 38	131,371 47
Michigan.....	30,920 81	17,706 10	1,990 15	12,389 53	167,824 33	140,406 02	17,783 89	17,809 73	89,638 62	89,638 62
Wisconsin.....	36,467 30	91,963 98	990 10	138,665 12	176,096 40	106,089 18	74,496 17	11,114 03	85,609 90	191,699 30
Illinois.....	35,368 44	12,636 08	940 65	117,614 94	154,094 65	621,416 71	92,214 18	21,000 08	66,808 64	674,019 31
Indiana.....	4,223 67	14,353 73	1,295 70	94,641 70	110,506 13	156,465 23	49,436 44	4,436 09	57,136 13	915,505 06
Minnesota.....	53,519 90	19,131 62	1,117 40	119,947 01	183,317 81	244,765 92	49,355 91	94,309 98	123,665 19	296,983 01
Illinois.....	41,391 34	24,277 00	9,316 80	267,177 96	296,265 86	394,460 01	126,133 00	65,076 73	191,214 73	611,551 79
Ohio.....	43,736 40	47,143 84	2,143 30	106,315 64	160,365 38	94,369 53	176,370 53	70,109 31	946,400 44	1,006,769 40
Indiana.....	10,930 97	24,400 36	1,000 30	145,136 50	160,413 63	308,310 93	89,028 43	14,933 79	104,962 98	236,386 15
Arkansas.....	1,055 46	4,683 90	175 75	93,183 78	98,094 83	178,390 20	1,961 42	1,917 61	16,768 83	191,119 83
California.....	17,398 75	15,006 60	1,090 05	133,357 82	151,774 99	106,326 48	97,089 43	16,117 90	85,800 94	1,173,877 99
California.....	37,944 30	11,400 93	460 15	167,656 83	206,063 91	542,831 31	66,390 91	57,641 74	114,032 65	239,835 56
Oregon Territory.....	1,834 05	1,576 98	34 90	8,550 36	10,400 39	99,371 00	5,547 78	31 98	5,579 64	33,050 61
Utah.....	8,008 07	2,966 10	366 50	31,364 11	40,704 78	45,811 61	18,153 53	9,166 17	27,319 70	36,486 47
New Mexico.....	176 14	1,966 10	7 90	1,310 96	1,654 06	45,991 30	600 41	9 00	609 42	43,993 78

REPORT OF THE

POSTMASTER GENERAL.

1095



## No. 1.

*Amount of letter postage on British mails received in and sent from the United States for the fiscal year ended June 30, 1857.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By the Cunard line	\$90,190 63	\$117,372 03	\$54,175 82	\$62,069 47	\$323,207 95
By the Collins line	20,091 64	31,418 47	8,619 30	12,367 24	72,496 65
By the Havre line.	4,616 23	14,302 85	2,538 02	5,664 49	27,121 59
By the Bremen line	6,236 71	16,579 47	2,883 74	6,105 60	31,805 52
Total .....	121,135 21	179,672 82	68,216 88	86,206 80	455,231 71
Amount received.	300,808 03	-----	154,423 68	-----	-----

  

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By the Cunard line	\$42,861 43	\$109,125 81	\$100,399 46	-----	\$252,386 70
By the Collins line	15,953 17	53,293 54	26,307 94	-----	95,554 65
By the Havre line.	3,818 85	21,767 11	10,553 10	-----	36,139 06
By the Bremen line	4,321 93	22,244 88	8,449 12	-----	35,015 93
Total .....	66,955 38	206,431 34	145,709 62	-----	419,096 34
Amount sent ....	273,386 72	-----	145,709 62	-----	-----

  

Amount collected in the United States .....	574,194 75
Amount collected in the United Kingdom .....	300,133 30
Total amount .....	874,328 05
Excess collected in the United States .....	274,061 45



## No. 2.

*Amount of letter postage on Prussian mails received in and sent from the United States for the fiscal year ended June 30, 1857.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By the Cunard line	\$7,891 69	\$49,493 06	\$3,876 65	\$13,391 02	\$74,652 42
By the Collins line	3,914 01	16,448 58	1,925 40	3,250 99	25,538 98
By the Havre line.	2,711 56	11,905 50	1,331 40	2,257 62	18,206 08
By the Bremen line	2,826 55	12,828 05	1,263 60	1,487 86	19,406 06
Total .....	17,343 81	90,675 19	8,397 05	21,387 49	137,803 54
Amount received.	108,019 00	-----	29,784 54	-----	-----
Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By the Cunard line	\$10,646 20	\$46,921 95	\$56,071 97	-----	113,640 12
By the Collins line	3,291 86	22,689 23	18,810 90	-----	44,791 99
By the Havre line.	1,508 80	10,512 01	8,765 34	-----	20,776 15
By the Bremen line	308 03	7,238 18	2,314 56	-----	9,860 77
Total .....	15,754 89	87,361 37	85,952 77	-----	189,069 03
Amount sent .....	103,116 26	-----	85,952 77	-----	-----
Amount collected in the United States .....					211,135 26
Amount collected in Prussia .....					115,737 31
Total amount .....					326,872 57
Excess collected in the United States .....					95,397 95

