

REPORT OF THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT, *December 4, 1858.*

TO THE PRESIDENT OF THE UNITED STATES:

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

EXPRESS MAIL AGENTS.

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

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

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

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

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

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

NEW YORK AND NEW ORLEANS ROUTE.

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

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

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

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

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

ST. LOUIS AND NEW ORLEANS MAIL.

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

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

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

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

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

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

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

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

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

OVERLAND MAIL ROUTE.

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

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

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

TEHUANTEPEC ROUTE.

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

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

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

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

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

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

POST OFFICE DEPARTMENT,
Washington, May 24, 1858.

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

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

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

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

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

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

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

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

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

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

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

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

I am, very respectfully, your obedient servant,

AARON V. BROWN.

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

POST OFFICE DEPARTMENT, *May 25, 1858.*

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

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

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

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

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

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

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

AARON V. BROWN.

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

UTAH ROUTE.

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

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

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

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

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

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

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

THE EXPENSES OF THE DEPARTMENT.

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

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

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

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

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

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

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

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

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

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

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

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

The discontinuance or modification of the franking privilege having

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

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

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

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

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

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

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

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

NUMBER OF POST OFFICES.

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

TRANSPORTATION STATISTICS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Divided as follows, to wit:

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

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

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

REVENUE AND EXPENDITURES.

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

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

For transportation of *foreign* mails, to wit:

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

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

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

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

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

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

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

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

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

ESTIMATE OF RECEIPTS AND EXPENDITURES IN 1859.

Expenditures.

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

Means for 1859.

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

OCEAN AND FOREIGN MAIL SERVICE.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX.

GREAT OVERLAND MAIL.

WASHINGTON, *October 18, 1858.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

With great respect, your obedient servant,

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

Hon. A. V. BROWN,

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

[A.]

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

FIRST DIVISION.

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

SECOND DIVISION.

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

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

THIRD DIVISION.

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

FOURTH DIVISION.

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

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

FIFTH DIVISION.

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

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

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

SIXTH DIVISION.

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

SEVENTH DIVISION.

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

EIGHTH DIVISION.

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

NINTH DIVISION.

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

RECAPITULATION.

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

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

SAN ANTONIO AND SAN DIEGO ROUTE.

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

January 19.—I left for Washington.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

January 6.—The snow had entirely disappeared.

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

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

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

Climatic boundary on the West.

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

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

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

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

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

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

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

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

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

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

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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....	Not under contract	(*)	Mails regularly transported for the postages, under act of June 14, 1858.
2	Charleston, South Carolina, by Savannah, Georgia, and Key West, Florida, to Havana, Cuba.	669	Twice a month	M. C. Mordecai.....	\$63,000	Under contract with the Postmaster General, agreeably to acts of Congress of March 3, 1847, and July 10, 1848.
3	New York to Aspinwall, New Granada, direct.	2,000	Twice a month.....	M. O. Roberts, B. R. McIlvain, and Moses Taylor.	290,000	Under contract with the Secretary of the Navy, agreeably to acts of Congress of March, 3, 1847, and March 3, 1851.
	New York, via Havana, to New Orleans.	2,000				
4	Havana to Aspinwall.....	1,200	Twice a month.....	Pacific Mail Steamship Company, William H. Davidge, president.	348,250	Under contract with the Secretary of the Navy and Postmaster General, agreeably to acts of Congress of March 3, 1847, March 3, 1851, and June 14, 1858.
	Astoria, Oregon, by Port Orford and San Francisco, to Panama, New Granada, (supplying Monterey, San Diego, &c., by a separate coastwise steamer from San Francisco, in due connexion with main line.)	4,200				
5	New York to Liverpool, England.....	3,100	Twenty trips a year....	E. K. Collins, James Brown, and Stewart Brown.	385,000	Under contract with the Secretary of the Navy, agreeably to act of Congress of March 3, 1847. Contractors having withdrawn their steamships from the service in February, 1858, mails have since been transported by temporary steamers for the postages under act of June 14, 1858.
6	New York, by Cowes, England, to Havre, France.	3,270	Thirteen trips a year....	Not under contract.....	(*)	Mails are regularly transported for the postages under act of June 14, 1858.
7	Aspinwall to Panama, New Granada....	48	Twice a month, or as frequent as the mail service may require.	Panama Railroad Company.....	100,000	Under contract with the Postmaster General.
8	New Orleans to Vera Cruz, Mexico.....	900	Twice a month.....	Not under contract.....	(*)	Mails transported for the United States postage, under act of June 14, 1858.

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

HORATIO KING, *First Assistant Postmaster General.*

POSTMASTER GENERAL.

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

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

A. J. O. BANNON.

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

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

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

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

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

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

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

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

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

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

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

WM. H. DUNDAS,

Second Assistant Postmaster General.

Hon. A. V. BROWN,

Postmaster General.

A.

