# REPORT OF THE POSTMASTER GENERAL.

Post Office Department,

December 1, 1860.

Six: I have the honor to submit the following report of the operations of this department for the last fiscal year, ending June 30, 1860:

#### TRANSPORTATION STATISTICS.

On the 30th of June last, there were in operation 8,502 mail routes. The number of contractors was 7,445. The length of these routes is estimated at 240,594 miles, divided as follows, viz:

Railroad	27.129
Steamboat	
Coach	54.577
Inferior modes	143,912

The total annual transportation of mails was 74,724,776 miles, costing \$8,808,710, and divided as follows, viz:

Railroad 27,653,749 miles, at \$3,349,662, about 12.11 cents a mile. Steamboat 3,951,268 miles, at \$1,073,852, about 20.7 cents a mile. Coach 18,653,161 miles, at \$2,550,365, about 13.67 cents a mile.

Inferior modes 24,466,598 miles, at \$1,834,831, about 7.45 cents a mile.

Compared with the service reported June 30, 1859, there is a decrease of 19,458 miles in the length of mail routes; of 7,583,626 miles in the annual transportation, about 9.22 per cent.; and of \$660,047 in the cost, about 7 per cent.

The aggregate length of railroad routes has been increased 1,119 miles, and the annual transportation thereon 385,465 miles, about 1.4 per cent., at a cost of \$105,688, or 3.25 per cent.

The length of steamboat routes is diminished 4,233 miles; the annual transportation 618,694 miles, about 13.53 per cent.; and the cost \$83,991, about 7.25 per cent.

The length of coach routes is decreased 8,464 miles; 4,795,237 miles in annual transportation, about 9.45 per cent.; and in cost \$98,015, or 5.07 per cent.

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

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

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

Conveyance.	Miles in length.	Miles of annual transportation.	Cost.
Railroad	- ,	6,569,627	\$849,866
With celerity, certainty, and security	. 347 . 24,999	174,408 7,057,866	17,002 382,133
Total	31,819	13,801,901	1,249,001
Compared with the service on th			
routes by railroad is diminished fi increased forty-two miles; the coac			
this section having been merged i	into one o	class at the la	st letting,
styled "star" or with "celerity, shown an increase of the latter over	certainty,	and security,	There 18
in the length of routes; the annual tr			
miles, and the cost \$45,008.	•		•
On the 30th of June last, there we	re in the	service 474 ro	
at a compensation of	n of		<b>\$</b> 372,240 <b>25,479</b>
1,649 mail messengers	••••••	• • • • • • • • • • • • • • • • • • • •	208,948
68 railroad baggage-masters in omails, at a compensation of	charge of	the express	8,100
		_	614,767
This amount added to the cost of a on the 30th of June			8,808,710
Makes the total on the 30th of June	e last	- ; =	\$9,423,477
NUMBER OF PO	OST OFFICES	•	
Whole number of post offices in the 1859	United St	ates on the 30	00 200
Number established during the year	_	June	_
Number discontinued during the sar Making a decrease during the year		1,18	31
Whole number of post offices on the Number of post offices of which the			
Trainings of home attrong of auttour an	TO HAMICO	WILL DIVER WEI	~

The number of postmasters who have been appointed during the year ending June 30, 1860, is 6,555. Of these 4,214 were to fill vacancies occasioned by resignations, 685 by removals, 267 by deaths,

249 by changes of name and sites, and 1,140 by the establishment of new offices.

The number of post offices at present subject to appointment by the President of the United States is 433, divided by States as follows: Maine, 15; New Hampshire, 10; Vermont, 7; Massachusetts, 33; Rhode Island, 4; Connecticut, 14; New York, 62; New Jersey, 10; Delaware, 1; Maryland, 5; Pennsylvania, 35; Ohio, 32; Michigan, 17; Indiana, 13; Illinois, 30; Wisconsin, 15; District of Columbia, 2; Virginia, 15; North Carolina, 7; South Carolina, 4; Georgia, 12; Florida, 3; Alabama, 8; Mississippi, 8; Louisiana, 5; Texas, 4; Arkansas, 2; Missouri, 9; Iowa, 9; Minnesota, 4; Kentucky, 8; Tennessee, 6; Kansas, 2; Nebraska, 2; California, 18; and Oregon, 2.

Whole number of post offices in the United States on the 1st Decem-

ber, 1860, 28,552.

The increase of business in this department, from the commencement of the government, indicates the growth of our country in a striking manner. At its formation, in 1789, there were but 75 post offices in operation; in 1800, there were 903; in 1810, 2,300; in 1820, 4,500; in 1830, 8,450; in 1840, 13,468; in 1850, 18,417; and in 1860, 28,498.

Reference is made to the accompanying very lucid report of the Sixth Auditor, for the details of the financial operations of this department during the past fiscal year. From this interesting document I derive the following synopsis:

#### REVENUE AND EXPENDITURES.

The expenditures of the department in the fiscal year ending June 30, 1860, amounted to \$19,170,609 99, viz:

Between New York, Southampton,				
and Havre	\$280,843	42		
Between Liverpool, New York, and	• ,			
Philedelphia	50,795	48		
Between New York, New Orleans,	,			
and Havana	10,210	<b>92</b>		
Between New York and Havana	43,913			
Between New Orleans and Vera Cruz	1,911	15		
Between New Orleans and Havana	7,497	38		
Between Portland and Liverpool	74,451			
• • • • • • • • • • • • • • • • • • •			469,624	13
Between New York and San Fran-			•	
cisco	\$187,500	00		
Mails across the Isthmus of Panama	75,000	00		
Panama and Astoria mails	94,384	<b>50</b>		
Expenses of mail agents	1,920			
-			358,804	97

Carried forward...... \$14,281,654 80

Brought forward	\$14,281,654	$80^{-}$
For compensation to postmasters	2,552,868	
For clerks in post offices	966,639	47
For ship, steamboat, and way letters	13,658	
For office furniture for post offices		
For advertising	38,773	
For mail bags	56,710	
For blanks	164,517	
For mail locks, keys, and office stamps	8,032	
For mail depredations and special agents	46,194	
For postage stamps	47,343	
For stamped envelopes	50,162	
For wrapping paper	36,606	
For payments to letter carriers	208,506	
For repayments for dead letters	141 000	
For interest under act Feb. 15, 1860	141,066	
For miscellaneous payments	213,777	
For payments for balances due on British mails	260,035	
For payments for balances due on Bremen mails		
For payments for balances due on Hamburg mails		
For payments for balances due on French mails	36,161	QQ
	19,170,782	15
Deduct for transportation in 1859 \$3,771,050 87		10
Deduct nevments under other heads of		
Deduct payments under other heads of appropriations for 1859 524,958 39	) 	
	4,296,009	26
	1,200,000	
The minute of the section of the sec		
Leaving the actual expenditure for 1860	14,874,772	89
Leaving the actual expenditure for 1860	14,874,772	89 ==
Leaving the actual expenditure for 1860	14,874,772	<del>89</del>
The gross revenue for the year 1860, including rece	eipts from let	<del>=</del>
The gross revenue for the year 1860, including reconcarriers and from foreign postages, amounted to \$8	eipts from let	<del>=</del>
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The gross revenue for the year 1860, including reconstriers and from foreign postages, amounted to \$8 stated below:	eipts from lets, 518,067 40,	ter as
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The gross revenue for the year 1860, including reconstriers and from foreign postages, amounted to \$8 stated below:  Letter postage	#851,182 25,038	ter as 17 84
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The gross revenue for the year 1860, including reconstriers and from foreign postages, amounted to \$85 stated below:  Letter postage	\$851,182 25,038 6,706,295 627,036	ter as 17 84 20 59 00
The gross revenue for the year 1860, including reconstriers and from foreign postages, amounted to \$8 stated below:  Letter postage.  Registered letters.  Stamps sold.  Newspapers and pamphlets.  Fines.  Receipts on account of emoluments.	\$851,182 25,038 6,706,295 627,036 91,694	ter as 17 84 20 59 00 04
The gross revenue for the year 1860, including reconstriers and from foreign postages, amounted to \$85 stated below:  Letter postage.  Registered letters.  Stamps sold.  Newspapers and pamphlets.  Fines.  Receipts on account of emoluments.  Receipts on account of letter carriers.	\$851,182 25,038 6,706,295 627,036 5 91,694 208,506	ter as 17 84 20 59 00 04 22
The gross revenue for the year 1860, including reconstriers and from foreign postages, amounted to \$85 stated below:  Letter postage.  Registered letters.  Stamps sold.  Newspapers and pamphlets.  Fines.  Receipts on account of emoluments.  Receipts on account of letter carriers.  Receipts on account of dead letters.	\$851,182 25,038 6,706,295 627,036 91,694 208,506 3,803	ter as 17 84 20 59 00 04 22 68
The gross revenue for the year 1860, including recoveriers and from foreign postages, amounted to \$85 stated below:  Letter postage	\$851,182 25,038 6,706,295 627,036 5 91,694 208,506 3,803 27	ter as 17 84 20 59 00 42 22 68 02
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The gross revenue for the year 1860, including recoveriers and from foreign postages, amounted to \$85 stated below:  Letter postage	\$851,182 25,038 6,706,295 627,036 5 91,694 208,506 3,803 27° 4,232	ter as 17 84 20 59 00 4 22 68 02 64

Being an increase of near seven per cent. over the revenue of the year ending June 30, 1859.

The balance standing to the credit of the department the Auditor, on June 30, 1859, was.  The receipts of the department from all sources during the year 1860.  Amount closed by suspense.  Amount of various appropriations drawn from the	on the books \$710,231 8,518,067 15	29 40
treasury during the year, as specifically shown by the Auditor, was	11,154,167	54
Total receipts	20,382,481	<b>4</b> 8
The whole amount of expenses in the year, including \$11 32 for accounts closed by bad debts	19,170,621	31
Leaving a credit to the revenue account for 1860	1,211,860	17
Of this sum, there was in the hands of the treasurer and assistant treasurers, post office depositaries, and in draft offices, subject to warrants and drafts	<b>596,69</b> 8	17
Leaving a floating debt of	615,162	00
This amount of \$615,162 00 to the credit of the		
department, July 1, 1860, is made up of balances due ters and late postmasters, which have been accumulated 1845, and can only be made available as they are collected.	from postming from July	<b>as</b> -
department, July 1, 1860, is made up of balances due ters and late postmasters, which have been accumulate	from postming from July ected. \$19,170,609	as- 1, 99
department, July 1, 1860, is made up of balances due ters and late postmasters, which have been accumulated 1845, and can only be made available as they are collector the year ending June 30, 1860, the expenditures were  From which deduct payments for 1859	\$19,170,609 4,296,009	99 26 89
department, July 1, 1860, is made up of balances due ters and late postmasters, which have been accumulated 1845, and can only be made available as they are collected.  For the year ending June 30, 1860, the expenditures were  From which deduct payments for 1859	from postming from July ected. \$19,170,609 4,296,009	99 26 89
department, July 1, 1860, is made up of balances due ters and late postmasters, which have been accumulated 1845, and can only be made available as they are collector the year ending June 30, 1860, the expenditures were  From which deduct payments for 1859	\$19,170,609 4,296,009 14,874,772 9,218,067	99 26 89 40

# ESTIMATE OF RECEIPTS AND EXPENDITURES FOR 1862.

### Expenditures.

For transportation of the mails inland	<b>\$</b> 10,040,284	00
For compensation of postmasters	2,728,734	
For clerks for post offices	1,045,517	<b>23</b>
For ship, steamboat, and way letters	20,000	00
For office furniture for post offices	4,000	00
For advertising	70,000	00
For mail bags	55,000	
For paper for blanks	60,000	00
For printing blanks	12,000	
For wrapping paper	45,000	
For mail locks, keys, and stamps	20,000	
For mail depredations and special agents	75,000	
For miscellaneous payments	160,000	
For postage stamps and stamped envelopes		
For payments of balances due to foreign countries		00
For payments of letter carriers		
2 of hay money of rever currents		
Estimated expenditures for 1862	14,955,535	23
•	•	
Means for 1862.		
Means for 1862.  The gross revenue for the year 1862, including foreign postages, fees paid in by letter carriers, and miscellaneous receipts, is estimated at \$9,213,140 00 Balance of appropriations, arising chiefly from increased revenues, and not re-		
Means for 1862.  The gross revenue for the year 1862, including foreign postages, fees paid in by letter carriers, and miscellaneous receipts, is estimated at \$9,213,140 00 Balance of appropriations, arising chiefly		60
Means for 1862.  The gross revenue for the year 1862, including foreign postages, fees paid in by letter carriers, and miscellaneous receipts, is estimated at \$9,213,140 00 Balance of appropriations, arising chiefly from increased revenues, and not required for expenditures of 1860	9,688,934	
Means for 1862.  The gross revenue for the year 1862, including foreign postages, fees paid in by letter carriers, and miscellaneous receipts, is estimated at \$9,213,140 00 Balance of appropriations, arising chiefly from increased revenues, and not required for expenditures of 1860	5,266,600	63
Means for 1862.  The gross revenue for the year 1862, including foreign postages, fees paid in by letter carriers, and miscellaneous receipts, is estimated at \$9,213,140 00 Balance of appropriations, arising chiefly from increased revenues, and not required for expenditures of 1860	5,266,600 700,000	63

The anticipated revenue for the year ended June 30, 1860, was \$8,287,223, or four per cent. on the revenue of 1859. It now appears that the actual revenue for 1860 was \$8,518,067 40, being near seven per cent. increase; nevertheless, it is not deemed expedient to estimate for an increase of more than four per cent. for 1862; and the amount of \$9,213,140, as above stated, is obtained by assuming that ratio of increase for both 1861 and 1862, based on the actual revenue of 1860.