## No. 3.

*Amount of letter postage on Havre mails received in and sent from the United States for the fiscal year ended June 30, 1857.*

Received by the Havre line, unpaid .....	\$3,103 80	\$6,458 00
Received by the Havre line, unpaid distributed .....	3,354 20	
Sent by the Havre line, paid .....	2,163 20	5,000 84
Sent by the Havre line, paid distributed .....	3,787 14	
Total amount, all collected in the United States .....	-----	12,408 34

## No. 7.

*Revenue to the United States, also to the Post Office Department, per the Havre line, for the fiscal year ended June 30, 1857.*

Amount of postage on British mails .....	\$63,260 65	
Deduct British inland, $\frac{1}{4}$ .....	7,907 58	
		\$55,353 07
Add postage on 234,918 newspapers sent, at 2 cents each .....		4,698 36
Add postage on Havre mails .....		12,587 20
Add sea rate on Prussian closed mails, 40,290 ounces, at 40 cents .....		16,116 00
Add newspapers on Prussian closed mails, 11,206 papers, at 2 cents .....		224 12
Add sea rate on Canada closed mails, 509 ounces, at 40 cts .....		203 60
Add newspapers ..do.....do..... 938 papers, at 2 cents .....		19 16
Add sea rate on California closed mails, 1,647 $\frac{1}{2}$ ounces, at 40 cents .....		658 90
Add newspapers on California closed mails, 2,995 papers, at 2 cents .....		59 90
Add sea rate on Havana closed mails, 248 ounces, at 40 cts .....		99 20
Add newspapers ..do.....do..... 134 papers, at 2 cents .....		2 68
Add sea rate on Mexico ..do.....do..... 46 ounces, at 40 cents .....		18 40
Add newspapers ..do.....do..... 94 papers, at 2 cents .....		1 88
Total to the United States .....		90,042 47
The Post Office Department pays commissions to postmasters amounting to .....		16,793 65
Net revenue, with United States inland included .....		74,248 82
Deduct United States inland on British mails, $\frac{1}{4}$ of \$63,260 65, amounting to .....	13,179 30	
Add United States inland on Havre mails, $\frac{1}{4}$ of \$12,587 20, amounting to .....	3,146 80	
		16,226 10
Total net revenue to the United States Post Office Department, without United States inland .....		57,922 82

# POSTMASTER GENERAL.

1103

No. 8.

*Revenue to the United States, also to the Post Office Department, per the Bremen line, for the fiscal year ended June 30, 1857.*

Amount of postage on British mails .....	\$66,821 45	
Deduct British inland, $\frac{1}{4}$ .....	8,352 68	\$58,468 77
Add postage on 169,549 newspapers sent, at 2 cents each .....		3,390 98
Add postage on Bremen mails .....	52,082 99	
Deduct Bremen inland, $\frac{1}{4}$ .....	5,208 29	
		46,874 70
Add postage on newspapers, Bremen mails .....		339 62
Add sea rate on Prussian closed mails, 32,718 ounces, at 40 cents .....		13,087 20
Add newspapers on Prussian closed mails, 10,221 papers, at 2 cents .....		204 42
Add sea rate on Canada closed mails, 1,938 ounces, at 40 cts. .....		775 20
Add newspapers ..do.....do..... 4,995 papers, at 2 cts. .....		99 90
Add sea rate on California closed mails, 1,993 ounces, at 40 cents .....		761 20
Add newspapers on California closed mails, 3,045 papers, at 2 cents .....		60 90
Add sea rate on Havana closed mails, 276 ounces, at 40 cts. .....		110 40
Add newspapers ..do.....do..... 134 papers, at 2 cents .....		2 68
Add sea rate on Mexico ..do.....do..... 41 $\frac{1}{2}$ ounces, at 40 cts. .....		16 70
Add newspapers ..do.....do..... 57 papers, at 2 cents .....		1 14
Total to the United States .....		124,193 81
The Post Office Department pays commissions to postmasters amounting to .....		16,079 16
Net revenue, with United States inland included .....		108,114 65
Deduct United States inland on British mails, $\frac{1}{4}$ of \$66,821 45, amounting to .....	13,921 13	
Add United States inland on Bremen mails, $\frac{1}{4}$ of \$52,082 99, amounting to .....	26,041 40	
		39,962 62
Total net revenue to the United States Post Office Department, without United States inland .....		68,152 03