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

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

States and Territories.	Length of routes.	Annual transportation and cost.								Total annual transportation by mode not specified.	Total annual transportation by coach.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.
		Mode not specified.		In coach.		In steamboat.		By railroad.							
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.						
Maine.....	4,847	2,425	28,141	1,945	46,427	.....	.....	477	47,780	675,272	837,564	.....	404,976	1,917,812	122,348
New Hampshire....	1,880	837	10,185	554	7,910	60	1,450	429	37,450	274,248	207,324	31,200	389,376	902,148	56,895
Vermont.....	2,349	546	7,138	1,314	19,190	.....	.....	489	56,956	175,086	577,460	.....	320,268	1,472,814	83,284
Massachusetts.....	3,086	912	19,223	632	15,791	240	7,250	1,302	154,035	455,648	348,972	140,400	1,400,100	2,345,120	196,299
Rhode Island.....	403	178	3,340	88	1,500	28	800	109	14,225	82,004	44,200	17,472	126,984	270,660	19,859
Connecticut.....	2,202	719	14,099	478	9,136	260	10,000	745	84,248	281,196	224,380	162,240	37,100	1,404,916	117,483
New York.....	13,078	5,055	68,100	4,961	109,499	168	7,298	2,894	333,123	1,468,312	2,430,792	108,944	3,961,795	7,969,843	518,060
New Jersey.....	2,404	606	8,059	1,331	23,546	12	1,200	455	64,144	166,396	617,292	14,976	543,504	1,342,168	96,949
Pennsylvania.....	13,969	7,194	96,814	4,702	113,963	55	3,000	1,618	160,936	1,659,544	2,224,182	34,320	1,575,307	5,493,353	374,713
Delaware.....	562	174	2,959	303	9,594	.....	.....	85	12,037	54,496	164,424	.....	106,204	325,124	24,590
Maryland.....	2,950	1,751	43,359	451	15,679	.....	.....	748	*174,808	640,874	200,512	.....	1,091,792	1,933,178	233,846
Ohio.....	13,968	8,341	91,641	2,184	57,936	187	6,500	3,992	374,314	1,569,062	912,964	73,812	3,009,764	5,565,602	530,391
Virginia.....	15,141	10,652	92,284	2,208	52,954	1,135	44,835	1,146	164,605	1,862,838	754,680	422,656	1,029,040	4,069,214	354,678
North Carolina.....	9,791	7,086	51,507	1,986	51,638	213	5,783	506	81,900	999,418	759,174	64,584	4,804,016	2,307,192	190,828
South Carolina.....	6,679	4,534	41,091	348	12,922	880	1,800	917	142,393	695,462	126,282	166,400	982,514	1,970,658	198,206
Georgia.....	10,371	5,947	56,065	1,273	41,047	1,979	19,160	1,172	164,831	908,286	448,985	284,808	1,370,581	3,012,656	103,103
Florida.....	4,545	1,670	14,449	784	29,466	1,971	100,640	120	9,177	188,620	228,766	182,930	64,328	664,644	173,732
Michigan.....	7,909	5,502	50,957	877	16,436	650	1,760	880	104,023	848,032	420,160	86,666	911,144	2,266,002	153,776
Indiana.....	9,273	6,728	68,700	1,048	23,293	.....	.....	1,497	162,958	1,134,264	354,744	.....	1,479,504	2,968,512	254,951
Illinois.....	12,915	8,239	112,815	1,992	46,073	101	5,827	2,583	221,028	1,603,124	656,136	22,256	3,011,424	5,292,950	385,743
Wisconsin.....	7,274	4,517	49,310	2,044	37,321	83	2,826	630	31,044	719,333	544,767	34,528	1,839,012	120,501	129,501
Iowa.....	8,969	6,395	85,262	2,183	32,929	140	7,800	251	14,030	1,227,928	539,682	87,360	2,157	2,075,127	140,021
Missouri.....	14,685	10,710	98,714	3,156	262,078	614	100,000	205	19,625	1,632,043	488,496	345,852	127,920	2,594,311	480,417
Minnesota.....	7,313	4,033	33,525	2,600	41,421	680	10,800	.....	.....	458,775	459,978	187,460	1,106,213	85,746	85,746
Kentucky.....	9,314	6,838	52,491	1,641	75,690	614	137,275	221	19,366	1,118,468	829,322	92,280	433,922	2,479,992	184,822
Tennessee.....	9,338	7,398	69,025	1,153	34,937	249	7,638	538	68,051	1,294,904	464,100	58,266	574,612	2,391,882	179,651
Alabama.....	8,893	7,158	94,118	1,187	149,188	34	20,000	514	61,574	1,378,286	731,536	24,752	452,972	2,587,546	324,880
Mississippi.....	9,626	7,118	92,661	1,202	70,801	907	97,823	399	25,570	1,350,644	602,106	276,744	274,196	2,513,692	286,855
Arkansas.....	9,708	7,686	61,987	1,186	94,310	836	65,000	.....	.....	1,054,456	543,816	.....	1,114,432	2,709,704	221,297
Louisiana.....	8,049	4,707	61,995	943	51,088	2,229	181,794	170	21,100	669,760	279,136	990,288	115,232	2,051,416	515,977

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

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

† This includes steamboat service from Louisville to Cincinnati.

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

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

POSTMASTER GENERAL.

757

B.

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

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

WM. H. DUNDAS,
Second Assistant Postmaster General.

C.

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

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

WM. H. DUNDAS,
Second Assistant Postmaster General.

D.

NORTHWEST AND SOUTHWEST SECTIONS.

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

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

D—Continued.