### ESTIMATE FOR THE TRANSPORTATION OF FOREIGN MAILS, FOR 1862.

Between New York, Liverpool, and other European ports Between the United States, Cuba, and other West In-	<b>\$335,0</b> 00	00
dia ports  Between Portland and Liverpool and Quebec and Liv-	55,000	00
erpool	70,000	<b>0</b> 0
erpool	3,000	
Between Key West and Havana, (Cuba,)	10,000	
Between New York and Aspinwall and Panama and	,	
San Francisco	170,825	00
This amount will come out of the appropriation under the fifth section of the act of June 14, 1858, deemed perpetual by the Attorney General	643,825 4,566,600	
Whole amount estimated to be required from the treasury.  The estimate for transporting mails from New York, by Aspinwall and Panama, to San Francisco, is made agreeably to the provisions of the fourth section of the act of June 15, 1860; but, it being apparent that the postages will be insufficient to pay for both Isthmus transit service and sea service, it is prepare to submit a special estimate for the former.	5,210,426	63
proper to submit a special estimate for the former, being the contract price with the Panama Railroad Company	101,750	00
Which would make the amount required from the treasury for 1862	5,312,176	63
Exclusive of the earnings of the department for carrying free matter, under acts of March 3, 1847, and March 3, 1851	\$700,000	00

In the foregoing estimates, no account is taken of the balance of \$615,162 reported by the Auditor as standing to the credit of the department June 30, 1860, the entire sum being an accumulation, since 1845, in the hands of postmasters and late postmasters, and can only be made available as they are collected.

The measures of reform proposed in my last annual report not having been adopted by Congress, the anticipated improvement in the financial status of the department is not realized; and although the estimated deficiency for the year 1862 is \$1,683,832 63 less than the deficiency for 1859, still the department is left very far from that position of independence which, in my opinion, it should occupy.

The following is a statement of revenue and expenditures for eight years, from 1853 to 1860, inclusive, and estimates for 1861 and 1862, to wit:

Years.	Expenditures.	Revenues.	Deficiencies.
1853	\$7,982,756 59	\$5,940,724 70	<b>\$2,042,031</b> 89
1854	8,577,424 12	6,955,586 22	1,621,837 90
1855		7,342,136 13	2,626,206 10
856		7,620,821 66	2,787,046 5
1857		8,053,951 76	3,453,718 4
18 <b>5</b> 8		8,186,792 86	4,534,843 7
1859		7,968,484 07	6,996,009 2
1860		9,218,067 40	5,656,705 4
1861		9,676,711 00	5,988,424 0
8 <b>62</b>	14,955,535 23	10,388,934 60	4,566,600 6

#### POSTAGE STAMPS AND STAMPED ENVELOPES.

The number of postage stamps supplied to postmasters during the year ended June 30, 1860, was as follows, viz:

1-cent.	3-cent.	5-cent.	10-cent.	<b>12-</b> ce	nt.	24-cen	t,
50,723,400	159,463,600	579,360	3,898,450	1,653	,500	52,35	0
	nber, 216,370 velop <b>es</b> , 29,2					)20,939 )49,377	
Total amou	nt for 1860	omna and a		olonga	6,8	370,316	19
issued du	of postage st ring the year	ended Jur	ne 30, 1859	eropes	6,2	261,533	34
Increas	se during 186	0	••••••	• • • • • •	-	08,782	85

Larger denominations of postage stamps have been adopted and introduced, especially for the purpose of affording requisite facilities to prepay the postage on letters to foreign countries, and of removing all excuses heretofore existing for paying such postages in money. The new denominations are twenty-four cents, thirty cents, and ninety cents. The two latter have been introduced since 1st July last, and the sales up to November 1, have been as follows:

Thirty-cent stamps, 140,860; amounting to	\$42,258
Ninety-cent stamps, 15,840; amounting to	14,256
Previously to July 1, there were issued of twenty-four cent	·
stamps, 52,350; amounting to	12,564
From 1st July to 1st November, 287,975; amounting to	69,114

Total issues of new denominations, 497,025; amounting to.. 138,192

A new die for embossing the stamp on the postage-stamped envelope has been adopted, which is believed to be an improvement on the former one, especially because of its reduced size, giving a neater and more

attractive appearance to the envelope.

There has also been introduced a novel description of stamped envelopes, embracing what is called the "self-ruling improvement," consisting of black lines so arranged within the envelope as to afford a correct guide for writing the address of a letter, but which lines are concealed after placing the letter in the envelope. Of these envelopes there have been issued, up to November 1, 3,442,150.

It is contemplated to introduce immediately two new denominations of envelopes; one embossed with a one-cent stamp, the other with both

the one and the three-cent stamps.

The one-cent envelope is designed mainly for circulars, of which many millions are annually distributed through the mails. The same envelope, however, will also be largely used for city correspondence.

The envelope with the one-cent and three-cent stamps will be required in cities where there are lamp-post letter-boxes or other depositories for letters, to be conveyed by carriers to the post office, the one-cent paying the carrier's fee, and the other stamp paying the postage on letters to be sent out of the city by mail. This envelope will also be used by those who, when addressing their city correspondents, desire to relieve them from the payment of the carrier's fee for delivering their letters at their domicil.

Proposals were made during the last session of Congress to furnish the department with wrappers or envelopes embossed with one-cent postage stamps, for the purpose of prepaying transient newspapers, and the subject was considered by the Committees on the Post Office and Post Roads. Recently, similar proposals (from another party) have been made, with the suggestion that not merely one-cent, but also two-cent newspaper wrappers be provided; and I recommend the subject for such disposition as Congress may deem necessary.

#### DEAD LETTERS.

The number of dead letters containing money, registered and during the year ended 30th June last, was	10,450
Totalbeing 5,662 increase on the work of 1859. (See the tables hereto appended.)	24,035
In addition, there have been sent out, since April last, 6,982 other letters, of a class which were heretofore either destroyed or filed, not containing inclosures of sufficient absolute value to justify their registration.	6,982
Making whole number sent out	31,017

Whole num	ber of dead letters opened at San Francisco	75,127
	Foreign Letters.	
66 66 66 66	England France Bremen Hamburg. Prussia Canada. New Brunswick Nova Scotia.	41,835 13,400 6,178 2,517 17,317 25,800 2,041 1,693
"	Prince Edward's Island	130

Persevering efforts have been made, so far as the limited number of clerks would permit, to find the true causes for the non-delivery especially of valuable letters, and the result has been to confirm the former experience of the department, as stated in my annual report of last year, and my special report of 7th May last. For example, out of 8,002 cases, in which the inquiries of the department have been answered, or where causes were patent without inquiry, 3,983 letters were misdirected, 621 illegibly directed, 583 directed to transient persons, 336 to persons moved away, 657 not mailed for want of postage, 885 directed to fictitious persons or firms, 54 without any address or direction, 34 missent, leaving, out of 8,002, only 1,341 letters properly addressed, and only 684 for the non-delivery of which the department is blameable, 657 having become dead because not prepaid.

In reference to the class of letters not containing money or other valuable inclosures, a similar state of facts seems to exist. The number returned to the dead letter office for want of postage during the past seven months, to November 1, was 22,259.

Out of 37,868 letters without inclosures, the number for want of direction was	10,178
	10,535

Although the number of letters conveyed by mail during the last year has increased by many millions, (as shown by the increased revenue of over \$500,000,) yet the whole number of dead letters, so far from increasing, has rather diminished. From this fact, it may be concluded that better attention than formerly is now given to the delivery of letters, and that the new regulations on the subject have had a salutary effect.

If the proper assistance could be obtained, further improvements might, no doubt, be made, and I therefore again beg leave to urge the propriety of authorizing the employment of temporary clerks to make experiments with the dead letters, somewhat according to the plans proposed in my special report of May 7, 1860. (Sen. Ex. Doc., No. 41, 36th Congress, 1st session.) It might, perhaps, be sufficient for the present, simply to authorize the use of the dead letter money, (which cannot be restored to the owners,) including what has heretofore accrued and that to accrue in future, or so much of it as may be necessary for the improvement of this branch of business.

The new law concerning the return of letters, upon which the names and post offices of the writers were indorsed, was communicated specially to all postmasters; but, as yet, it seems to have been measurably

inoperative.

It is the duty of the Postmaster General to enforce the prompt rendition of the quarterly accounts of postmasters, and refer them to the auditor for examination and adjustment. On the 30th June last, there were in operation 28,498 post offices, making the number of accounts to be handled in a year 113,396. Their bulk is such that over 400 three bushel sacks are required to contain the accounts of a single quarter. The post bills (weighing alone between 40,000 and 50,000 pounds each quarter) have to be separated from the transcripts, and stored in regular order for reference; and the dead letters counted and compared with their bills. Then the accounts are registered and immediately transferred to the Auditor's Office. Out of the whole number of post offices (28,498) only 258 failed to make returns for quarter ended 30th June last.

The dead letters, which number over 500,000 a quarter, are carefully opened, and those with inclosures of value registered and returned to the owners.

The labor connected with the accounts and dead letters has increased over fifty per cent. within ten years. Ten thousand new post offices have been established, and the number of valuable dead letters sent out has increased from 16,000 to 24,000 annually.

Another branch of business, involving much labor and responsibility, is the preparation of warrants and drafts in payment of balances reported by the Auditor to be due the mail contractors and others each

auarter.

This involves the keeping of summary cash accounts with eight United States depositories, 29 other depositories, (in post offices,) 842 draft offices, and 993 depositing offices. At the depository and draft offices, \$3,237,777 (being over two thirds) of the net revenues of the department were concentrated and then disbursed during the year ended 30th June last, the remainder of the net revenue having been collected by mail contractors, on orders prepared and sent out from the Auditor's Office.

On the 30th			nere were.			mail	contractors.
Incre	ase	•••••	• • • • • • • • • • • • •	• • • • • • • • • •	2,075	say 5	0 per cent.
Number of d	rafts a	nd warre	ints issued	l in 1860,	24,000	1	
4.6		"	66	1852,	16,000	l	
Incre	ase		• • • • • • • • • • • • • • • • • • • •		8,000	) or 5	0 per cent.

Before making payments, all the calculations of the Auditor's Office are verified and noted each quarter, for which purpose summary accounts are required to be kept for all of the 8,500 mail routes, and the various calculations and entries thus amount to 17,000 each quarter. This large amount of extra work has been found necessary since 1854.

The branch of business, however, which has most rapidly grown is

that connected with the postage stamps and stamped envelopes.

The use of stamps commenced in 1847, and between 1st July of that year and 30th June, 1851, there were issued—

891,000 of the ten cent denomination,

3,712,200 "five" equal to \$274,710.

Under the act of 3d March, 1851, reducing postages and favoring prepayment, the issues were, for the year ended 30th June, 1852:

1-cent.	3-cent.	19-cent.	Equal to—
5,002,400	45,987,900	137,750	\$1,446,170

## For the year ending June 30 last, there were issued-

1-cent.	3-cent.	5-cent.	10-cent.	12-cent.	24-cent.	Equal to—
50,723,400	159,463,600	579,360	3,898,450	1,653,500	52,350	\$5,920,939

Stamped envelopes were introduced in 1853, and the issues during the last year amounted to	<b>\$</b> 949,377	19
Total of postage stamps and stamped envelopes  Being an increase in eight years of	6,870,316 5,424,146	

In the year 1852, the number of orders for stamps was 9,200. In 1860, the orders for stamps and stamped envelopes were, in round numbers, 80,000, or near 900 per cent. increase. The average number of orders now requiring attention each day is above 225. Each separate order is compared with the ledger, and the date and amount of stamps and envelopes previously furnished are noted, so as to guard against over supplies. Next, the revenue of the post office is ascertained, and the amount to be sent is apportioned and noted accordingly. In the third place, the several orders are registered, and then charged on the ledgers to each office.