## No. 4.

*Amount of letter postage on Bremen mails received in and sent from the United States for the fiscal year ended June 30, 1857.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By the Bremen line	\$4,664 69	\$23,089 38	\$1,117 15	\$3,516 00	\$32,387 23
Amount received.	27,754 07	-----	4,633 15	-----	-----
Sent	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By the Bremen line	\$2,189 61	\$12,344 89	\$5,161 27	-----	\$19,695 77
Amount sent.....	14,534 50	-----	5,161 27	-----	-----
Amount collected in the United States .....					42,288 57
Amount collected in Bremen .....					9,794 42
Total amount.....					52,082 99
Excess collected in the United States .....					32,494 15

## No. 5.

*Revenue to the United States, also to the United States Post Office Department, per the Cunard line, for the fiscal year ended June 30, 1857.*

Total postage on British mails by the Cunard line.....		\$376,194 65
United States portion, $\frac{3}{4}$ being United States inland....	\$120,010 51	
Add postage on 1,175,340 papers sent, at 2 cents each..	23,506 80	143,547 31
The Post Office Department pays commissions to postmasters on the above, viz:		
For distribution on unpaid distributed received, \$117,372 03, at 12½ per cent.....	14,671 50	
For commissions to postmasters at offices where delivered on \$117,372 03, at 30 per cent.....	35,211 60	
For distribution on paid distributed received, \$62,069 47, at 12½ per cent .....	7,758 68	
For distribution on paid distributed sent, \$99,708 47, at 12½ per cent.....	12,463 55	
For commissions to postmasters at offices where delivered on \$99,708 47, at 30 per cent.....	29,912 54	
For distribution on unpaid sent, \$100,399 46, at 12½ per cent .....	12,549 93	
For commissions to postmasters at New York, Boston, and Philadelphia, on:		
Unpaid received, \$90,190 63, at 15 per cent ....	13,528 59	
Paid sent, \$42,881 43, at 15 per cent .....	6,429 21	
Newspaper postage, \$23,506 80, at 50 per cent..	11,753 40	144,279 00
Deficit to the Post Office Department .....		731 69
Deduct United States inland on British mails.....		120,010 51
Total deficit to the Post Office Department.....		120,772 20

No. 6.

*Revenue to the United States, also to the United States Post Office Department, per Collins line, for the fiscal year ended June 30, 1857.*

Total postage on British mails by the Collins line .....	\$168,051 30	
Deduct British inland, rate $\frac{1}{2}$ .....	21,006 41	
		\$147,044 89
Add postage on 461,659 newspapers sent, at 2 cents each.....		9,233 18
sea rate on Prussian closed mails, 73,858 ounces, at 40 cts.....		29,543 20
newspapers...do.....do.....20,794 papers, at 2 cts.....		415 88
sea rate on Canada.....do.....1,765 $\frac{1}{2}$ ounces, at 40 cts.....		706 30
newspapers...do.....do.....35,513 papers, at 2 cts.....		710 26
sea rate on California.....do.....3,379 $\frac{1}{2}$ ounces, at 40 cts.....		1,351 80
newspapers...do.....do.....6,493 papers, at 2 cts.....		129 86
sea rate on Havana.....do.....652 $\frac{1}{2}$ ounces, at 40 cts.....		261 00
newspapers...do.....do.....342 papers, at 2 cts.....		6 84
sea rate on Mexico.....do.....125 $\frac{1}{2}$ ounces, at 40 cts.....		50 20
newspapers...do.....do.....160 papers, at 2 cts.....		3 20
		189,456 61
The Post office Department pays the following commissions to postmasters on the above postages, viz.:		
For distribution on unpaid distributed received, \$31,418 47, at 12 $\frac{1}{2}$ per cent.....	3,927 30	
For commissions to postmasters at the offices to which directed, on \$31 418 47, at 30 per cent.....	9,425 54	
For distribution on paid distributed received, \$12,367 24, at 12 $\frac{1}{2}$ per cent.....	1,545 90	
For distribution on paid distributed sent, \$50,418 77, at 12 $\frac{1}{2}$ per cent.....	6,302 34	
For commissions to postmasters on \$50,418 77, at 30 per cent.....	15,125 63	
For distribution on unpaid sent, \$26,307 94, at 12 $\frac{1}{2}$ per cent.....	3,288 49	
For commissions to postmasters at New York, Boston, and Philadelphia, on unpaid received, \$20,091 64, at 15 per cent.....	3,013 74	
paid sent, \$15,953 17, at 15 per cent.....	2,392 97	
newspapers sent, \$9,233 18, at 50 per cent.....	4,616 59	
		49,438 50
Net revenue to the Post Office Department, with United States inland postage included .....		139,818 11
Deduct United States inland on British mails, $\frac{1}{4}$ of \$168,051 30 .....		35,010 69
Total net revenue to the Post Office Department, without United States inland.....		104,807 43