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

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

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.												
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.												
MAINE.																									
9	Waterville to Bangor	55	.....	6	5,500 00	.....	100 00	800 00	392 00	6,692 00	.....	121 67	.....											
108	Portland to Portsmouth, N. H.	52	.....	12	7,837 50	.....	150 72	1,324 00	200 00	9,361 50	.....	180 00	.....											
109	Portland to Augusta	73	.....	12	7,300 00	.....	100 00	1,043 00	645 00	8,988 00	.....	123 00	.....											
109a	Branch, Brunswick to Bath.....													39	6	3,343 00	85 72	557 00	156 00	4,056 00	104 00
110	Augusta to Skowhegan.....													48	12	16,500 00	100 00	1,600 00	380 00	14,480 00	112 00
110	Portland to State Line, Vt													117	6									
111	Portland to Bar Mills	18	.....	6	800 00	.....	44 44	.....	.....	800 00	.....	44 44	.....											
131	Danville Junction to Waterville.....	55	.....	6	5,500 00	.....	100 00	800 00	436 00	6,736 00	.....	122 47	.....											
150	Leeds Junction to Livermore Falls.....	20	.....	6	1,000 00	.....	50 00	.....	75 00	1,075 00	.....	53 75	.....											
			477	.....	.....	47,780 50	.....	.....	.....	.....	56,188 50	.....	117 80					
NEW HAMPSHIRE.																									
251	Concord to Lowell	50	.....	12	7,500 00	.....	150 00	653 00	470 00	8,623 00	.....	172 00	.....											
252	Concord to Portsmouth	48	.....	12	2,400 00	.....	50 00	.....	250 00	2,650 00	.....	55 00	.....											
253	Concord to Wells River.....	95	.....	6	10,000 00	.....	105 26	1,352 00	.....	11,352 00	.....	119 50	.....											
254	Concord to White River Junction ..	69	.....	6	8,500 00	.....	103 65	901 00	.....	9,401 00	.....	114 64	.....											
255	Branch, Franklin to Bristol													13	6	1,500 00	57 70	220 00	1,720 00	66 00
261	Concord to Bradford	26	.....	6	750 00	.....	50 00	.....	.....	750 00	.....	50 00	.....											
264	Contocook Village to Hillsboro' Bridge.....	15	.....	6	1,500 00	.....	53 64	700 00	.....	2,200 00	.....	78 57	.....											
274	Manchester to Henniker.....	28	.....	6	900 00	.....	60 00	.....	.....	900 00	.....	60 00	.....											
304	Nashua to Wilton	28	.....	12	2,100 00	.....	75 00	.....	86 00	2,186 00	.....	78 00	.....											
305	Dover to Alton Bay.....	20	.....	6	1,000 00	.....	50 00	.....	.....	1,000 00	.....	50 00	.....											
326	Great Falls to Union.....	21	.....	6	1,050 00	.....	50 00	248 00	.....	1,298 00	.....	61 33	.....											
			429	.....	.....	37,200 00	.....	.....	.....	.....	42,080 00	.....	97 62					
VERMONT.																									
410	Burlington to Rouse's Point	54½	.....	6	6,843 75	.....	125 00	800 00	632 00	8,275 75	.....	151 70	.....											
445	White River Junction to Barton	91	.....	6	8,350 00	.....	91 75	892 00	717 00	9,959 00	.....	109 44	.....											
452	Windsor to Burlington	117½	.....	6	14,687 50	.....	125 00	1,306 00	555 00	16,548 50	.....	140 84	.....											
465	Rutland to North Bennington.....	52	.....	6	5,200 00	.....	100 00	.....	.....	.....	.....	120 00	.....											
465	Branch to Bennington.....													5	6	250 00	50 00	830 00	532 00	6,812 00		

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

E.—Continued.

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

NEW YORK.

1001	New York to Dunkirk.....	460	19	92,000 00	200 00	17,300 00*	8,078 00	117,378 00	255 17
1002	New York to Albany.....	144	19	32,400 00	225 00	4,500 00	7,712 00	44,612 00	309 80
1003	New York to Chatham Four Corners.....	130½	6	5,593 00	42 86	1,400 00	1,872 00	8,865 00	67 93
1007	Brooklyn to Greenport.....	65	12						
		33	6	8,225 00	83 93	1,400 00	1,522 00	11,147 00	113 75
1026	Sufferns' to Piermont.....	18	6	772 00	42 86		98 00	870 00	48 33
1032	Newburg to Chester.....	19	6	814 03	42 86		77 00	891 00	46 89
1064	Hudson to West Stockbridge, Mass.....	35	6	1,750 00	50 00		20 00	1,770 00	50 57
1073	Albany to Buffalo.....	298	25	51,600 00	200 00	6,300 00	4,542 00	62,442 00	209 54
1074	Albany to Troy.....	7	13	1,050 00	150 00			1,050 00	150 00
1075	Albany to Eagle Bridge.....	33	12	2,829 00	85 42	758 00	359 00	3,946 00	119 58
1082	Troy to North Bennington, Vt.....	32½	12	3,250 00	100 00	545 00	534 00	4,329 00	133 20
1083	Troy to Schenectady.....	22	12	1,650 00	75 00		75 00	1,725 00	78 41
1084	Troy to Saratoga Springs.....	32.81	12	3,281 00	100 00	521 00	140 00	3,942 00	120 15
1091	Eagle Bridge to Rutland, Vt.....	62½	12	6,250 00	100 00	842 00	152 00	7,244 00	115 90
1099	Saratoga Springs to Castleton, Vt.....	54	12	5,400 00	100 00	879 00	288 00	6,567 00	121 61
1122	Plattsburgh to Canada Line.....	23	6	986 00	42 86		177 00	1,163 00	50 56
1123	Rouse's Point to Ogdensburg.....	119	12	19,700 00	81 51	1,400 00	152 00	11,252 00	94 57
1146	Watertown to North Potsdam.....	76	6	3,800 00	50 00	1,200 00	505 00	5,505 00	72 43
1153	Sackett's Harbor to Pierrepont Manor.....	18½	6	792 00	42 86		325 00	1,117 00	60 38
1164	Schenectady to Ballston.....	16	6	800 00	50 00		150 00	950 00	59 38
1200	Utica to Boonville.....	35	12	2,625 00	175 00		261 00	2,886 00	82 45
1210	Rome to Cape Vincent.....	73	12						
		24	6	8,329 00	85 86	1,600 00	1,046 00	10,975 00	113 15
1228	Syracuse to Rochester.....	104	12	20,800 00	200 00	800 00	1,499 00	23,099 00	222 11
1229	Syracuse to Oswego.....	35½	12	3,043 00	85 72		420 00	3,463 00	97 51
1230	Syracuse to Binghamton.....	80	6	3,429 00	42 86	700 00	823 00	4,952 00	61 90
1269	Canandaigua to Elmira.....	68½	12	5,137 50	75 00	820 00	567 00	6,524 50	95 25
1270	Canandaigua to Niagara Falls.....	50	12						
		47	6	6,100 00	62 89	1,380 00	614 00	8,094 00	83 44
1275	Rochester to Niagara Falls.....	7½	12	11,400 00	150 00	800 00	2,030 00	14,230 00	187 24
1278	Rochester to Avon.....	18	6	772 00	42 86		258 00	1,030 00	57 22
1300	Batavia to Attica.....	11	6	550 00	50 00		100 00	650 00	50 00
1312	Buffalo to Lockport.....	22	12	1,100 00	50 00			1,100 00	59 09
1313	Buffalo to Lewiston.....	29	12	1,450 00	50 00		110 00	1,560 00	53 79
1314	Buffalo to Hornellsville.....	91	12	6,825 00	75 00	800 00	132 00	7,657 00	84 14
1315	Buffalo to State Line.....	69	19	13,800 00	200 00	2,700 00	1,241 00	17,541 00	257 11
1369	Corning to Batavia.....	100	6	4,286 00	42 86	2,400 00	847 00	7,533 00	75 33
1375	Owego to Ithaca.....	33	12	1,415 00	42 86	700 00	198 00	2,313 00	70 09
1459	Suspension Bridge to Detroit, Mich.....	229	6	9,160 00	40 00			9,160 00	40 00
				2,893.81		333,163.50		419,732.50	145.04
	NEW JERSEY.								
2801	New York to New Brunswick.....	36	19	**13,500 00	375 00	1,560 00	1,775 00	16,835 00	467 63
2802	New York to Easton.....	64	12	6,400 00	100 00	700 00	1,487 00	8,587 00	134 17