Receipts corresponding to the number of orders filled are daily received and entered on the registers, and then filed until the end of the quarter, when they are referred to the Auditor, to be regularly charged

in the adjustment of the postmasters' accounts.

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The duties described, connected with postage stamps and stamped envelopes, are of the very first importance—being at the foundation of almost the entire revenues of the Post Office Department—and require

for their performance the closest application, combined with strict vigi-

lance and all the best qualifications of an accountant.

In 1852, the number of clerks on the various duties of the Finance Office, as above described, was 17. The present number, allowed by law, is 25, an increase which is insufficient for the work connected with receiving and referring the accounts of postmasters, examining dead letters, and with disbursements of the revenue, leaving entirely out of view the distribution of postage stamps and stamped envelopes, which business has so rapidly advanced to its present magnitude since 1852, as already shown. At that period it was managed by one single clerk;

now, at least nine clerks are required.

In the other branches, various improvements have been introduced, which, together with the growth of the business, makes additional force necessary. At present, the work is accomplished by the aid of temporary clerks, who are engaged in the distribution of stamps, and paid out of the appropriation for that purpose, and by using as clerks persons who are employed and paid out of the appropriation for laborers. It is, however, submitted that such a state of things should not continue, and that Congress should make provision for an addition to the regular corps of clerks sufficient to meet the absolute demands of the public service. Accordingly, I recommend that the following additional clerks be authorized, viz:

One of class 3, at \$1,600 per annum. Five of class 2, at 1,400 per annum. Five of class 1, at 1,200 per annum.

In all eleven, being, however, an addition of only two to the numerical force now actually in service, taking into account six temporary clerks and three laborers employed as clerks.

#### POREIGN MAIL SERVICE.

The tables accompanying the report of the Auditor for this department, hereto annexed, exhibit the following results of our foreign mail

service for the past fiscal year:

The aggregate amount of postage (sea, inland, and foreign) on United States and European mails was \$1,376,402 25, conveyed as follows, viz: by United States and other steamships employed by this department, \$541,039 92; by British mail packets, of the Cunard line, \$766,418 60; and by the North German Lloyd and Hamburg lines of mail packets, \$68,943 73. Of this amount, \$830,005 55 was collected in the United States, and \$546,396 70 in the United Kingdom, France, Prussia, Bremen, Hamburg, and Belgium. Excess of collections in the United States, \$283,608 85.

The number of letters and newspapers exchanged with Europe was as follows: letters sent from the United States, 3,093,390; received from Europe, 3,072,979; total, 6,166,369. Newspapers sent, 2,127,870;

newspapers received, 1,338,207; total, 3,466,077.

The amount of letter postages upon mails exchanged with Great Britain was \$788,431 61; with Prussia, \$285,469 20; with France, \$229,802 78; Bremen, \$35,810 21; Hamburg, \$33,133 52; and Belgium, \$3,754 93; being an increase on British mails of \$18,345 61;

on French mails of \$11,032 73; on Hamburg mails of \$10,551 57; and a decrease on Prussian mails of \$3,173 48, and on Bremen mails of \$2,558 16, as compared with the evious year. (The exchange of mails with Belgium commenced on e 24th of January, 1860.) Total

increased letter postages on European mails, \$37,953 20.

The amount of postages on mails sent to Great Britain was \$376,814 03; to Prussia, \$156,785 09; to France, \$110,484 45; to Bremen, \$16,995 09; to Hamburg, \$22,871 80; and to Belgium, \$2,268 18. Total sent, \$686,218 64. On mails received from Great Britain, \$411,617 58; from Prussia, \$128,684 11; from France, \$119,318 33; from Bremen, \$18,815 12; from Hamburg, \$10,261 72; and from Belgium, \$1,486 75. Total received, \$690,183 61.

The weight of closed letter mails received and sent during the year

was as follows:

Prussian closed mails received, 136,845½ ounces; sent, 162,646½ ounces; total 299,491½ ounces. British and Canadian closed mails received, 60,637 ounces; sent, 39,018½ ounces; total, 99,655½ ounces. British and California closed mails received, 24,442 ounces; sent, 6,279½ ounces; total, 30,721½ ounces. British and Havana closed mails received, 12,733 ounces; and British and Mexican closed mails received, 1,183 ounces.

The amount paid Great Britain for sea and territorial transit of closed mails through the United Kingdom, was \$126,049 97½, and the amount received from Great Britain on British closed mails in

transit through the United States, was \$41,460 65.

Balance due Great Britain on adjustment of account	for the year
ended June 30, 1860	
Balance due to France, (3d and 4th quarters 1859)	15,367 62
Balance due to Bremen	
Balance due to Hamburg	13,879 63
Balance due the United States on adjustment of accounts	·
with Prussia for the fiscal year	43,285 37

The cost of the transatlantic mail service performed by steamships employed by this department, under the provisions of the act of June 14, 1858, was \$375,235 04. Thirty round trips were performed by American steamships between New York, Southampton, and Havre, for the sea and United States inland postages, amounting to \$228,-149 70; the average, per round trip, being \$7,604 99. Eleven round trips were performed by foreign steamships between New York and Liverpool, at the sea postage only, for the sum of \$50,093 62; averaging \$4,553 96 per round trip. Ten round trips were performed between New York and Southampton by foreign steamships, at the sea postage only, for the sum of \$37,061 45; averaging \$3,706 14 per round trip. Thirty-one round trips were also performed by the Canadian line of mail packets between Portland and Liverpool and Quebec and Liverpool, at the sea postage only, for the sum of \$59,930 27; averaging \$1,933 23 per round trip.

Total postages on mails transported by steamships between New York, New Orleans, and San Francisco, via the Isthmus of Panama, including mails for Aspinwall and Panama, (New Granada,) and

Acapulco, Mexico, \$220,862 75; between New Orleans and San Francisco, via Isthmus of Tehuantepec, from July 1 to October 10, 1860, \$1,584 81; between the United States and the West India Islands, \$66,715 67; and between New Orleans and Vera Cruz, Mexico, \$2,019 75.

The amount paid to the different home lines of ocean steamers conveying mails to and from Havana and Matanzas, (Cuba,) and receiving as compensation the United States postages, sea and inland, was \$50,651 68, and for transporting mails by steamship between New

Orleans and Vera Cruz, Mexico, seven round trips, \$1,911 15.

I have the satisfaction of announcing that a liberal and advantageous postal treaty has been concluded with his Majesty the King of the Belgians, through his Excellency, Mr. Blondeel Van Cuelenbroeck, Envoy extraordinary and Minister plenipotentiary, the ratifications of which have been regularly exchanged. A copy of this treaty, which bears date the 21st December, 1859, accompanies this report.

Some further correspondence has taken place between this department and the British post office on the subject of a reduction of postage upon international letters, but as yet without any satisfactory result. The division of the present rate of twenty-four cents is as follows:

United States inland postage	5	cents.
Sea postage	3	"
	24	"

The country performing the ocean service of course receives the sea

postage.

This department having intimated its willingness, upon certain conditions, to favor a reduction of the postage to twelve cents, the British office in February, 1857, proposed that rate, and that the division should be as follows:

British inland	3	cents.
Sea	6	"
United States inland	3	"
	12	66
	-	

As a condition of this proposition it was, however, further proposed that no letter should be forwarded unless prepaid to the extent of at least one rate of twelve cents; that letters on which postage to the amount of twelve cents had been paid, but which were not fully prepaid, should be charged with the deficient postage, and in addition one rate of twelve cents; and that each country was to retain the amount of postage collected in it, whether for prepaid letters dispatched to the other, or for insufficiently paid letters received from the other; but the country from which the letters were dispatched was to account to the other for the sea rate—six cents for half-ounce letters—when the

mail packet by which the letters were forwarded belonged to that other

country.

This offer was declined, but without presenting on the part of this department any counter proposition before the month of August, 1859, when I proposed to take the inland rates established in the respective countries—three cents United States to two cents British—as presenting a fair division, leaving the sea postage at seven cents; and that each country should continue to account as at present for its due proportion of the postage, instead of retaining all it should collect and accounting only in respect to the sea postage. Regarding this proposition as most liberal, offering as it does to the international correspondence advantages in reality superior to those extended to our domestic letters in the aggregate, since a considerable proportion of the latter are subject to ten cents postage, it was confidently believed that it would be promptly accepted. But I regret to say it was declined; the British government insisting on an equal division of the inland postage, and proposing that the inland rate for each country should be two cents, leaving the sea postage at eight cents. Here the subject rests. their side it is claimed that a very large proportion of the letters are delivered free by paid letter carriers and rural messengers; that in some respects their land conveyance is superior to ours, and that in the conveyance by sea, their packets render a more valuable and far more costly service than those of the United States. The answer on the part of the United States is that our mail service is much more extended and costly than that of Great Britain; that every year adds to its expense; that in point of fact, while in that country it is a source of income, in the United States it is a tax of several million dollars annually on the treasury; and when, under these circumstances, we are willing, in a spirit of liberality and for the sake of uniformity, to take our lowest rate of three cents as our proportion of the inland postage on international letters, allowing them their inland rate of two cents, it is certainly the utmost that could in honor be granted. The true principle is, that each government is the best if not the only competent judge of the cost and value of its own inland postal service. That of England, with all its celerity and regularity and other advantages, has been determined by the government of that country to be worth but two cents the single rate, and that this is no under estimate is proved by the fact that the postal system is there fully self-sustaining. The domestic service of the United States has been determined by Congress to be worth three cents the single rate for distances under and ten cents for distances over three thousand miles; and that this is no over estimate is conclusively shown by the fact that the postal system here, so far from sustaining itself, is, as already stated, a heavy annual charge upon the treasury. The spirit of the age, which encourages international correspondence as it does international commerce, forbids that a foreign letter should be subjected to a higher postage for its inland transportation than that which is imposed upon domestic letters, and it has certainly no claim to be carried for a lower rate. As in the division of the twelve cent postage proposed, England will consent to no abatement of her inland rate, her postal authorities cannot reasonably expect that the United States will reduce their domestic rate, which, as shown, is

already much below what the service actually costs. It is difficult to perceive on what principle it can be claimed that our rate, which is not remunerative, shall suffer abatement, while that of England, which is confessedly so, remains intact. Seven cents is regarded as affording an ample compensation for the ocean transportation. If, however, it is not so, it should be increased; but that increase should not be abstracted from the domestic rate of either of the two countries. regards the superiority of the English ocean conveyance, so long as they are enabled by large subsidies to keep vessels of great speed regularly in the service the year round, they will continue, as heretofore, to carry much the largest part of the mails, and will, of course, continue to realize a correspondingly large proportion of the sea postage. gratified, however, to be able to state that, although the United States vessels are prohibited by law from receiving anything beyond the postages for the conveyance of the mails, there is now a fair prospect of our soon having a regular weekly line to Europe by American ships.

In my solicitude to avoid every obstacle to an immediate reduction of the postage upon letters, I proposed to the Postmaster General of Great Britain to leave the subject of postage upon printed matter for separate negotiation. High as the postage is on letters, it is even more unreasonable on many kinds of printed matter. charge on newspapers, and pamphlets weighing not over two ounces, is four cents; on pamphlets and magazines exceeding two ounces in weight, eight cents an ounce; and books are admitted into the mail only at letter rate. The British office proposes that each country shall charge what it pleases upon printed matter of every description, crediting the other with thirty cents a pound when the other performs the sea service, and with ten cents a pound when the sea conveyance is by its own packets. The counter proposition of this department is, that upon newspapers the postage shall be two cents, prepaid, and divided equally, whether the sea conveyance is by one or the other country; and that all other kinds of printed matter be subject to compulsory prepayment, at two cents an ounce, or thirty-two cents a pound, the postage to be apportioned and accounted for as follows:

United States inland	10	cents.
Sea (the country carrying receiving)	16	"
British inland	. 6	"

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#### PACIFIC MAILS.