## No. 9.

*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, 1857.*

Amount of postage by the Bremen line.....	\$52,082 99
Deduct Bremen portion, inland, one-tenth.....	5,208 29
	46,874 70
Add newspaper postage.....	339 62
	47,214 32
The Post Office Department pays commissions to postmasters.....	16,079 16
Revenue to the Post Office Department, with United States inland included.....	31,135 16
Deduct the United States inland, five-tenths.....	23,437 35
	7,697 81

## No. 10.

*Receipts and disbursements in closed mails between the United States and the kingdom of Prussia for the fiscal year ended June 30, 1857.*

RECEIPTS.		
Amount of postage on paid and unpaid sent.....	\$189,069 03	
Deduct Prussian inland, $\frac{7}{10}$ .....	44,116 10	\$144,952 93
Amount of postage on paid and unpaid received.....	137,803 54	
Deduct Prussian inland, $\frac{4}{10}$ .....	22,947 25	114,856 29
Add newspaper postage on 59,441, at 4 cents.....		2,377 64
		262,166 86
DISBURSEMENTS.		
Amount paid Great Britain for carrying 117,638 ounces, at 57 $\frac{1}{2}$ cents, and 77,031 ounces, at 65 $\frac{1}{2}$ cents.....	118,097 15	
Amount paid Collins line for carrying 73,858 ounces, at 40 cts.....	29,543 20	
Do " " " 20,794 papers, at 2 " ".....	415 88	
Do Havre " " 40,290 ounces, at 40 " ".....	16,116 00	
Do " " " 11,206 papers, at 2 " ".....	224 12	
Do Bremen " " 32,718 ounces, at 40 " ".....	13,087 20	
Do " " " 10,221 papers, at 2 " ".....	204 42	
Commissions paid United States postmasters.....	85,445 74	
		263,133 71
Deficit to the United States Post Office Department.....		966 85

No. 11.

*Statement of the number of letters and newspapers, and the amount of postages thereon, conveyed by the various lines of ocean steamers for the fiscal year ended June 30, 1857.*

Names of the lines.	Offices.	Number of letters.	Number of papers.	Postage on letters received.	Postage on letters sent.	Total.
New York, Chagres, and California	New York	1,206,382	2,862,858	899,375 82	971,896 81	8161,372 63
	Boston	347,133	856,107	23,173 16	16,528 56	30,761 74
	Philadelphia	102,154	207,927	6,004 04	4,835 88	10,839 92
	St. Louis	121,402	110,000	5,924 43	6,709 86	12,633 29
	New Orleans	106,655	.....	6,557 83	8,323 78	11,880 61
	Charleston	288	51	27 22	5 17	33 39
	Savannah	5,813	.....	615 33	.....	615 33
	Baltimore	38,220	31,574	2,700 18	1,598 46	4,298 64
	Washington	34,621	50,398	829 05	908 51	1,437 56
	Chicago	204,187	96,307	12,272 79	10,243 37	22,516 06
	Cincinnati	60,925	.....	3,043 66	3,948 24	7,911 90
		2,227,780	4,315,222	150,543 50	121,647 06	272,190 56
Add to letter postage the postage on papers, at 1 cent each						42,192 23
Total postages						314,382 78
Charleston and Havana	Charleston	34,126	18,862	2,789 89	1,205 01	2,994 90
	Savannah	26,724	30,219	622 76	763 59	1,386 36
		60,850	49,081	3,422 65	1,968 60	5,391 26
Add postage on papers, at 2 cents each						961 62
Total postages						6,372 87

# STATEMENT—Continued.

1106

Names of the lines.	Offices.	Number of letters.	Number of papers.	Postage on letters received.	Postage on letters sent.	Total.
New Orleans and Vera Cruz.....	New Orleans.....	15,653		\$1,490 24	\$1,612 25	\$3,102 42
Total postage.....						3,102 42
West India Islands.....	Various offices.....	286,453	102,465	21,415 61	19,423 52	40,871 13
Add postage on papers, at 2 cents each.....						2,049 30
Total postage.....						42,920 43
Panama.....	Various offices.....	36,390	27,326	3,953 23	8,586 81	12,466 74
Add postage on papers, at 4 cents each.....						1,093 04
Total postage.....						13,561 78
Aggregate total postage.....						300,290 20

No. 12.—*Number of letters and newspapers exchanged between the United States and the United Kingdom in British mails for the fiscal year ended June 30, 1857.*