POSTMASTER GENERAL.

* A portion of this route agency service belongs to Ohio routes.
 † On 80 miles of this route the pay is only \$100 a mile.
 ‡ \$775 of the contract pay is for mail messenger service.

§ \$1,900 additional per annum is allowed for part of year; service is 12 times a week.
 || Only \$50 a mile is allowed during part of the year; service is six trips a week.
 ¶ Contractor furnishes mail messenger supply to intermediate offices.

** Includes \$2.700 being 25 per cent. on \$300 a mile for night service, and for a third extra trip.

E.—Continued.

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

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

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

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

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

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
9178	Columbus to Piqua.....	73		6	3,129 00		42 86	700 00	300 00	4,129 00		56 56	
9188	Galion to Union City.....	119		12	17,850 00		150 00	1,200 00	120 00	19,170 00		161 90	
9274	Toledo to Cleveland.....	114		6	5,700 00		50 00	1,600 00	781 00	8,081 00		77 64	
9275	Toledo to State Line.....	244		12	24,400 00		100 00	3,200 00	537 00	28,137 00		111 21	
9276	Toledo to Elkhart.....	133		6	6,650 00		50 00	1,600 00	238 00	8,488 00		63 71	
9302	Cincinnati to Richmond.....	73		6	4,693 00		64 29	800 00	836 00	6,329 00		86 69	
9303	Cincinnati to Dayton.....	60		12	7,500 00		125 00	444 00	994 00	8,938 00		144 96	
9306	Cincinnati to Springfield.....	19		6	16,525 00		100 00	900 00	1,725 00	19,150 00		227 97	
		65		13			225 00						
9324	Cincinnati to Marietta.....	197		6	19,700 00		100 00	2,100 00	1,259 00	23,059 00		117 50	
9325	Blanchester to Hillsboro.....	21		6	787 50		37 50		49 00	836 50		39 83	
9329	Marietta to Zanesville.....	133		6	9,975 00		75 00	1,600 00	1,029 00	12,604 00		94 77	
9330	Xenia to Dayton.....	17		12	2,125 00		125 00	212 00		2,337 00		137 47	
9371	Dayton to Union City.....	47		6	2,350 00		50 00	588 00	40 00	2,978 00		63 38	
9373	Dayton to Lima.....	76		6	3,800 00		50 00	600 00	100 00	4,500 00		59 21	
9391	Springfield to Sandusky.....	132		12	13,200 00		100 00	978 00	279 00	14,457 00		109 52	
	Brauch, Cary to Finley.....	16		6	480 00		30 00			480 00		30 00	
9392	Springfield to Delaware.....	50		6	2,143 00		42 86		105 00	2,248 00		44 96	
9394	Springfield to Dayton.....	24		12	2,400 00		100 00	173 00	205 00	2,783 00		115 95	
9406	Portsmouth to Reid's Mills.....	56		6	2,400 00		42 86	700 00		3,100 00		55 35	
9407	Cleveland to Youngstown.....	67		6	3,350 00		50 00	800 00	423 00	4,573 00		68 25	
9408	Rochester to Bel Air.....	68		6	5,100 00		75 00	700 00	190 00	5,990 00		80 80	
9409	Union City to Indianapolis, Ia.....	85		12	12,750 00		150 00	1,200 00	283 00	14,233 00		165 94	
	VIRGINIA.		3,292			374,314 00					429,619 50		130 50
4801	Aquia Creek to Richmond.....	75½		14	19,950 00		264 24	2,600 00	360 00	22,910 00		303 44	
4802	Richmond to Petersburg.....	24½		14	7,350 00		300 00	1,000 00		8,350 00		340 81	
4803	Petersburg to Weldon, N. C.....	64		14	19,200 00		300 00	3,000 00	100 00	22,300 00		348 43	
4831	Alexandria to Richmond.....	165		14	28,875 00		175 00	2,800 00	111 00	31,786 00		192 03	
	Branch to Warrenton.....	9		7	450 00		50 00			450 00		50 00	
4836	Tudor Hall to Woodstock.....	74½		6	3,193 15		42 86	1,200 00	296 00	4,689 15		62 94	
4854	Richmond to Danville.....	52		12									
		89½		6	16,650 00		117 67	2,400 00	50 00	19,100 00		134 98	
4855	Petersburg to Lynchburg.....	123		6	15,375 00		124 66	1,600 00		16,975 00		138 00	

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

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

E—Continued.