By the terms of the act of June 15, 1860, the compensation for the ocean service between our Atlantic and Pacific coasts was limited to the postages received on the mails conveyed. Immediately after the passage of this law, a correspondence was opened with the owners of the steamships engaged in the trade between New York and San Francisco, and the mails were offered to them on the conditions of the act referred to, but they were peremptorily declined, on the ground that

in consequence of the diversion of a large part of the letter mail to the overland route, the postages would afford a wholly inadequate remu-This fact the President of the United States at once communicated to Congress, and urged that the act of June 15 should be so modified as to authorize the department to contract for the continuance of the then existing transportation of the mails between New York and San Francisco, on such terms as might be deemed reasonable and just. Congress, however, adjourned without taking any further action upon the subject. In view of the importance of these mails and of the impracticability, from their great weight and bulk, of forwarding them over land, a renewed effort was made for their transmission by sea, and finally Cornelius Vanderbilt agreed to convey them until the 4th of March next, upon the terms of the act of June 15, but upon the express assurance that the President would recommend to Congress to make to him such further allowance, over and above the postages, as would constitute a fair and adequate compensation for the service. But for this assurance, all the endeavors of the department to maintain an ocean postal communication between our Atlantic and Pacific ports would, it is confidently believed, have proved unavailing.

The subjoined table exhibits the postages received from the ocean and Isthmus route to California, as well as from the overland service,

for three quarters of the present year, ending September 30:

# March quarter, 1860.

Ocean and Isthmus postages  Overland postages		
June quarter, 1860.	•	
Ocean and Isthmus postages Overland postages	\$33,607 34,509	62 73
September quarter, 1860.		
Ocean and Isthmus postages  Overland postages	\$25,644 37,010	70 75

It will be seen that the revenue from the ocean service has constantly diminished, while that from the overland route has constantly increased, though not in the same proportion. The diminution and increase are alike due to the order of this department under date of 17th of December, 1859, directing letter mails, which had previously gone by the steamers, to be made up and forwarded overland. During the last quarter, which was the first under the existing contract, the falling off in the receipts from the ocean service was very rapid, having declined to \$25,644 70. This is probably below the quarterly average for the year. Assuming, however, the receipts for the preceding quarter

to be the average, this would give at the rate of \$134,430 48 per annum. That this sum, should it even be realized, is not a full compensation for the service as actually performed, is undeniable, but what further allowance should be made to the contractor, is a question which belongs to the discretion of Congress to determine. Prior to the 30th of June, 1860, the transmission of these mails, including a direct service from New Orleans, cost the government at the rate of \$350,000 per annum. The present contract does not embrace the New Orleans mails, but it provides for an additional monthly trip between New York and San Francisco, making the service tri-monthly instead of semi-monthly as heretofore. It is due to the contractor to say that he has thus far faithfully fulfilled his engagement with the department, and as he came to its relief in a conjuncture of great embarrassment, his claim for remuncration should be frankly and liberally met. I should not regard the government as honorably acquitted of its obligations to him, without a full redemption of the pledge implied in the assurance which the President, from high considerations of the public interest, felt justified in giving him.

In addition to this tri-monthly mail by the ocean, there exist at present the following overland postal connections with the Pacific,

viz:

1. A semi-monthly mail from St. Joseph, Missouri, via Salt Lake City, to Placerville, California. The expenditure upon this route was reduced \$47,000, on the 6th day of June, 1860, by the establishment of a "star" in lieu of the preëxisting coach service between Salt Lake City and Placerville, and it has been increased at the rate of \$24,381 per annum, by the improvement of the service to a weekly mail between Placerville and Carson City, and between St. Joseph and Fort Kearney, for the purpose of supplying the large and increasing populations in the regions of the Pike's Peak and Washoe mines.

2. A weekly mail from New Orleans, via San Antonio, Camp Stock-

ton and El Paso, to San Francisco.

3. A semi-weekly letter mail from St. Louis and Memphis, via Fort

Smith and El Paso and Fort Yuma, to San Francisco.

The annual cost of these routes, as now modified—estimating that by the ocean at \$350,000—is \$1,202,381. The receipts from them, per annum, as shown by the tables accompanying this report, do not exceed \$296,469 7i. In view of this extremely limited revenue, as compared with the outlay, and of the fact that these routes were established and are maintained mainly for the advancement of certain national objects not at all postal in their character, I respectfully but earnestly renew the recommendation contained in my last annual report, that they shall be at once put upon the public treasury.

The following table of postages received from and expenditures made upon these several routes will indicate the postal value of each during the last year:

	Expenditure.	Receipts.
1. From New York to San Francisco	"600,000 00 125,000 00 83,241 00	\$170,825 40 119,766 76 4,305 64 978 50 593 41

It thus appears that the revenue accruing from the service between St. Joseph and Placerville, via Salt Lake City, amounted to but \$5,284 14; yet upon this route—adding thereto the short distances between St. Louis and St. Joseph and San Francisco and Placerville—a bill now pending before Congress proposes the establishment of a daily service, under the delusive expectation of carrying through this vast desert, and over mountains for several months of the year covered with snow. and impassable, the mails, weighing tons, which are now safely, rapidly, and regularly transported by other routes that are open and unobstructed throughout the year. The enterprise in its practical operation would, no doubt, result in a complete failure, owing to the character of the road, the rigors of the winter, and the bulk and weight of the mails. It could not be maintained at a less cost than \$600,000 per annum, and while disastrous to the last degree to the postal interests, this lavish outlay would prove beneficial only to the contractors. If their importunities and the importunities of their friends cannot be withstood by the government, it would be far better that they and their descendants, for an indefinite period, should be pensioned from the treasury, than that this unparalleled waste of the public money should be allowed.

The act of Congress of 21st June, last, directed me to contract with the California Stage Company for daily service in stages, between Sacramento City, in California, and Portland, in Oregon, running through in seven days, from April 1 to December 1, and in twelve days the balance of the year, at \$90,000 per annum. This line went into operation on the 15th of September, under my order, when the service previously existing on the road, costing \$25,883 per annum, was with-The act also directed the organization of a six-times-a-week line, in steamboats and stages, between Portland, Oregon, and Olympia, in Washington Territory, at a rate of cost not exceeding that prescribed for the former route. The contractors for the semi-weekly mail already in operation between the latter points were directed to improve accordingly, making the trips in thirty-six hours, as required by the act, at \$12,346 additional pay, per annum. They have not yet been heard from. The act further directed that the ocean service, performed semi-monthly since October, 1857, between San Francisco and Olympia, at \$122,500 per annum, should be withdrawn, when the routes referred to were put in operation. The Pacific Mail Steamship Company, who held the contract therefor, have been instructed to discontinue service accordingly. As there has existed for some years a six-times-a-week steamboat service, between San Francisco and Sacramento City, 120 miles, through in eleven hours, and as the net expense of the new interior route, as arranged, is but \$76,463 a year, it will be perceived that the effect of the arrangements will be to make the service between San Francisco and Olympia, (nearly one thousand miles,) much more frequent than heretofore, and at a considerable saving in expenditure; an increase of mail facilities, which will, doubtless, afford great satisfaction as well as accommodation to the numerous important towns lying between said points.

#### SAN ANTONIO AND SAN DIEGO.

It was stated in the last annual report that the cost of this service had been reduced from \$196,000 to \$120,000 per sunum, by restoring it to its original footing as a semi-monthly mail. Within the past year that portion of the route between San Diego and Fort Yuma was discontinued as entirely useless, which resulted in a saving of \$28,695. Between El Paso and Camp Stockton, a "star" has been substituted for the coach service, and the semi-monthly improved to a weekly mail, with a reduction of the expenditure of \$12,579. The service has also been increased to a weekly mail between San Antonio and Camp Stockton. This has involved an additional annual outlay of \$16,274, which, however, was necessary in order to complete the postal connection between New Orleans and San Francisco. It thus appears that the aggregate of the retrenchments made in the expenditures on this route since March, 1859, amount to \$101,000. As thus modified, the route meets every postal want, and the service upon it is believed to be entirely satisfactory to the public.

#### CHARLESTON, SAVANNAH, AND KEY WEST SERVICE.

Under the provisions of the act approved June 25, 1860, proposals were invited for transporting the mails semi-monthly in steamships between Charleston and Savannah, and Key West, and on the third day of October, 1860, a contract was concluded with the owner of the steamer Isabel, to continue for four years from the 1st July, 1860, at an annual compensation of \$40,000. Whether the service to be performed be viewed in its commercial or postal aspects, the sum agreed to be paid for it must be regarded as extravagant. The absence, however, of competition, rendered it impracticable to secure better terms, while the mandatory tone of the law left the department no alternative but to accept the best responsible offer made, provided it did not exceed the maximum fixed by the act. The revenues derived from this service will not exceed \$500 per annum; indeed, as one half of the limited correspondence between the termini of the route will be conveyed via the Florida railroad and steamers on the western coast of the Peninsula, the probability is that the receipts will fall much below the sum named. This was well known to Congress, and leaves no room to doubt but that commercial considerations alone led to the

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enactment of the law under which this service has been established. In fact, the history of the act makes this quite as manifest as if the purpose had been declared in the title of the bill itself. Had this large appropriation been payable from the common treasury, I should have forborne all remark upon its improvidence, and would have left to others the task of commenting alike upon the expediency and constitutionality of such a disposition of the public money. The appropriation, however, was made from the postal fund, and those charged with its administration cannot but deplore its perversion to an object so entirely foreign to that for which it was contributed by the public. So wasteful an expenditure of the earnings of the department is to the last degree discouraging to all endeavors at prudence and frugality in their administration on the part of the executive branch of the government. In truth, this course of legislation is a seeming rebuke to the self-sustaining theory on which the Post Office Department was organized and so long and so honorably conducted, and tends thus to destroy that powerful motive to economy which has ever been the conservative element of the service. If persisted in, it must finally result in confounding the postal revenues with the common treasury, and in disavowing the trust with which these revenues have been charged from the foundation of the government, or in openly disregarding its obligations.

#### MISSISSIPPI RIVER MAIL.

It appears from the last annual report that the aggregate cost of the service between St. Paul and New Orleans, for the year ending June 30, 1859, was \$328,278. The reduction of \$47,213, made above the mouth of the Ohio, operated to bring the expenditure for the last fiscal year down to \$281,065. The tri-weekly river mail between Memphis and New Orleans has been since discontinued, which has resulted in a further retrenchment of \$76,600 per annum, so that the total outlay upon the route for the current fiscal year will be \$204,465. The discontinuance last referred to was made in consequence of the heavy through mails having been transferred to the railroads, of which a continuous line now exists between Memphis and New Orleans. The expenditure still made upon the river route very far exceeds its postal value, and is only continued from deference to the apparent will of Congress, as manifested in the mandatory act under which the service was established. These contracts will expire on the 30th June, 1862, when it will be practicable and the duty of the Department to place the transportation of these river mails on the footing which it occupied prior to the passage of the law referred to. No doubt is entertained but that by engaging their conveyance by the trip, and thus opening the service to free competition on the part of the steamers plying on the Mississippi, at least \$100,000 per annum might be saved from the present expenditure.

#### NEW YORK AND NEW ORLEANS MAIL.

The subjoined table will exhibit the character of the service during the past year between New York and New Orleans on the Central or Knoxville route and on that via Wilmington:

Southwestern Route, via Knoxville, Tennessee.

Schedule time, to March, inclusive, 4½ days; from April, 4 days. Actual average, 5 days, 2 hours. Arrivals in schedule time, 340. Arrivals out of schedule time, 339.

Atlantic Route, via Wilmington, North Carolina.

Schedule time, 51 days.
Actual average, 5 days, 19 hours.
Arrivals in schedule time, 431.
Arrivals out of schedule time, 136.

Near the close of May last, mails from New York for New Orleans and from New Orleans for New York ceased to be transmitted via Wilmington. They have since been sent wholly by the other route.

It thus appears that while the average time upon the Central route is 17 hours less than on that by Wilmington, yet the arrivals upon the latter are more regular and much more frequently within the schedules than upon the former. Both of these routes, however, show a marked improvement, alike in regularity and speed, as compared with the returns of the preceding year. Thus the Central exhibits for 1860 340 arrivals in schedule time against 241 for 1859, and an average time of 5 days, 2 hours, against 5 days, 22½ hours; while that by Wilmington presents an average time of 5 days, 19 hours, against 6 days, 1½ hour for 1859, and 431 arrivals in schedule time during about 11 months, against 403 for the entire year of 1859. Neither of these routes, however, has fulfilled the promises which were made to the department, or justified the expectations which have been entertained in reference to it, as a carrier of the mails.