	Number of letters—		Total letters.	Number of newspapers—		Total newspapers.
	Received.	Sent.		Received.	Sent.	
By the Cunard line.....	1,434,322	1,224,021	2,658,343	968,063	1,175,340	2,143,423
By the Collins line.....	295,766	399,168	694,934	149,837	461,639	611,496
By the Havre line.....	101,886	148,476	250,362	79,559	234,918	314,477
By the Bremen line.....	126,168	146,069	272,237	83,107	169,549	252,656
Total.....	1,961,112	1,917,934	3,879,076	1,280,566	2,041,466	3,322,052

## No. 13.

*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, 1857.*

	Number of letters—		Total letters.	Number of newspapers—		Total newspapers.
	Received.	Sent.		Received.	Sent.	
By the Cunard line.....	242,173	363,637	605,810	14,091	34,362	48,453
By the Collins line.....	82,701	148,263	230,964	6,531	14,150	20,681
By the Havre line.....	58,988	67,478	126,466	4,824	6,382	11,206
By the Bremen line.....	62,818	31,869	94,687	5,491	4,567	10,058
Total.....	446,680	611,647	1,058,327	30,937	59,461	90,378

## No. 14.

*Number of letters and newspapers exchanged between the United States and Bremen, in Bremen mails, for the fiscal year ended June 30, 1857.*

Number of letters—		Total letters.	Number of newspapers—		Total newspapers.
Received.	Sent.		Received.	Sent.	
201,217	181,113	382,330	12,860	16,981	29,841

REPORT OF THE

POSTMASTER GENERAL.

1107





No. 17—Continued.

1110

REPORT OF THE

POSTMASTER GENERAL.

1111

	1856. 3d quarter.	1856. 4th quarter.	1857. 1st quarter.	1857. 2d quarter.	Total.
<b>C.R.                      MAILS RECEIVED—Continued.</b>					
For postage on unpaid newspapers in transit, &c.....	\$285 44	\$270 00	\$343 40	\$401 44	\$1,299 28
For postage on mislent, redirected, and returned letters.....	53 00	15 87	43 65	37 50	179 11
For postage on closed mails in transit through United Kingdom.....	31,856 92	25,633 94	42,868 81	40,617 23	160,986 90
<b>MAILS SENT.</b>					
For postage on paid letters from United States for United Kingdom.....	25,069 76	29,661 42	28,473 30	31,997 91	115,002 39
For postage on paid letters for foreign countries, &c.....	2,573 28	2,476 89	2,331 21	2,316 23	9,440 00
For postage on paid newspapers for countries in transit, &c.....	210 70	244 44	237 92	264 64	957 70
For postage on loose letters, (collected on ships).....	8 33	1 98	3 36	-----	13 67
For postage on dead letters returned to Washington.....	754 96	466 18	339 36	541 00	2,104 18
For postage on paid letters and papers to West India ports, &c.....	1,552 50	1,491 54	1,615 57	1,575 42	6,236 03
For postage on paid registered letters from United States for United Kingdom.....	256 15	267 04	294 70	449 87	1,267 76
For overcharges on various letters and packages.....	5 76	3 48	36 02	3 12	38 38
For this amount, difference in settlement of 1st quarter.....	-----	-----	-----	546 67	546 67
	102,939 70	109,485 14	125,233 21	123,487 24	461,115 29
Balances in favor of the United Kingdom.....	53,092 46	58,900 55	76,079 97	76,846 91	264,918 89

No. 18.—*The Kingdom of Prussia in account with the United States for the fiscal year ended June 30, 1857, (service of the Post Office Department.)*