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

14529	Evansville to Terre Haute	110	6	8,250 00	75 00	1,400 00	325 00	9,975 00	90 68
14533	Cincinnati to Illinoistown	341	12	59,675 00	175 00	5,950 00	877 00	66,502 00	195 02
14783	Richmond to Lafayette	110	6	5,500 00	50 00	800 00	293 00	6,593 00	59 93
ILLINOIS.				1,497½		162,958 00			187,287 00
13252a	Terre Haute, Indiana, to St. Louis, Missouri	195½	12	19,550 00	100 00	3,000 00	821 00	23,374 00	119 56
13253	State Line to Naples	174½	12	13,107 00	75 00	2,400 00	1,333 00	16,840 00	96 36
13264	Chicago to St. Louis, Missouri	292	12	29,200 00	100 00	3,200 00	1,133 00	33,533 00	114 84
13368a	Quincy to Mt. Sterling	40	6	2,000 00	50 00	600 00	180 00	2,780 00	69 50
13392a	Chenoa to East Burlington	143	12	10,725 00	75 00	1,400 00	730 00	12,855 00	90 00
13394a	La Salle to Peoria	62	6	3,100 00	50 00	800 00	546 00	4,446 00	71 71
13438	Chicago to Rock Island	181	12	18,100 00	100 00	2,400 00	703 00	21,203 00	117 14
13439	Chicago to Freeport	121	12	12,100 00	100 00	1,600 00	291 00	13,991 00	115 63
13140	Dunleith to Cairo	454	12	45,400 00	100 00	5,600 00	4,651 00	55,651 00	122 58
13441	Chicago to Centralia	253	6	10,843 00	42 86	2,400 00	240 00	13,483 00	53 30
13442	Chicago to Fulton	136	6	10,200 00	75 00	1,600 00	678 00	12,478 00	91 75
13443	Chicago to Janesville	91	12	6,460 00	60 00	1,600 00	193 00	7,253 00	79 70
13444a	Chicago to Milwaukee, Wisconsin	85	12	8,500 00	100 00	1,400 00	96 00	9,996 00	117 60
13452	Galesburg to Quincy	101	12	10,100 00	100 00	1,400 00	749 00	12,249 00	121 27
13459	Turner to St. Charles	7	6	300 00	42 86			300 00	42 86
13505	Elgin to Whitewater	67½	6	2,893 00	42 86	600 00	255 00	3,784 00	55 53
13526	Turner to East Burlington	58 122	12 12	19,450 00	125 00 100 00	2,400 00	2,524 00	24,374 00	135 41
WISCONSIN.				2,583½		221,028 00			268,754 00
13655a	Racine to Freeport	101	6	4,329 00	42 86	1,400 00	434 00	6,136 00	61 00
13662	Milwaukee to Prairie du Chien	191	12	11,460 00	60 00	2,400 00	664 00	14,524 00	76 04
13684a	Horicon to Berlin	43	6	1,843 00	42 86	500 00	562 00	2,905 00	67 50
13741	Milton to Monroe	45	12	2,700 00	60 00		600 00	3,300 00	73 33
13806a	Fond du Lac to Junction	30	6	1,286 00	42 86	500 00		1,786 00	59 53
13825	Milwaukee to Tomah	156	6	6,685 00	42 86	1,400 00	1,630 00	9,715 00	62 40
13826	Milwaukee to Columbus	64	6	2,741 00	42 86	700 00		3,441 00	53 76
IOWA.				630 00		31,044 00			41,834 00
9300a	Keokuk to B ntonsport	40	7	2,000 00	50 00		30 00	2,030 00	50 75
9321a	Burlington to Rome	36 5 6	6	1,578 00	42 84	600 00	325 00	2,503 00	67 95
9339a	Muscatine to Columbus City	22	7	1,100 00	50 00		26 00	1,126 00	51 00
9343a	Davenport to Iowa City	55½	14	5,152 00	75 00			5,152 00	75 60
	Branch	13 1 5							
9347a	Fulton, Illinois, to Cedar Rapids	84	6	4,200 00	50 00		156 00	4,356 00	51 85
MISSOURI.				251 8 15		14,030 00			15,167 00
9030	St. Louis to Jefferson City	125	7	15,625 00	125 00	1,660 00	195 00	17,420 00	139 36
8815:	St. Louis to Pilot Knob	80	7	4,000 00	50 00		400 00	4,400 00	35 00
				205 00		19,625 00			21,820 00
									106 00

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

E.—Continued.

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

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

* Under coach contract.

WM. H. DUNDAS,
Second Assistant Postmaster General.

POSTMASTER GENERAL.

F.

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

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

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

* Eleven times a week, seven months.

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

‡ Twice a month

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

F—Continued.