Under the authority of the act of June 14, 1858, a contract has been entered into for the transportation of the mails between Charleston and New Orleans, via the Ocean and the Florida railroad—schedule time, fully guaranteed, 60 hours. The present schedule time between New York and Charleston is 48 hours, which would give, by this route, from New York to New Orleans, 108 hours, or 4½ days—being 14 hours less than the average time by the Central, and 31 hours less than that by the Wilmington route. The expectation, however, is confidently indulged that the service between Charleston and New Orleans will be performed in from 50 to 55 hours, in which event there will be thus offered advantages for the conveyance of the great

southern mail much superior to those hitherto afforded by any other route. In this connection may be mentioned the recently established

#### NIGHT MAIL BETWEEN NEW YORK AND BOSTON.

The value and necessity of a postal communication between these large commercial marts, at a later hour of the day than has hitherto existed, has long been apparent to the department, but various difficulties have intervened to prevent its attainment. All the lines connecting the two cities are composed of three and four distinct companies, deriving their charters from as many different States, and having each its own interests and local purposes to advance. Recent negotiations, however, have resulted in arrangements for an interior night train, leaving New York at 8 p. m., and running through New Haven, Hartford, Springfield, and Worcester, reaching Boston in not more than nine hours, and returning from Boston to New York at similar hours. In this manner, correspondence prepared in either city to the close of the latest business hours is taken through and delivered at an early hour of the succeeding morning. A connection is also made at New York with the morning mail from the South—which is thus expedited some thirteen hours—so that letters (and passengers) leaving Washington in the morning, arrive at Boston in less than twenty-three hours, and from Baltimore in about twenty-one hours; conversely, correspondence leaving Boston at eight o'clock one evening, is received and delivered at Washington before the same hour the next evening.

The arrangement is for three months only, it being an experiment, to result in a permanent organization, should it prove successful as a postal measure and remunerative to the contractors as a passenger conveyance.

#### RAILROAD SERVICE.

After alluding to the irregularities connected with the transportation of the mails on the railroads of the country, growing out of the refusal of many of the companies to execute the customary contracts, it was stated in the last annual report to be the purpose of the department to "notify these companies that on and after March 31, 1860, the mails would be delivered to them only on condition of their entering into formal agreements, containing on their part the usual stipulations for the faithful performance of the service." Subsequently, however, a bill was passed by the Senate, and would probably have passed the House of Representatives, but for lack of time to consider it, essentially modifying the existing laws prescribing the compensation and duties of the railroad companies as carriers of the mails, and it was deemed advisable that the provisions of this bill should be the basis of the contracts, the execution of which it was proposed to enforce. The action contemplated has therefore been postponed, in order that the department may be in a condition to avail itself at once of the relief which would be afforded by the bill referred to, should it become a law.

#### NEW ROUTES.

By the "Act to furnish additional mail facilities," approved May 16, 1860, the sum of \$25,160 was placed at the disposal of the department for mail routes in western Kansas, authorized by the act of March 27, preceding, for the supply of the Pike's Peak region; and the sum of \$400,000 was appropriated for putting in operation such of the routes established by the act of June 14, 1858, "as the Postmaster General might deem advisable." In anticipation of the appropriation, for the routes first named, viz: those intended for the conveyance of mails to the gold regions of western Kansas, proposals were invited by advertisement, dated on the 7th April, the service to commence as soon as practicable after the 1st July, and continue to 30th June, 1862. On opening the proposals, on the 15th June, it was found that the aggregate sum bid for the whole number of routes (five) was but \$7,579 per annum; the proposal for the principal route, viz: that from Julesburg (on the Salt Lake route) to Denver City, was \$800 only, for the weekly conveyance of a mail, probably never less than half a ton in weight, a distance of 240 miles, through a new country, nearly destitute of the necessary facilities for transportation. As was to have been expected, the accepted bidder for this route utterly failed to make any provision for the service; and, under a subsequent advertisement, a proposal was accepted, and a contract made, with another party to take the mail from Fort Kearney, a point 110 miles east of Julesburg, on the Salt Lake route, and convey it to Denver City, once a week, in six and a half days, a distance of 400 miles. The other routes included in this group are under contract, and in efficient operation. The routes established by the act of June 14, 1858—first advertised February 1, 1859, but not let in consequence of the failure of the postal appropriation bill at the second session of the 35th Congress—were again advertised May 16, 1860, the service to commence on the Atlantic routes October 1, and on the Pacific routes December 1. Decisions on the proposals received were made July 31, the aggregate amount of the bids accepted being at the rate of \$333,641 per annum, or \$206,647 for the remainder of the fiscal year ending June 30, 1861, which is \$132,353 less than the sum (\$400,000) appropriated.

#### PREPAYMENT.

After the act of March 3, 1855, making prepayment compulsory, had gone into operation, it was found that large numbers of unpaid letters continued to be posted. Supposing that this was the result of a lack of knowledge, on the part of the public, of the requirements of the new law, the department directed that in all such cases the parties addressed should be advised by the postmasters that such letters had been deposited for transmission, and would be forwarded on receipt of the postage. This practice has been continued for more than five years, but the evil which it was established to correct, still continues. The fact that the postal laws exact the prepayment of all domestic letters is certainly as notorious as any governmental regulation can

possibly be made, and yet these letters not only continue to be lodged unpaid in the different post offices, but at several points they have of late been on the increase. In New York their average number is fifty-nine daily, and it is presumed that in like proportion they are received at the other post offices throughout the country. Regarding this as evidencing a determination on the part of a portion of the correspondents using the mails, to evade the postal laws, the practice of notifying the parties—which has been one involving much labor and expense—has within a few weeks been abandoned, and this class of letters are now sent at once to the dead-letter office. This appropriate disposition of them will, it is believed, be promptly followed by a general

compliance with the law.

The same indisposition to obey the postal laws has been manifested by the non-payment of the carrier's fee on letters collected from the boxes for the mails in those cities in which this feature of the penny post has been introduced. The act of July 3, 1836, is imperative in requiring the prepayment of this fee, and concurring, as I do, fully in its policy, I have not felt justified in suspending or in any degree modifying its operation. As, however, the date of its enforcement is so recent, it has been deemed advisable to pursue for a limited period the course already mentioned as having been adopted in reference to another class of letters, after the passage of the act of March 3, 1855. The letters are now retained for the payment of the carrier's fee, and the parties addressed are notified in order that, if they choose to do so, they may make the payment, which f ould have been made by the writers. Through the press, and by placards on the letter boxes, every possible publicity has been given to this law, and yet from inadvertence, or fraud, or other cause, numerous letters continue to be deposited in the boxes on which the carrier's fee is not paid. The courtesy of the department in giving. the notice alluded to—which has imposed upon it a heavy burden—instead of being appreciated, has been the means of provoking much bitter and senseless animadversion on the part of those who find themselves overtaken by the unpleasant consequences of their own neglect or fraud, or of that of their correspondents. To all this, it is sufficient to reply, that the postal authorities are but performing a plain and simple duty in enforcing this law, and if embarrassments ensue it is but proper that they should fall upon those by whose willful or heedless conduct they have been superinduced. Ignorance so defiant of all attempts at its enlightenment, or indifference so insensible alike to duty and to interest, may well be permitted to suffer annoyance, and even loss, without exciting any serious concern. It is proper to say that culpable negligence is not by any means confined to the correspondents of our own country. In England, as appears from the last report of the Postmaster General, more than 11,000 letters were posted during the year 1859, without any address at all, while it is added, 200 are daily posted at the principal office in London, unsealed. the duty of the public in reference to its correspondence as faithfully performed as is that of the Post Office Department, much of the complaint now heard of its irregularity and mismanagement would cease.

#### PENNY POST.

In the last annual report it was recommended that the provision of the act of 1825, levying a postage of one cent on "drop letters," should be repealed, in order that the department by a reduction of its rates might be enabled more successfully to compete with private expresses in the delivery of the local correspondence of the cities. This repeal was made, but Congress went further and declared that thereafter the charge on each letter delivered by a carrier should be not exceeding one cent. The effect of this was to take from the department the discretion in regulating the charge which had been conferred upon it by the acts of July 2, 1836, and March 3, 1851. It has been satisfactorily ascertained that in the smaller and sparsely populated cities and towns, the compensation fixed by the recent act is wholly insufficient to support the carrier system. Yet in this class of cities and towns the public demand the delivery of their letters by carriers, and are entirely willing to pay for the service a rate of compensation which would render it remunerative. As the discretion previously existing upon the subject has never been abused, and as there is no probability that the rate would ever be raised beyond what would be necessary to render the carrier system self-sustaining, or beyond what would be cheerfully submitted to by the public, I recommend that the provision of the act of last session be repealed, and that the department shall have authority to collect such postage on all letters delivered by carriers, as shall be deemed necessary to compensate them for the service, provided that it shall not exceed two cents per letter.

The acts of July 2, 1836, and March 3, 1851, contemplated that the same charge should be made for the delivery of letters into the post office as for their delivery at the domicil of the citizen. From some unexplained cause, this provision of the law was not executed, and the service of delivering letters into the post office for transmission has been gratuitously performed. No reason could be urged in support of this usage, since this service, thus rendered without any return, has always to the extent of its performance, cost the department as much as that for which compensation has been exacted. Orders have accordingly been given for the enforcement of this view of the law, and the revenue derived from this source, added to the other receipts of the carrier system, will give it adequate support in the large cities at the low rate of one cent established by the existing law, provided it can command the entire local correspondence for delivery. This can be accomplished only by placing the postal system on the same footing in the cities that it occupies in the rural districts. That such a necessity would arise was clearly foreseen by Congress, and in the tenth section of the act of March 3, 1851, the Postmaster General was authorized to establish post routes within all cities and towns, where the postmasters are appointed by the President of the United States. tue of this act I have by a formal order declared all the streets, lanes, avenues, &c., within the corporate limits of the cities of Boston, New York, and Philadelphia, to be post roads, and have notified all engaged in the transportation and delivery of letters, for compensation, in

said cities, that they would thereby expose themselves to the penalties imposed by the third section of the act of March 2, 1827. The private expresses in the cities named have acquiesced in the legality of this step, with the exception of one in Philadelphia, known as "Blood's Express," which has continued the regular delivery of letters in de-

fiance of the order of the department.

A bill in equity was filed with a view of restraining the company from this habitual and persistent violation of the postal laws, but upon full argument and consideration had on the questions involved, the injunction was denied. The ground assumed by the learned judges in their decision—a copy of which accompanies this report—is that the statute of March 3, 1851, did not intend to confer upon the government the same monopoly as carriers of letters, packets, &c., over the post routes thereby authorized to be established, as was conferred upon it by the act of March 2, 1827, in reference to the general post roads of the While entertaining the most profound respect for the tribunal pronouncing this opinion, it is but proper to say that its reasoning has not impressed me, nor have I been able to adopt the conclusions at which it has arrived. The streets, alleys, &c., of Philadelphia are now, by virtue of the act of March 3, 1851, "post routes;" this is not denied. The statute of March 2, 1827, declares that "no person other than the Postmaster General, or his authorized agents, shall set up any foot or horse post for the conveyance of letters and packets upon any post road, which is or may be established as such by law; and that every person who shall offend, shall incur a penalty," &c. If the words "any post road which is or may be established," do not embrace those declared to be such by law in the city of Philadelphia, it is not easy to conceive what terms could be employed sufficiently comprehensive for the purpose. The quo animo imputed to Congress in the enactment of the act of March 3, 1851, is by no means made apparent in the course of the argument. The monopoly created by the act of March 2, 1827, would seem to extend alike to every post road then existing or thereafter to exist, whether pervading the country or the city, or connecting different post offices with each other or with the domicil of the citizen. There is no restriction in the language, and to impose one by construction is to impair, if not to defeat, the carrier system which Congress has recognized as a necessary integral part of the postal service. It seems that every consideration which can be urged in support of the monopoly, conceded to exist on the general post roads of the country, will equally apply to that claimed for those of the city. As the constitutional power for the purpose is not seriously controverted, with a view of relieving the department from future litigation upon the question, I recommend that, in terms so precise and emphatic as not to be mistaken by the courts, Congress shall apply the provisions of the act of March 2, 1827, to all post routes established in the cities under the authority of the statute of March 3, 1851.

No objection, on the score either of policy or principle, can be successfully urged against the suppression of the private expresses occupied in the conveyance of letters and packets in our cities. The growth of these cities, and the wants of our civilization, render the ministrations of the postal service, in the delivery of letters and packets at the

residence of the citizen, as indispensable as they are in the transportation and delivery of the mails at the various post offices in the country districts. But the service can only be maintained as a unit by clothing it with the rights and privileges of a complete government monopoly in all the fields of its operation. Some of its branches are well known to be heavy burdens upon the department; and they would be insupportably oppressive, were it not for the relief afforded by other branches which are remunerative, but which will continue to be so only so long as the

competition of private enterprise is effectually excluded.