	1856. 3d quarter.	1856. 4th quarter.	1857. 1st quarter.	1857. 2d quarter.	Total.
<b>D.R.                      MAILS SENT.</b>					
For postage on unpaid letters from United States.....	\$14,982 66	\$16,212 01	\$16,746 58	\$16,467 09	\$64,388 34
For postage on unpaid letters in transit, &c.....	442 44	520 42	533 12	583 52	2,079 50
For postage on letters mislent, redirected, &c.....	2 14	97	1 84	1 09	6 04
<b>MAILS RECEIVED.</b>					
For postage on paid letters from Prussia.....	5,554 25	5,803 58	6,637 72	5,710 98	23,706 53
For postage on paid newspapers.....	266 36	274 73	341 44	348 17	1,230 69
For postage on paid letters from foreign countries, &c.....	78 39	70 52	101 61	81 16	331 70
For postage on dead letters returned to Berlin.....	296 41	643 28	237 78	-----	1,167 47
	21,622 65	23,525 50	24,690 09	23,212 03	93,050 27
<b>C.R.                      MAILS SENT.</b>					
For postage on paid letters for Prussia.....	5,045 71	5,453 55	6,768 60	5,687 38	21,955 24
For postage on paid letters for States beyond, &c.....	1,062 64	1,294 86	1,253 52	1,198 95	4,809 95
For postage on paid newspapers for Prussia.....	286 17	286 03	296 84	332 82	1,201 48
<b>MAILS RECEIVED.</b>					
For postage on unpaid letters from Prussia.....	3,504 60	3,630 95	4,680 50	3,904 05	15,720 10
For postage on unpaid letters from States beyond, &c.....	1,134 13	1,109 36	1,604 94	1,274 88	5,123 31
For postage on letters mislent, redirected, &c.....	15 99	25 80	28 75	27 03	95 17
For postage on dead letters returned to Washington.....	166 14	140 02	149 89	160 36	616 41
For overcharges on various letters, packages, &c.....	72	3 74	45	1 30	6 27
	11,236 10	11,944 93	13,781 09	12,586 81	49,548 93
Balances in favor of the United States.....	10,386 55	11,580 57	10,909 00	10,625 22	43,501 34

*The Post Office of Bremen in account with the United States of America for the fiscal year ended June 30, 1887, (service of the Post Office Department.)*

	1886. 3d quarter.	1886. 4th quarter.	1887. 1st quarter.	1887. 2d quarter.	Total.
<b>Dr.</b>					
<b>MAILS SENT.</b>					
For postage on unpaid letters from the United States for Bremen.....	\$1,236 40	\$1,267 57	\$1,227 41	\$1,179 23	\$4,909 61
For postage on unpaid letters from the United States for States beyond.....				24 75	24 75
For postage on unpaid letters from foreign countries, &c.....	28	29			57
For postage on missent, redirected, &c., letters.....	1 31	1 23	2 06	1 46	6 06
<b>MAILS RECEIVED.</b>					
For postage on paid letters from Bremen for the United States.....	576 09	1,164 73	953 50	922 78	3,611 79
For postage on paid letters from States beyond.....					
For postage on paid letters for countries beyond the United States.....	23 06	38 10	29 26	26 36	136 80
For postage on paid newspapers from Bremen.....	59 44	78 09	50 12	53 67	341 32
For postage on paid pamphlets from Bremen.....					
For postage on dead letters returned to Bremen.....	163 14		179 12	166 74	509 00
	2,444 64	2,550 01	2,441 56	2,383 99	9,820 20
<b>Cr.</b>					
<b>MAILS RECEIVED.</b>					
For postage on unpaid letters from Bremen for United States.....	65 29	78 70	41 38	53 04	238 41
For postage on unpaid letters from States beyond.....	1,933 59	2,493 34	2,613 57	1,849 83	8,890 33
For postage on unpaid letters for countries beyond United States.....					
For postage on missent, redirected, &c., letters.....	99 71	31 89	5 49	12 21	149 31

<b>MAILS SENT.</b>					
For postage on paid letters from the United States for Bremen.....	25 19	38 49	23 25	48 13	135 06
For postage on paid letters from the United States for States beyond.....	1,406 40	1,340 69	1,319 35	1,396 16	5,462 60
For postage on paid letters from countries beyond the United States.....					
For postage on paid newspapers from the United States for Bremen.....	33 36	41 88	28 37	65 08	168 19
For postage on paid registered letters from Bremen for United States.....	29 48	23 97	42 12	24 78	120 35
For postage on dead letters returned to Washington.....					
	3,593 03	4,038 46	4,073 43	3,450 23	15,145 13
Balances due Bremen.....	1,148 38	1,478 46	1,631 86	1,066 24	5,324 93

## No. 20.

*The post office of Hamburg in account with the United States of America for the fiscal year ended June 30, 1857, (service of the Post Office Department.)*

Dr.		
MAILS SENT.		
For postage on unpaid letters from the United States for Hamburg.....		\$61 15
For postage on unpaid letters from the United States for States beyond Hamburg .....		
For postage on unpaid letters from foreign countries, &c .....		
For postage on misssent, redirected, returned, &c., letters.....		
MAILS RECEIVED.		
For postage on paid letters from Hamburg for the United States.....		235 70
For postage on paid letters from States beyond Hamburg for United States.....		
For postage on paid letters for countries beyond the United States.....		
For postage on paid newspapers, &c., from Hamburg for the United States.....		
		<u>296 85</u>
Ca.		
MAILS RECEIVED.		
For postage on unpaid letters from Hamburg for the United States .....		273 20
For postage on unpaid letters from States beyond Hamburg.....		
For postage on unpaid letters for countries beyond the United States.....		
For postage on misssent, redirected, returned, &c., letters.....		65
MAILS SENT.		
For postage on paid letters from the United States for Hamburg .....		40 15
For postage on paid letters from the United States for States beyond Hamburg .....		
For postage on paid letters from countries beyond the United States for Hamburg .....		
For postage on paid newspapers, &c., from the United States for Hamburg.....		
		<u>314 00</u>
Balance in favor of Hamburg .....		<u>17 15</u>