States and Territories.	Number of route.	Termini.	Distance.		Number of trips per week.	Annual pay.	Total annual pay in each State.	Remarks.
			Miles.	Miles.				
Tennessee.....	10010	Nashville to Memphis.....	489	489	3	39,000 00	39,000 00	
Alabama.....	7002	Stockton to Mobile.....	36	36	7	11,878 17		
Mississippi.....	7402	Vicksburg to Greenwood.....	276	506	2	16,375 00	18,375 00	
		Vicksburg to Yazoo City.....	110		1			
		New Orleans to Gainesville.....	120		1			
Arkansas.....	7813	Napoleon to Pine Bluff.....	165		3	11,750 00		
	7814	Napoleon to Jacksonport.....	435		2	15,875 00		
		Napoleon to Aberdeen.....	160		1	9,000 00		
	7841	Helena to Wittsburg.....	150		1	2,000 00		
	7856	Jacksonport to Pochontas.....	100		2	8,500 00		
Louisiana.....	8151	New Orleans to Mobile, Ala.....	183	1,010	7	36,500 00	47,125 00	
	8153	New Orleans to Shreveport.....	670		3	7,800 00		
	8156	New Orleans to Southwest Pass.....	150		1	4,500 00		
	8157	New Orleans to Covington.....	60		3	2,500 00		
	8162	New Orleans to San Francisco, Cal.....	3,100		(*)	286,000 00		
	8164	New Orleans to St. Francisville.....	170		4	33,400 00		
	8165	New Orleans to Vicksburg, Miss.....	397		3	40,000 00		
	8166	New Orleans to Memphis, Tenn.....	835		3	104,900 00		
	8167	New Orleans to Napoleon, Ark.....	230		3	22,463 00		
	8168	Napoleon, Ark., to Memphis, Tenn.....	217		4	20,000 00		
	8188	Brashear to New Iberia.....	60		3	5,945 00		
	8283	New Orleans to Camden, Ark.....	400		3	7,800 00		
				6,472			571,808 00	
Texas.....	8501	New Orleans to Indianola.....	540		2	55,000 00		
	8502	New Orleans to Brazos Santiago.....	800		(*)	25,130 00		
	8503	Brashear, La., to Galveston.....	245		1	45,000 00		
	8504	Brashear, La., to Indianola.....	400		2	45,000 00		
	8509	Galveston to Houston.....	80		6	20,600 00		
	8511	Galveston to Liberty.....	110		3	11,900 00		
	8612	Sabine City to Wiess' Bluff.....	133		1	2,800 00		
				2,308			205,430 00	

California.....	12502	San Francisco to Olympia, Washington Territory ..	950	.....	( * )	122,500 00	
	12503	San Francisco to Sacramento City.....	120	.....	6	30,000 00	
	12504	San Francisco to Stockton.....	120	.....	6	33,000 00	
	12506	San Francisco to Petaluma.....	50	.....	3	3,500 00	
	12517	San Francisco to Napa City.....	30	.....	3	2,000 00	
	12540	Sacramento City to Marysville.....	45	.....	6	4,500 00	
				1,315			195,500 00
Oregon Territory	12701	Astoria to Oregon City.....	144	.....	2	8,100 00	
				144			8,100 00
Washington Territory.....	12730a	Olympia to Camp Simeahinco.....	} 180	.....	1	23,700 00	
				30		(†)
		12751	Portland to Wascopum.....	130	3	4,000 00
				340			27,700 00

* Twice a month.

† Once in two weeks.

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

POSTMASTER GENERAL.

G.

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

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

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

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G--Continued.

State	INFERIOR MODES.				STEAMBOAT.						TOTAL ANNUAL TRANSPORTATION.		TOTAL COST.	
	Annual transportation.		Annual cost.		Length of route.		Annual transportation		Annual cost.		Net increase	Net decrease.	Net increase	Net decrease.
	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.				
Maine.....		206,066		\$12,555							19,646		\$15,105	
New Hampshire.....		73,164		2,594				3,120		\$1,017		120,068		8,511
Vermont.....		9,466		696								223,390		15,493
Massachusetts.....		105,894		4,681	20			12,480		2,750		166,378		34,969
Rhode Island.....		8,268		669	31			11,960		201		9,308		5,290
Connecticut.....		6,792		2,032		248				9,400		51,166		26,645
New York.....	26,705			7,472	234			161,664		\$7,501		53,999		29,610
New Jersey.....	31,152			474								19,292		607
Pennsylvania.....		141,332		9,218							237,026		26,946	
Delaware.....												36,816		4,461
Maryland.....		51,454		4,598							55,806		5,983	
Ohio.....		18,528		2,017				4,500				67,650		13,314
Virginia.....		62,040		3,836						6,112	136,975		30,553	
North Carolina.....		52,446		3,530				16,240			49,310		6,498	
South Carolina.....	22,638		\$2,721								154,448		17,272	
Georgia.....		23,816		1,408						39,468	211,544		21,867	
Florida.....	17,380		1,088								80,684		18,866	
Michigan.....		99,620		7,472	120			49,920		2,500	91,456		11,627	
Indiana.....		29,770		2,335							315,770		39,318	
Illinois.....		19,984		708						1,456	331,064		\$7,674	
Wisconsin.....	2,820		1,185								97,297		4,172	
Iowa.....		39,498		4,428							367,555		24,075	
Missouri.....		57,934		5,169							242,730		211,784	
Minnesota.....		36,306		6,641							263,278		30,777	
Kentucky.....		56,868		4,218				36,400			210,772		31,039	
Tennessee.....		23,992		56						22,269	173,999		20,620	
Alabama.....		92,196		14,092							1,820		65,331	
Mississippi.....		89,696		8,492				230		47,840	20,001		45,232	
Arkansas.....		102,752		8,555				38,848			20,000		26,555	
Louisiana.....		72,800		7,526				3,533			55,168		18,972	
Texas.....		238,848		14,470	30						607,704		202,062	
California.....		51,496		10,600				76,080		9,737	97,096		143,100	
Oregon.....		4,161		334				15,600		122,500	8,844		1,734	

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

H.