There are now four daily deliveries of letters and packets by carriers in the city of New York, four in Philadelphia, and three in Boston; and the number will be increased from time to time, as the increase of population and correspondence will justify it. The high price of labor, however, and the low rates of our postages, forbid the hope that, without some change in the existing laws, the system can ever attain the perfection which distinguishes it in some of the European capitals. While this is admitted, it should also be stated that its operations thus far have been more successful than could have been anticipated, in view of the obstacles it has had to encounter. The introduction of every new system, while seeking the advancement of the public good, can rarely avoid the invasion of local and petty personal interests, which provokes a hostility that too often finds its expression in deceptive criticism and unscrupulous defamation. When to such unworthy opposition the press is tempted to lend its influence, undue importance is given to the slightest irregularities that may occur. Every effort possible, with the funds under the control of the department, has been made to improve the efficiency of the carrier system; and while defects have existed, and still exist, it is believed that the result has satisfied public expectation, and has been creditable to the vigilant and faithful officers who have been charged with the supervision of this difficult and perplexing branch of the public service. Appended to this report will be found an interesting communication from the Hon. John A. Dix, the present enlightened head of the post office at New York. The views which he presents are the results of a thorough study of the details and practical working of the carrier system in that city, and his suggestions for its improvement are worthy of the most careful consideration of Congress.

#### REGISTRATION OF LETTERS.

The act of March 3, 1855, providing for the registration of valuable letters posted for transmission in the mails of the United States has now been in operation more than five years, but with results, I regret to add, which have disappointed the expectations that led to the adoption of this novel feature in our postal system. Whether regarded as a precaution for the protection of the interests of this class of correspondents, or as an instrumentality for the detection of depredations upon the mails, the law has proved a failure. The government assumes no responsibility whatever for the loss of letters or packets thus registered, and as they are conveyed in the same pouches, they are sur-

rounded by no greater guarantees for their security, either in transmission or delivery, than such as belong to the ordinary mails of the They bear a mark, however, which indicates to all through whose hands they pass, their valuable character, and this indication serves rather to suggest and invite depredation than to prevent it. The practical working of our mail system makes it entirely manifest that everything—be it bulk or registry mark—which points out the valuable contents of letters and packets, is as far as possible to be avoided as certainly endangering their safety. The principal argument which has been advanced in support of the existing registry act is that it operates as a safeguard for the rest of the mails by diverting the attention of depredators from them. While this is no doubt true to a degree, it serves rather to confirm than to confute the view which I have presented against the longer continuance of a precaution that is fruitful only in danger to what it was designed to protect. The sagacity of private interest is proverbial, and the following table, showing the revenue derived from the registration of letters for the last five years, makes it clear that the public are fast losing the confidence with which the registry system was at first received.

Amou	nt of fee	s collected	for registered letters for the fiscal		
year	r ending	June 30,	1856	\$31,466	<b>5</b> 0
"			1857		
61			1858		
60			1859		
66		,	1860	,	

It will be observed that the receipts for 1860 were \$10,838 17 or  $30_{10}^{2}$  per cent. less than for the year 1857. This exhibits a falling off in the number of letters and packets registered to the amount of 216,760; and yet during the brief period in which this decline occurred, the general correspondence and revenues of the service increased at least fifteen and a half per cent. This condition of things can only find an explanation in the fact that correspondents have become convinced that in registering their valuable letters they have been but holding a light for the depredator, instead of darkening his way or embarrassing him in the commission of his crime. In this conviction I fully concur.

It can scarcely be doubted that some plan could be devised, in connection with the existing postal service, which would secure the conveyance of all valuables committed to the mails under satisfactory guarantees for their safety, and under proper responsibilities on the part of the government, but whether the public would submit to the increased rates of postage, which the administration of such a system would involve, may well be questioned. The subject is commended to the consideration of Congress as one of much importance, and should such a plan as has been suggested be devised and successfully carried into execution, not the least of its advantages would be the withdrawal of treasure from the ordinary mails of the country. The temptation to which postal officials are now exposed would no longer exist,

and most of the demoralization that dishonors the service would thus disappear.

#### DEFALCATION OF POSTMASTER AT NEW YORK.

In a report addressed to the House of Representatives, under date of 5th June last, the circumstances attending the defalcation of Isaac V. Fowler, late postmaster at New York, were fully set forth. His embezzlement has been since ascertained to amount to \$170,947 67. For this offense, which the statute justly punishes as a felony, an indictment has been found; but as Fowler is still a fugitive from justice, no arrest has taken place, and no trial can be had. A civil suit on his official bond has been commenced against his sureties, but no judgment has as yet been obtained. They resist the recovery, principally on the ground that it was understood between themselves and Fowler that another surety should sign the bond before it was delivered to the government, which was not done. Fowler has given his deposition in support of this defense, alleging that there was such an agreement between himself and the two sureties now sued, but that he failed to procure the signature of the third surety named, and forwarded the bond to the department without apprising it of the existence of this agreement. It was thus accepted in good faith by the government, without the slightest intimation from any quarter that its execution was informal or incomplete. The gross fraud attempted to be practised by this concealment, was a fitting prelude to the embezzlement which followed, if indeed it was not a systematic preparation for it. Should the court hold that this secret compact between these sureties and their principal, though not communicated to the government, will bar the pending suit, then no confidence can be safely reposed by the departments in any bond executed by their officers engaged in the public service. In that event it will be for Congress to determine whether some further legislation is not necessary for the protection of those interests whose security the announcement of so extraordinary a legal proposition must necessarily compromise.

#### RETRENCHMENT.

The experience of the past year has fully vindicated the retrenchment and reforms previously made, and which were presented somewhat in detail in the last annual report. So far from impairing, they have greatly increased the efficiency of the service, while they have unquestionably elevated and purified its moral tone. The policy which they announced is believed to have the support of the deliberate judgment of the country, and is not the less valued because its practical enforcement may have given offense to those whose unscrupulous ambition would use the revenues of this department as an instrument for political advancement. The opinion is entertained more firmly than ever that the department should be administered in conformity to the self-sustaining theory on which it was organized and faithfully

conducted for forty-five years, and that every departure from this principle is deplorable in its tendencies, alike to its honor and to the vigor and success of its operations. Large retrenchments have been made in the cost of the service during the past year, which however will be overcome by the expenditures upon the new routes ordered by Congress, and which have been put into operation since the close of the last session. This excess bears but a small proportion to the heavy increase in the postal revenues as compared with the previous year; so that the financial status of the department is still continually improving, as rapidly as the legislation of Congress will permit. All complaints made of reductions upon the routes have been carefully examined and additional mail facilities have been ordered whenever the amount of correspondence conveyed would in any degree justify it. The postal fund is the common property of the nation and should be disbursed on uniform and just principles, and no community or region of country has a right to demand that a larger proportion of it shall be expended, either for the multiplication or acceleration of its mails, than its correspondence will entitle it to. In England this rule of administration is universally recognized and cheerfully acquiesced in by the public. In that country, from whose large experience and ripened judgment in postal affairs much may be learned, when a city or community requires mail accommodations beyond what its legitimate share of the postal fund will afford, they are granted only on condition that the excess shall be paid for by those at whose instance and for whose benefit the expenditure is made. This is the inexorable law of the service, and while its operation is just to all, it checks extravagant and wasteful appropriations of the postal revenues, and thus protects the department from those oppressive burdens, which are so heedlessly imposed upon it in the United States. This principle is thus enforced even against the government itself, so that while English steamers carry the mails at enormous cost to almost every part of the civilized world, the Post Office Department is debited with only so much of this expenditure as is covered by the postages received on the mails thus conveyed. The excess is defrayed by appropriations from the treasury of the nation, in furtherance of whose interests this extended and onerous service is performed. This system, so carefully maintained, is an illustration alike of justice and of an enlightened statesmanship whose lessons should not be lost.

### AMENDMENTS OF POSTAL LAWS.

At the last session of Congress, bills were introduced in the House of Representatives, having for their object various modifications, which I venture to hope will be made in our postal laws at an early day. Although the measures, therein proposed, have been recommended by the department in special communications to the Post Office Committee of the House, I deem it proper here to refer to them and to recapitulate briefly some of the reasons submitted in support of their passage.

It is proposed to fix a uniform rate of five cents for ship letters, whether delivered at the port of arrival or forwarded by mail, thus avoiding the anomaly of charging six cents when delivered at the port

of arrival, and only five cents when forwarded, as required by existing laws. The fee to the captains being two cents, the department will receive the uniform rate of three cents as its share of the postage.

To guard against loss to the postal revenue from the transmission of mail matter outside of the mails by steamships running on mail lines, it is recommended that the ordinary rate of postage, with two cents added, (the captain's fee,) be charged on all letters so carried,

instead of the ship letter rate.

Upon all letters to foreign countries with which we have no postal arrangements, as to Mexico, Cuba, &c., it is considered very advisable to have a uniform rate of ten cents, instead of charging, as at present, ten or twenty cents, according to distance. It is often difficult, particularly for postmasters in the interior, to determine the distance letters are to be transmitted, and this leads to irregularity and complaint. In some instances insufficient postage is taken, and the letter has to be returned for full prepayment, while in others too much is collected. Much the greater part of this correspondence comes within the twenty-five hundred miles.

It is proposed to permit regular dealers in newspapers and periodicals to receive by mail such quantities of either as they may require, and to pay the postage on receipt, at the same rates as regular subscribers to such publications. The object and propriety of this will be

readily perceived.

Maps, engravings, lithographs, or photographic prints, on rollers or in paper covers, phonographic paper, letter envelopes, and books, bound or unbound, it is recommended shall be allowed to be sent in the mail charged with postage by the weight of the puckage, not to exceed four pounds, at one cent an ounce, to any place in the United States under fifteen hundred miles, and two cents an ounce over fifteen hundred miles. It is proposed, also, to apply the same rates to care's blank or printed, when put up in packages of at least eight ounces, and of seeds or cuttings, in packages not exceeding eight ounces in weight. Many of the above enumerated articles are now entirely withheld from the mails, owing to their being subject to letter postage, and by reducing the rate upon them, a much desired accommodation will be secured to the public and the revenues of the department increased.

Under the act of 1855, the domestic rate of postage for letters is three cents under three thousand miles, and ten cents when the distance exceeds three thousand miles. The intention of this limitation was to secure the higher rate upon all letters transmitted to and from the Pacific States. But since the establishment of the overland mail, the distance from the valley of the Mississippi to California, being less than three thousand miles, much of this correspondence pays only the lower rate of three cents; and in order to maintain the original purpose of the law, it is recommended that said act be so modified as to require the ten cent rate to be prepaid on all letters conveyed in the mail from any point in the United States east of the Pocky Mountains to any State or Territory on the Pacific, and vice versa. In view of the expensive character of the mail service to the Pacific, this rate is sufficiently low. From 1848 to 1851, it was forty cents the single letter.

Drop letters, like all other domestic letters, it is advised should be subject to the same rule of compulsory prepayment by postage stamps.

#### MISCELLANBOUS.

The ground now occupied by the post office in New York has been bought as a site for a new and enlarged edifice, which in its dimensions and arrangements shall be commensurate with the wants of the service. The price agreed to be paid is \$200,000, which leaves of the appropriation a balance of \$300,000 for the construction of the building. The title to the property has been examined, and determined to be perfect by the Attorney General, and the assent of the legislature of New York is alone required to consummate the purchase. So soon as this shall have been obtained, a plan will be adopted, and proposals

invited for the erection of the building.

The commissioners have also at length succeeded in procuring a site in every way desirable for the new post office, which, for a series of years, it has been in contemplation to build in the city of Philadelphia. The cost of the property, however, has so far exhausted the appropriation that there remains an unexpended balance of but \$153,107 29. This sum will probably be insufficient for the erection of the edifice, which should, in its style, correspond with the prevailing architecture of the city, as, in its proportions, it should be equal to the present and future exigences of the postal administration. The architect of the government is now engaged in the preparation of plans for such a building, and should his estimate of its cost exceed the balance of the appropriation remaining unexpended, it is recommended that the deficiency be supplied, and that the department be authorized to proceed at once with the work.

Although the fiscal year ended 30th June last embraced one of those periods, recurring quadrennially, during which there is an unusual demand for mail bags, in consequence of the vastly increased amount of printed matter transmitted through the mails, there was a reduction of twenty-five per cent. in the expense of all the mail bags purchased and repaired for the service during that year, compared

with the year next preceding.