## No. 21.

*Balances due the United Kingdom on the adjustment of the accounts between the United States and the United Kingdom for the fiscal year ended June 30, 1857.*

Third quarter, 1856 .....	\$53,092 46
Fourth quarter, 1856.....	58,900 55
First quarter, 1857.....	76,079 97
Second quarter, 1857 .....	76,845 91
Total.....	<u>264,918 89</u>

No. 22.

*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, 1857.*

Third quarter, 1856.....	\$10,386 55
Fourth quarter, 1856.....	11,580 57
First quarter, 1857.....	10,909 00
Second quarter, 1857.....	10,625 22
<b>Total.....</b>	<b>43,501 34</b>

No. 23.

*Balances due Bremen on the adjustment of the accounts between the United States and Bremen for the fiscal year ended June 30, 1857.*

Third quarter, 1856.....	\$1,148 38
Fourth quarter, 1856.....	1,478 45
First quarter, 1857.....	1,631 86
Second quarter, 1857.....	1,066 24
<b>Total.....</b>	<b>5,324 93</b>

No. 24.

*Revenue derived by the United States from the postages on British mails, under the postal treaty with Great Britain, for the fiscal year ended June 30, 1857.*

<b>RECEIPTS.</b>		
Amount of letter postage collected by the United States....	\$574,191 75	
Amount of newspaper postage collected by the United States.....	42,868 46	
		<b>\$617,060 21</b>
<b>DISBURSEMENTS.</b>		
Amount paid Great Britain, difference on British mails, as per account current.....	264,918 80	
Amount paid in commissions to United States postmasters, viz:		
On mails per the Cunard line.....	144,279 00	
On mails per the Collins line.....	49,638 60	
On mails per the Havre line.....	15,793 55	
On mails per the Bremen line.....	16,079 16	
		<b>490,799 10</b>
Total revenue from British mails, with the United States inland included.....		<b>126,354 11</b>
Deduct the United States inland on letter mails, viz:		
Per the Cunard line.....	120,040 51	
Per the Collins line.....	35,010 68	
Per the Havre line.....	13,179 30	
Per the Bremen line.....	13,921 13	
Newspapers, per the Cunard, Collins, Havre, and Bremen lines.....	20,414 66	
		<b>202,566 28</b>
Total deficit on British mails for ocean postage.....		<b>76,212 17</b>

*Amount of letter postage on French mails received in and sent from the United States from April 1, 1857, to June 30, 1857.*

Received.		Unpaid.	Unpaid distrib'd.	Paid.	Paid distributed.	Total.
By the Cunard line		\$2,182 48	\$2,631 94	\$5,243 23	\$3,552 48	\$13,609 23
By the Collins line		85 74	238 44	123 91	148 93	507 02
By the Havre line		354 97	405 57	547 09	369 57	1,577 20
By the Bremen line		246 85	463 81	439 57	521 06	1,661 29
Total		2,870 04	3,738 76	6,333 80	4,492 04	17,434 73
Amount received		6,608 80		10,825 93		
Sent.		Paid.	Paid distributed.	Unpaid.	Unpaid distrib'd.	Total.
By the Cunard line		\$4,104 98	\$4,701 92	\$7,466 49		\$12,273 29
By the Collins line		547 72	996 03	1,023 41		2,567 16
By the Havre line		763 94	1,739 48	1,243 85		3,747 27
By the Bremen line		203 29	547 64	414 61		1,165 54
Total		5,619 93	7,985 07	10,148 46		23,753 46
Amount sent		13,605 00		10,148 46		
Amount collected in the United States						
Amount collected in France						
Total amount						
Excess collected in France						
				\$20,213 80		
				20,974 59		
				41,188 19		
				760 59		

No. 26.

*Number of letters and newspapers exchanged between the United States and France from April 1, 1857, to June 30, 1857.*

	Number of letters—		Total letters.	Number of newspapers—		Total newspapers.
	Received.	Sent.		Received.	Sent.	
By the Cunard line.....	83,732	102,843	186,565	20,609	40,793	61,402
By the Collins line.....	3,503	16,027	19,530	767	6,240	7,007
By the Havre line.....	6,403	22,482	28,885	3,181	8,489	11,670
By the Bremen line.....	9,985	7,603	17,588	4,735	2,897	7,632
Total.....	103,613	148,955	252,568	29,292	58,419	87,711

No. 27.