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

NEW ENGLAND SECTION.

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

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

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

NEW HAMPSHIRE.

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

VERMONT.

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

MASSACHUSETTS.

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

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

RHODE ISLAND.

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

CONNECTICUT.

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

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

Mail messengers, additional pay, principal items:

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

MAINE.

Additional service ordered during the year, principal items:

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

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

NEW YORK.

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

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

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

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

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

NEW JERSEY.

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

June 30, 1858	\$111,251
June 30, 1857	109,362
	<hr/>
Difference	1,889
	<hr/> <hr/>

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

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

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

PENNSYLVANIA.

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

June 30, 1858	\$426,922
June 30, 1857	387,750
	<hr/>
Difference	39,172
	<hr/> <hr/>

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

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

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

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

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

DELAWARE.

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

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

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

MARYLAND.

Aggregate annual cost of mail transportation:

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

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

VIRGINIA.

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

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

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

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

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

by the curtailment or discontinuance of unnecessary or superseded service.

NORTH CAROLINA.

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

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

The following are the principal items of increase:

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

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

SOUTH CAROLINA.

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

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

The following are the principal items of increase:

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

GEORGIA.

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

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

The following are the principal items of increase:

For three additional trips per week from Albany to Bainbridge	-	-	-	-	-	-	\$2,367
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For an additional trip per week from Savannah to Pilatka, Florida - - - - -	\$5,000
For excess paid new contractor (old one having failed) on route from Griffin to Greenville - - - - -	276
For three additional trips per week from Jonesboro' to Fayetteville - - - - -	180
For three additional trips per week from Perry to Hawkinsville - - - - -	476
For an additional trip per week from Perry to Henderson	70
For an additional trip per week from Washington to Abbeville, South Carolina - - - - -	246
For semi-weekly service from Hiawassee to Blairsville -	208
For two additional trips per week from Newnan to Franklin, after deducting the amount saved on service superseded, net - - - - -	158
For new service put in operation under act of August 18, 1856, after deducting the amount saved on service superseded, net - - - - -	9,027
For new railroad service from Brownsville to Satilla, net	359
For new railroad service from Savannah to Zero, net	1,236
For new tri-weekly coach service from Zero to Waresboro'	
For daily mail, during watering season, from Forsyth to Indian Springs - - - - -	100
For railroad service (in lieu of coach) from Barnesville to Thomaston, net - - - - -	384
For new mail messenger service on railroad route from Fort Valley to Albany - - - - -	250
For two conductor route agents on same route - - - - -	200
For new mail messenger service on railroad route from Brunswick to Satilla - - - - -	278

FLORIDA.

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

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

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

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

For tri-weekly coach service from Starke to Newnansville, net	\$1,542
For tri-weekly service from Trail Ridge to Middlebury, net	706
For tri-weekly coach service from Callahan to Trader's Hill, Georgia	1,200
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ALABAMA.

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

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

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

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

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

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

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

MISSISSIPPI.

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

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

This difference is accounted for as follows:

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

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

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

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

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

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

This difference is accounted for as follows:

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

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

ARKANSAS.

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

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

This difference is accounted for, as follows:

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

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

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

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

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

Thus accounted for:

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

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

LOUISIANA.

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

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

This difference is accounted for as follows:

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

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

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

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

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

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

The above difference is accounted for as follows :

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

TEXAS.

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

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

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

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

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

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

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

This difference is accounted for as follows:

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

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

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

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

For the year ended June 30, 1858 - - - - -	\$591,096
For the year ended June 30, 1857 - - - - -	575,573
	<hr/>
Difference - - - - -	15,523
Add, by reason of error in report of 1857 - - - - -	2,40
	<hr/>
Total difference - - - - -	17,923
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This difference is accounted for by the following improvements, ordered during the year :

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

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

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

KENTUCKY.

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

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

Thus accounted for :

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

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

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

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

Accounted for thus :

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

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

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

TENNESSEE.

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

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

Thus accounted for:

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

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

Thus accounted for :

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

MISSOURI.

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

Thus accounted for :

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

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

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

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

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

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

IOWA.

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

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

Thus accounted for :

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

Route from Centreville to Clarendo, one additional trip per week - - - - -	\$667
Route from Adell to Magnolia, 50 per cent. additional compensation for an additional horse, the mails being too heavy to be conveyed by one horse - - -	580
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There are other minor items of cost not here enumerated.

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

For the year ended June 30, 1859, as ascertained Septem- ber 30, 1858 - - - - -	\$214,564
Same, year ended June 30, 1857 - - - - -	141,398
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Difference - - - - -	73,166
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Thus accounted for :

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

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

ILLINOIS.

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

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

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

\$6,613

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

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

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

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

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

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

Railroad service.

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

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

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

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

INDIANA.

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

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

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

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

REPORT OF THE

MICHIGAN.

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

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

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

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

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

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

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

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

WISCONSIN.

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

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

This difference is accounted for as follows :

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

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

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

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

This difference is accounted for as follows :

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

MINNESOTA.

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

For the year ended June 30, 1858 - - - - -	\$90,096
For the year ended June 30, 1857 - - - - -	57,069
Difference - - - - -	33,027

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

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

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

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

September 30, 1858	-	-	-	-	-	-	-	\$190,314
June 30, 1858	-	-	-	-	-	-	-	90,096
Difference	-	-	-	-	-	-	-	100,218

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

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

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

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

NEBRASKA TERRITORY.