The locked bags of all kinds (used for the transmission of letters) purchased and put into the service during the fiscal year ended 3( of June last, number 5,700, and cost \$15,294 99, being thirty-seven per cent. less in number, and fifty-eight per cent. less in cost, than such as were purchased and put into service during the preceding year, the cost of which was \$36,859 05.

The canvas sacks (used for the transportation of printed matter) purchased and put into service during the fiscal year ended 30th June last, number 22,900, and cost \$21,996 00, being about three per cent. more in number, and twenty-four per cent. more in cost, than such as were purchased and put into service during the preceding year, under a prior contract and of an inferior quality.

The mail bags of all kinds, purchased during the fiscal year ended 30th June last, number, in the aggregate, 28,600, and cost \$37,300 99;

being seven per cent. less in number and thirty-one per cent. less in cost than such as were purchased and put into service during the preceding year, the cost of which was \$54,461 75.

The repairs of mail bags during the fiscal year ended 30th June last, cost \$12,202 04, or about five per cent. more than during the

preceding year.

The total expense for the purchase and repairs of mail bags of every description during the fiscal year ended 30th June last, amounted to \$49,503 03, or \$16,552 51 less than the expenditure for the same objects during the preceding year.

The sum (\$56,710 39) stated in another place as expended for mail bags during the last fiscal year, includes payments to the amount of \$7,117 36 made for mail bags purchased and put into service during the preceding year ended June 30, 1859.

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

To the President.

# United States mail service abroad for the year ended June 30, 1860.

Routes.	Number of trips.	Contractors.	Compensa- tion.	Remarks.
Between New York, New Orleans, Havana, and Aspinwall, two trips a month, in July, August, and September, 1859.	6 trips	M. O. Roberts and others, as- signees of A. G. Sloo.	\$80,1 <b>30</b> 71	Under contract with Secretary of the Nuvy.
Between Panama, San Francisco, and Astoria, two trips a	6 trips		93,108 50	Under contract with Secretary of the Navy and the Post- master General.
month, in July, August, and September, 1859.  Between New York, New Orleans, and San Francisco, viα  Havana and Aspinwall, two trips a month, from October  1, 1859, to June 30, 1860.	18 trips		187,500 00	Under temporary contract with Postmaster General.
Between New Orleans and San Francisco, via Isthmus of Tehuantepec, two trips a month, in July, August, and September, 1859.	6 trips	Louisiana Tehuantepec Co	65,896 74	Under contract with Postmaster General.
Between Aspinwall and Panama, New Grenada, by rail- road.	24 trips	Not under contract	100,000 00	Mails transported by the Panama Railroad Company.
Between New York, Southampton, and Havre	15 round trips	Not under contract	119,365 20	Mails transported by Cornelius Vanderbilt, under act of June 14, 1858, for sea and inland postages.
Between New York, Southampton, and Havre	13 round trips	Not under contract	94,489 77	Mails transported by the New York and Havre Steamship Company, under act of June 14, 1858, for sea and inland postages.
Between New York, Southampton, and Havre	2 round trips	Not under contract	14,294 73	Mails transported by the North Atlantic Steamship Co.,
Between New York and Liverpool	11 round trips	Not under contract	50,093 62	under act of June 14, 1858, for sea and inland postages. Malis transported by the Liverpool, New York, and Philadelphia Stramship Co., (foreign,) at the sea postages, under act of June 14, 1858.
Between New York and Southampton	10 round trips	Not under contract	37,061 45	Mails transported by the Bremen packets of the North Ger-
	31 round trips	Not under contract	59,930 97	man Lloyd Co., (foreign.) at sea postages, &c. Mails transcorted by the Canadian mail packets, at sea
pool. Between New York, Havana, and New Orleans	22 outward and 21	New York and New Orleans	20,414 41	postages, under act of June 14, 1858. Under contract with the Postmaster General, at the United
Between New York and Havana	inward trips. 17 outward and 14	Steamship Company. Not under contract	11,465 58	States postages, under act of June 14, 1858.  Muils transported by Hargous & Co., at the United States
Between New York and Havana	inward trips. 19 outward and 17	Not under contract	16,334 93	postages, &c. Mails transported by M. O. Roberts, at the United States
Between New York and Matanzas, (Cuba)	inward trips.  3 round trips	Not under contract	1,114 71	postages, &c. Mails transported by Navarro Bros., & Co., at the United
• •	15 outward and 16	Not under contract	1,322 75	States postages, &c. Mails transported by Captain James B. McConnell, of the
Between New Orleans and Vera Cruz	inward tring	Not under contract	1,911 15	steamer "Habana," for the United States postages.
Expenses of mail agencies at Panama and Aspinwall Expenses of mail agency at Tehuantepec, Mexico	inward trips.		1,720 81 490 00	Mails transported by Charles Morgan, per steamship "Ten- nessee," for the U.S. postages, under act of June 14, 1858. Amount paid clerk hire, &c., at Panama and Aspinwall. Amount paid for making up mails at Tehuantepec, Mexico.

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HORATIO KING, First Assistant Postmaster General.

Additional articles to the articles agreed upon between the Post Office of the United Kingdom of Great Britain and Ireland and the Post Office of the United States of America.

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

#### ARTICLE I.

There shall be established new offices of exchange on the part of the United States at Detroit and Chicago, and on the part of the United Kingdom at Dublin, Cork, and Galway, for the exchange of United States and European mails by means of British, United States, and Canadian mail packets.

#### ARTICLE II.

The office of Portland, which has hitherto exchanged mails with the offices of Liverpool and London only, shall henceforth be an office of exchange with the offices at Dublin, Cork, and Galway also.

## ARTICLE III.

In addition to the exchange of mails already provided for between the United States office at Portland and the British offices of London and Liverpool, (by virtue of the additional articles signed at Washington on the 11th of January, and in London on the 3d of February, 1859,) there shall be established an exchange of mails between the British office of Cork and the United States office of Portland by means of the Canadian mail packets plying direct between Liverpool and Portland during the winter, and also an exchange of mails between the office of Portland on the one side, and the offices of London, Liverpool, and Cork, on the other side, by means of the Canadian mail packets plying between Liverpool and River du Loup in summer.

## ARTICLE IV.

The description of letters, &c., which shall be comprised in the mails forwarded from the respective United States exchanging offices to the several British exchanging offices, and, vice versa, from the British exchanging offices to the United States exchanging offices, shall be arranged by correspondence between the British and the United States post offices.

## ARTICLE V.

The present articles shall be considered as additional to those agreed upon between the two offices, for carrying into execution the convention of December 15, 1848, signed at Washington on the 14th of May, 1849.

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

HORATIO KING. ROWLAND HILL.

## POSTAL CONVENTION BETWEEN THE UNITED STATES AND BELGIUM.

Articles agreed upon between the General Post Office of the United States of America, by Joseph Holt, Postmaster General, in virtue of his constitutional powers, and the General Post Office of Belgium, by his Excellency Mr. Blondeel Van Cuelenbroeck, Envoy Extraordinary and Minister Plenipotentiary of his Majesty the King of the Belgians, and invested with special powers to that effect, for the reciprocal receipt and delivery of letters and packets in closed mails, to be conveyed through England under the 15th article of the postal treaty between Belgium and Great Britain of the 14-28th August, 1857, as well as by any direct line of steamships which may be established between the United States and Belgium. In pursuance of this object, the following details are hereby agreed upon, viz:

## ARTICLE I.

There shall be a periodical and regular exchange of correspondence between Belgium and the United States of America, at the times and by the means of communication and transport which shall be hereafter indicated, as well for letters, samples of merchandise, newspapers, and printed matter, originating in the two countries, as for articles at the same nature originating in or intended for countries which shall be enabled to make use of the postal service organized by the present convention.

When the senders shall not have indicated any other route in the superscription, correspondence of every kind, either addressed from Belgium to the United States and their Territories, or from the United States and their Territories to Belgium, shall be invariably comprised in the closed mails which the Belgian and United States post offices shall exchange in conformity to the second article of the present convention.

The two above mentioned offices reserve to themselves, nevertheless, the right to send and receive, by such other route as they may think

fit, correspondence originating in or destined for countries to which they respectively serve as intermediate points.

## ARTICLE II.

Until other arrangements shall be made, the correspondence to be exchanged between the post offices of the United States and Belgium shall be delivered by each party in closed mails at the proper post offices in the United Kingdom of Great Britain and Ireland, to be transported through Great Britain, in conformity with the convention of August 14–28th, 1857, concluded between the post offices of Belgium and of Great Britain.

The post office of Belgium shall pay the expenses resulting from the transportation in transit of the said closed mails over the British territory and across the British channel. The United States post office, on its side, shall pay the expenses resulting from the transportation of the said mails across the Atlantic ocean by the United

States packets or by those of Great Britain.

The Belgian post office engages itself, nevertheless, notwithstanding this last clause, and until a contrary decision is taken by common agreement between that office and that of the United States, to pay the expenses resulting from the transportation across the Atlantic ocean of articles of printed matter, other than newspapers and periodical works, for such of said articles of printed matter as shall be contained in the mails transported by the British packets.

### ARTICLE III.

The exchange of mails dispatched from the United States for Belgium and vice versa, by way of England, shall take place through the following post offices, to wit:

1. On the part of the United States, through the post offices of New

York and Boston.

2. On the part of Belgium, through the local office Ostend, trav-

elling office Ostend, and Antwerp.

The exchange offices above designated shall reciprocally make a dispatch at least once a week, in coincidence as far as possible with the regular sailing of the Anglo-American steamers, until arrangements shall be made to establish a more frequent communication, or a direct communication, between Belgium and the United States, in conformity with the provisions of articles 23, 24, 25, and 26 of this convention.

Correspondence sent from one of the two countries to the other, via England, shall be directed conformably to the table, letter G, attached to the present articles.

## ARTICLE IV.

Independently of the exchange offices mentioned in the preceding article, others may, by mutual agreement, be established upon other points of the coasts of the two countries, for which direct communication may hereafter be deemed necessary.

## ARTICLE V.

Persons who may be desirous of sending ordinary letters, either from Belgium to the United States or from the United States to Belgium, shall have the option of leaving the entire postage to be paid by the person to whom they are addressed, or of prepaying the same to their destination. But no account shall be taken of any sum less than the whole combined rate, nor of any fractions of the whole rate.

#### ARTICLE VI.

Each letter or packet weighing not over fifteen grammes, or half an ounce, shall be considered single. If above fifteen and not over thirty grammes, (one half ounce to one ounce,) it shall pay double the charge of a single letter.

If above thirty and not over sixty grammes, (one to two ounces,) it shall pay quadruple the charge on a single letter, and so on, adding two rates for every thirty grammes, or one ounce, or fraction of an ounce.

### ARTICLE VII.

Letters, prepaid or not prepaid, originating in Belgium and addressed to the United States, and, reciprocally, letters, prepaid or not prepaid, originating in the United States and destined for Belgium, shall be stamped in both countries with the uniform charge of one franc forty centimes, or twenty-seven cents per single letter.

This charge shall be divided in the following manner:

United States postage	5	cents.
Sea postage	15	"
Sea postage	4	"
Belgian postage	3	66
Total	27	"
	_	

It is understood that the whole combined rate thus established shall be reduced in proportion to the reduction which may hereafter be made in either of the rates forming the whole rate, and that, if either rate is entirely dispensed with, it shall not go toward making up any part of the total amount. Any modification of the actual established rate of one franc forty centimes in Belgium, or twenty-seven cents in the United States, must be made by mutual agreement of the two contracting parties.

## ARTICLE VIII.

Samples of merchandise shall pay letter postage.

## ARTICLE IX.

The postage for which the United States and Belgian post offices shall reciprocally account to each other upon letters which shall be exchanged between them in closed mails shall be established, letter by letter, according to the scale of progression determined by the preced-

ing article six.

The Belgian office shall pay to the United States office for each unpaid letter weighing fifteen grammes (half an ounce) or less, originating in the United States and destined for Belgium, as well as for each letter of like weight prepaid in Belgium and destined for the United States, the sum of twenty cents, including fifteen cents for the expenses of transportation across the Atlantic ocean.

On its side, the United States office shall pay to the Belgian office for each unpaid letter weighing half an ounce or less, originating in Belgium and destined for the United States, as well as for each letter of like weight prepaid in the United States and destined for Belgium, the sum of seven cents, including four cents for the expenses of transportation over the British territory and across the British channel.