*Amount of letter postage on Hamburg mails received in and sent from the United States for the fiscal year ended June 30, 1857.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By the Hamburg line .....	\$314 00	\$168 80	\$279 90	\$147 50	\$910 20
Total.....	314 00	168 80	279 90	147 50	910 20
Amount received.....	482 80		427 40		
Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By the Hamburg line .....	\$71 20	\$9 10	\$69 10		\$149 40
Total.....	71 20	9 10	69 10		149 40
Amount sent .....	80 30		69 10		

Amount collected in the United States.....	\$568 10
Amount collected in Hamburg .....	496 50
Total amount.....	1,064 60
Excess collected in the United States.....	66 60

## No. 28.

*Number of letters and newspapers exchanged between the United States and Hamburg for the fiscal year ended June 30, 1857.*

	Number of letters—		Total letters.	Number of newspapers—		Total newspapers.
	Received.	Sent.		Received.	Sent.	
By the Hamburg line.	9,102	1,504	10,606	727	485	1,212
Total.....	9,102	1,504	10,606	727	485	1,212

## No. 29.

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

Steamers.	Round trips.	Amount.
Ariel.....	Between June 13 and July 29, 1857.....	\$9,804 19
North Star.....	Between July 11 and August 24, 1857.....	9,168 96
Ariel.....	Between August 8 and September 23, 1857.....	8,857 59
North Star.....	Between September 5, and October 22, 1857.....	9,165 14

## No 30.

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

Steamers.	Round trips.	Amount.
Fulton.....	Between 27th June and 10th August, 1857.....	\$7,498 06
Arango.....	Between 25th July and 7th September, 1857.....	7,026 10
Fulton.....	Between 22d August and 6th October, 1857.....	7,065 72



No. 31.

*Postages on the mails received and sent between the United States and the British Provinces for the fiscal year ended June 30, 1857.*

Amount of mails received unpaid.....	\$31,709 63	
Amount of mails received paid.....	49,100 09	
		\$71,809 72
Amount of mails sent unpaid.....	29,468 26	
Amount of mails sent paid.....	45,823 44	
		75,292 30
Total amount.....		147,102 02
Collected in the United States.....	77,533 07	
Collected in the British Provinces.....	69,568 95	
		7,964 12

No. 32.

*The General Post Office of France in account with the United States of America from the 1st of April, 1857, to the 30th June, 1857, (service of the Post Office Department.)*

	1857. 2d quarter.	Total.
<b>DR.</b>		
<b>MAILS SENT</b>		
For postage on unpaid letters from the United States for France and Algeria.....	\$2,372 93	
For postage on unpaid letters from the United States for countries beyond France.....	1,215 80	
For postage on letters not prepaid, &c., for France and Algeria.....	106 08	
For postage on letters not prepaid, &c., for countries beyond France.....	62 86	
For postage on letters badly directed by the French post offices, and returned, &c.....	33	
For postage on letters re-sent, &c.....	4 89	
<b>MAILS RECEIVED.</b>		
For postage on letters for the United States, prepaid, &c., from France and Algeria.....	2,782 13	
For postage on letters for the United States, prepaid, &c., from countries beyond France.....	817 96	
For postage on prepaid letters for countries beyond the United States from France, &c.....	281 00	
For postage on prepaid letters for countries beyond the United States from countries beyond France.....	3 36	
For postage on loose letters (collected on ships).....		
For postage on dead letters returned to France.....		
For overcharges on various letters, &c.....		
		\$7,617 34

## STATEMENT—Continued.

	1857. 2d quarter.	Total.
<b>Ch.</b>		
<b>MAILS RECEIVED.</b>		
For postage on unpaid letters from France and Algeria for the United States.....	\$3, 125 09	
For postage on unpaid letters from France and Algeria for countries beyond the United States.....	10 32	
For postage on letters not prepaid, &c., for the United States.....	2, 963 11	
For postage on letters not prepaid, &c., for countries beyond the United States .....		
For postage on letters badly directed by United States post offices and returned, &c .....	12	
For postage on letters re-sent, &c.....	8 98	
<b>MAILS SENT.</b>		
For postage on letters for France and Algeria from the United States .....	5, 932 95	
For postage on letters for France and Algeria from countries beyond the United States.....	65 19	
For postage on prepaid letters for countries beyond France from the United States.....	2, 875 04	
For postage on prepaid letters for countries beyond France from countries beyond the United States.....		
For postage on loose letters (collected on ships).....		
For postage on dead letters returned to Washington....	21 12	
For overcharges on various letters, &c.....		
		\$15, 001 92
Balance in favor of France.....		7, 354 58

1120