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

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

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

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

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

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

This difference is accounted for as follows :

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

KANSAS TERRITORY.

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

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

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

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

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

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

NEW ROUTES.

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

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

PACIFIC SECTION.

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

Cost of service, June 30, 1858.....	\$392,434
Cost of service, June 30, 1857.....	242,766
Difference.....	<u>149,668</u>

Cost of service for year ending June 30, 1859, as ascertained September 30, 1858.....	\$1,126,070
Cost of service June 30, 1858.....	<u>392,434</u>

Estimated excess of cost for year ending June 30, 1859, over that for year ending June 30, 1858.....	<u><u>733,636</u></u>
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The increase of cost for year ending June 30, 1858, was almost entirely owing to the following new service let to contract during the year, viz:

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

And increase of cost produced by the lettings in the spring of 1858, for a new term of contracts for the section commencing July 1, 1858.

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

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

I also subjoin statements, marked—

“A,” exhibiting the receipts of the department.

“B,” exhibiting the expenditures of the department.

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

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

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

Revenue account of the Post Office Department.

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

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

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

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

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

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

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

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

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

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

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

Contractors' Account.

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

Mail Transportation Account.

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

Collection of Post Office revenue.

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

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

Amount collected of postmasters and paid into the treasury "for the use and purposes of the Post Office Department"	3,969,470 80
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During the fiscal year the "collecting division" of this office had charge of the following number of accounts:

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

The number of changes of postmasters reported to the office by the Post Office Department, which required the final adjustment of their respective accounts, was	7,314
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And the balance due on the accounts amounted to	\$436,629 68
Of which there has been collected \$288,462 07	
Amount credited on vouchers 2,054 16	
Amount charged to "suspense account" 157 23	
	290,673 46

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

Leaving a balance on these accounts uncollected on the 30th day of June, 1858, and not in suit, of	135,984 85
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The balance due the United States by late postmasters whose terms of service expired between July 1, 1845, and June 30, 1857, unsettled and not in suit July 1, 1857, as stated in the last annual report, was	\$223,349 18
Which was increased by "estimated postage"	9,288 22
<hr/>	
Total for collection during the fiscal year ending June 30, 1858.....	232,637 40
Of which sum there has been collected. \$112,791 13	
Credited on vouchers.....	11,177 09
"Bad debts".....	20 88
Closed by "suspense account".....	126 95
	<hr/>
	124,116 05
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Amount uncollected on the 30th of June, 1858.....	108,521 35
Of which there has been placed in suit.....	32,638 25
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Amount due and not in suit.....	75,883 10
Of which sum there is due by late postmasters in California	\$40,794 38
And by late postmasters in Oregon ...	2,948 18
	<hr/>
	43,742 56
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These late postmasters have presented vouchers of expenditures "in and about the business of their offices" for a much greater sum than is exhibited on the books of this office as due by them to the United States; and as it is probable that an amount will be allowed to them by the Postmaster General, under the provisions of the 4th and 5th sections of an act approved July 27, 1854, which will equal their apparent indebtedness, this sum should be deducted, leaving due by late postmasters in the United States

32,140 54

Suits.

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

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

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

Summary of debts and collections.

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

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

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

Amount in suit.

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

Credit balances.

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

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

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

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

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

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

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

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

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

Respectfully,

THOS. M. TATE,
Auditor.

Hon. AARON V. BROWN,
Postmaster General.

A.

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

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

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

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

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

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

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

Respectfully submitted,

THOMAS M. TATE, *Auditor.*

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

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

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

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

POSTMASTER GENERAL.

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

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

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

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

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

Respectfully submitted.

THOS. M. TATE, Auditor.

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

HON. AARON V. BROWN, Postmaster General.

C.

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

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

Minnesota	8,335 90	5,002 59	225 15	38,218 52	51,781 46	23,014 70	4,232 84	27,247 54	87,757 06	115,004 00
Oregon Territory	2,805 32	1,790 92	19 40	8,960 82	13,576 46	6,114 69	17 97	6,132 66	35,369 68	41,502 34
New Mexico Territory	138 63	106 04	3 80	1,511 41	1,759 88	749 66	16 50	766 16	30,679 63	31,445 79
Utah Territory ..	569 18	128 00	35	602 71	1,300 24	701 56	19 73	721 29	31,553 36	32,274 65
Nebraska Territory	1,258 17	978 11	21 85	6,821 04	9,079 17	4,875 83	52 66	4,928 49	21,858 60	26,787 09
Washington Territory	663 80	163 94	5 10	1,593 52	2,426 36	1,406 93	20 25	1,427 18	22 70	1,449 88
Kansas Territory	2,228 33	1,727 39	46 85	17,981 46	21,984 03	11,311 24	224 44	11,535 68	26,321 68	37,857 36
	882,122 95	593,407 19	28,146 95	5,692,366 63	7,196,043 72	2,349,260 49	1,104,183 53	3,453,444 02	7,344,619 44	10,798 063 46
Add Prussian postage	\$22,438 20									
Add Bremen postage.....	62 54									
	22,500 74									
Deduct miscellaneous items	324 56									
	22,176 18									
Do.....		1,430 29	1 79							
Add miscellaneous items				7,947 40						
	904,299 13	591,976 90	28,145 16	5,700,314 03						

THOMAS M. TATE, Auditor.

D.

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

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

Respectfully submitted.

THOS. M. TATE, *Auditor.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Closed mail account.

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

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

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

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

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

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

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

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

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

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

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

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

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

POSTMASTER GENERAL.

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

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

MAILS SENT.

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

POSTMASTER GENERAL.

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

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

MAILS SENT.

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

POSTMASTER GENERAL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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