It is understood that the postage for which the two offices, American and Belgian, shall account to each other shall always be the exact

representation of what shall be really paid:

1. The United States and Belgian inland.

2. The sea postage.

3. The British transit postage and postage across the British channel.

### ARTICLE X.

Letters originating in countries beyond the United States destined for Belgium, as well as letters originating in countries availing themselves of the Belgian route, other than in closed mails, and destined for the United States, shall be respectively stamped with the uniform charge stipulated in article seven of the present convention, and to which

the amount of the foreign charges must be added.

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Three months after the exchange of the ratifications of the present convention, the two post offices shall furnish to each other, reciprocally, lists of the foreign countries for which the prepayment of letters shall be obligatory or optional, either to their destination or to a determinate point. But, until such lists shall be furnished, neither of the two post departments shall despatch to the other letters originating in or destined for countries situated beyond their respective territories.

## ARTICLE XI.

It is understood that the letters mentioned in the preceding article ten can be delivered on either side only by the piece, upon the reimbursement, by credit or payment, of the allotted part of the international and foreign postage belonging to each office with which such letters are charged.

## ARTICLE XII.

The United States offices of exchange, in charging the postage due to the post office of Belgium, shall uniformly make use of weights having the American ounce for unit, with its division into half ounces; and the Belgian offices of exchange, in charging the postage due to the United States, shall uniformly make use of weights having the decimal gramme for unit, (thirty grammes being considered equal to one ounce American.)

## ARTICLE XIII.

Newspapers, gazettes, periodical works, books, stitched or bound, pamphlets, papers of music, catalogues, prospectuses, advertisements, and notices of various kinds, printed, engraved, lithographed, or autographed, which shall be sent either from Belgium to the United States and their Territories or from the United States and their Territories to Belgium, must, on each side, be prepaid to their destination. Newspapers and articles of printed matter which are not prepaid cannot be forwarded.

## ARTICLE XIV.

The price of prepayment of newspapers, gazettes, and periodical works, shall be levied at the rate of twenty-five centimes in Belgium, or of five cents in the United States, for each package the weight of which shall not exceed ninety grammes, (three ounces.) Packages weighing more than ninety grammes shall pay an additional rate for each ninety grammes or fraction of ninety grammes.

The price of prepayment of stitched or bound books, of pamphlets, of papers of music, of catalogues, of prospectuses, of advertisements, and of notices of various kinds, printed, engraved, lithographed, or autographed, shall be levied at a rate of twenty-five centimes in Belgium, or of five cents in the United States, per thirty grammes, (one

ounce,) or fraction of thirty grammes.

The proceeds of the above mentioned rates shall be divided between the offices of the two countries in the proportion of three-fifths or three cents to the profit of the post office of Belgium, including two cents for expenses of transit through England and across the British channel, and of two-fifths or two cents to the profit of the United States office, including one cent for expenses of transportation across the Atlantic ocean.

Notwithstanding this latter clause, and until a contrary decision is taken by common agreement between the post offices of Belgium and of the United States, the division of the product of the postage on articles of printed matter, other than newspapers and periodical works, shall take place in the proportions hereinafter indicated for such of those articles as shall be contained in the mails transported by the British packets, viz:

A. Four-fifths or four cents to the profit of the Belgian post office,

including three cents for expenses of transportation over the British territory, in the British channel, and across the Atlantic ocean.

B. One-fifth or one cent to the profit of the United States post office for the expenses of transportation over the territory of the United States.

Newspapers and printed matter of every sort, sent agreeably to the above-mentioned conditions, shall be subject to the respective laws and regulations of each country. Those which shall contain characters of any kind traced by the hand shall be subject to the postage of an ordinary letter of the same weight. They shall be sent under a wrapper open at the two sides, and in such a manner that each newspaper or article of printed matter may always be separated from its wrapper.

## ARTICLE XV.

Each of the mails dispatched between the exchange offices of the respective post offices shall be accompanied by a letter-bill, in which these offices shall state, with the classification established by the present convention, the number, the weight, or the postage of the articles which the dispatch may contain; and the receiving exchange office shall return by next post an acknowledgment of the receipt thereof. The letter-bills and acknowledgments shall be according to the forms annexed, marked A and B.

## ARTICLE XVI.

If there should be no letters or other mail matter to send at the usual period of making up said closed mails from either of the offices of exchange, a blank letter-bill showing that fact shall, nevertheless, be sent to the corresponding office.

## ARTICLE XVII.

The letter-bills and acknowledgments shall serve for vouchers in the quarterly settlement of the accounts; and in case of difference between these documents, the amount stated in the acknowledgment shall be received in preference to that stated in the letter-bill.

## ARTICLE XVIII.

The accounts between the two departments shall be closed at the expiration of each quarter of the calendar year by quarterly statements and accounts prepared by the General Post Office in Washington according to forms annexed, marked C and D, and having been examined, compared, and settled by the General Post Office in Belgium, the balance shall be paid without delay by that department which shall be found indebted to the other. If the balance is in favor of Belgium, it shall be paid in Belgium, and if in favor of the United States, it shall be paid over by Belgium at Washington, or to the

General Post Office at London, to the credit of the United States, as the Postmaster General of the United States shall elect.

### ARTICLE XIX.

Letters which, from any cause whatever, cannot be delivered, shall be reciprocally returned at the close of each quarter, after the expiration of a proper period to effect their delivery to the person addressed, and for the same amount of postage originally charged by the sending office, which shall be allowed in discharge of the account of the office to which they were sent. These returns of postage are to be claimed in a bill made up agreeably to forms annexed, marked E and F, which is to accompany such dead letters.

Newspapers which are refused, or which become dead in the post

offices of either country, are not to be returned.

#### ARTICLE XX.

Letters misdirected or missent, or which may require the prepayment of postage, shall be reciprocally returned without delay through the respective offices of exchange, and credit taken in the letter-bill for the same at the weight and postage originally charged upon them. In respect to letters addressed to persons who have changed their residence, whatever may be their origin, they shall be respectively returned, charged with the postage which was to have been paid by the person addressed, less the inland postage of the country from which sent.

## ARTICLE XXI.

The evidence of the prepayment of letters shall be in red ink, on the right hand upper corner of the face of the letter; and all letters, without distinction, shall bear the stamp of the mailing office on their face and that of the receiving office on their back.

The evidence of prepayment shall be represented thus:

Letters originating in the United States and paid to their destination in Belgium shall be stamped with the word "PAID."

Letters originating in Belgium and paid to their destination in the

United States shall be stamped "P. D.," (paid to destination.)

Letters of every other origin dispatched from either country by virtue of the stipulations of article 10, and the prepayment of which is rendered obligatory to a certain point within either country, shall be stamped "P. F.," (paid to the frontier.)

The manner in which letters, paid or unpaid, are to be sent or received, shall be designated by the exchange offices on each letter by means of a stamp bearing the words "Am. Packet," or "Br. Packet," accordingly as they are transported by one or the other, in such manner as that the amount of credit to be allowed to the British post office for dead letters returned can be shown.

### ARTICLE XXII.

The exchange offices of the post office of Belgium shall state upon their post-bills for the London office the number of single rates for letters, as well as of the weight of newspapers and articles of printed matter, contained in each of the mails intended for the United States office; and they shall in like manner state in the receipt-bills addressed to the said London office the number of single rates for letters, as well as the weight of newspapers and articles of printed matter found in the mails from the United States office intended for Belgium.

## ARTICLE XXIII.

In the event of a direct line or lines of steamships between the United States and Belgium being established, there shall be a direct exchange of mails by such line of steamers between the respective exchange offices of Antwerp on the one side and New York and Boston on the other side, of the international correspondence between the United States and Belgium, which shall be subject to the following postage charges, viz:

Postage on each letter or packet not exceeding half an ounce in weight, fifteen cents; above half an ounce and not over one ounce, thirty cents; over one ounce and not exceeding two ounces, sixty cents; and so on, thirty cents being added for each additional ounce

or fraction of an ounce.

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

The newspapers, as well as the articles of printed matter enumerated in article thirteen of the present convention, may be in like manner sent by the said direct lines, on condition of prepayment to destination.

The price of prepayment of newspapers, gazettes, and periodical works, shall be levied at the rate of fifteen centimes in Belgium, and of three cents in the United States for each package the weight of which shall not exceed ninety grammes (three ounces.) Packages weighing more than ninety grammes, shall pay an additional rate for each ninety grammes or fraction of ninety grammes.

The price of prepayment of stitched books, of bound books, pamphlets, papers of music, catalogues, prospectuses, advertisements, and notices of various kinds, printed, engraved, lithographed, or autographed, shall be levied at a rate of fifteen centimes in Belgium and of three cents in the United States per thirty grammes (one ounce) or

fraction of thirty grammes.

The proceeds of the above mentioned postages shall be divided in the proportion of two thirds or two cents to the profit of the country which shall furnish the packets, and one third or one cent to the profit of the other country.

## ARTICLE XXIV.

The postage for which the United States and Belgian post offices

shall reciprocally account to each other upon letters which shall be exchanged by the said direct lines of steamers shall be established, letter by letter, according to the scale of progression established by the preceding article, as follows, viz:

The Belgian office shall pay to the United States for each unpaid letter weighing half an ounce or less, originating in the United States and destined for Belgium, as well as for each letter of like weight prepaid in Belgium and destined for the United States, the sum of five cents (being the United States inland postage) when the Atlantic sea conveyance is performed by a Belgian mail steamer, and twelve cents (representing the maritime postage and the territorial postage of the United States) when said sea conveyance is performed by a United States mail steamer. On the other hand, the United States shall pay to the Belgian office for each unpaid letter weighing half an ounce or less, originating in Belgium and destined for the United States, as well as for each letter of like weight prepaid in the United States and destined for Belgium, the sum of three cents (being the Belgian inland postage) when the Atlantic sea conveyance is performed by a United States mail steamer, and the sum of ten cents (representing the maritime postage and the Belgian territorial postage) when the said sea conveyance is performed by a Belgian mail steamer.

Letter-bills and acknowledgments of receipts for mails exchanged by means of direct steamers, shall be according to the forms annexed,

marked A and B.

## ARTICLE XXV.

On all letters originating and posted in other countries beyond the United States and mailed to and deliverable in Belgium, or originating and posted in countries beyond Belgium and mailed to and deliverable in the United States or its Territories, the foreign postage (other than that of Belgium and other than that of the United States) is to be added to the postage stated in article twenty-three. And the two Post Office Departments are mutually to furnish each other with lists stating the foreign countries to which the foreign postage, and the amount thereof, must be absolutely prepaid, or must be left unpaid, either to their destination or to a determined point. And until such lists are duly furnished, neither country is to mail to the other any letter from foreign countries beyond it, or for foreign countries beyond the country to which the mail is sent.

## ARTICLE XXVI.

The provisions established by articles 12, 15, 16, 17, 18, 19, 20, and 21, as well as the last paragraph of article 14, so far as they are applicable, shall be made to apply to the correspondence which may be exchanged by any direct line of steamers running between the United States and Belgium.

## ARTICLE XXVII.

The Post Office Departments of Belgium and of the United States

shall have full authority to introduce and put in force, by common agreement, all modifications in the arrangements of the present convention, both in regard to the proportion of postages to be levied on each side and relative to all other measures of detail and execution, whenever, by mutual consent, the two governments shall have recognized the utility of such modifications.

### ARTICLE XXVIII.

The present convention shall be put in execution in the two countries one month after the exchange of ratifications, provided that the expenses of transportation over the British territory and across the British channel shall not exceed four cents per single letter, and that this postage shall be the only transit postage to be paid by the contracting parties under the head of correspondence exchanged in closed mails, by way of England, between Belgium and the United States of America, by the terms of the said convention. This convention shall remain in force until annulled by mutual consent, or by one of the contracting parties after one year's notice given by such party to the other of the intention to annul the same.

Made in duplicate original, and signed at Washington, the twenty-first day of December, in the year of our Lord one thousand eight

hundred and fifty-nine.

J. HOLT.
BLONDEEL VAN CUELENBROECK. [SEAL.]

Ratified, and the ratifications exchanged on the 19th of October, 1860.

Administration of Railways, }
Posts, and Telegraphs.

A.

LETTER BILL.

CORRESPONDENCE WITH THE UNITED STATES OF AMERICA.

Sent from the office ————————————————————————————————————	is to be transp vessel charged	orted with 1	from Europe	to the
	is to be transposessed charged Statement by Belgian offi	orted with 1	from Europe	to the
(1) Character, name, and nation of the vessel by which the mail united States. (2) Name of the port whereat the mail is to be placed on board the United States. (3) Port of destination of the said vessel.	Statement by Belgian offi	with t	•	
United States.  (2) Name of the port whereat the mail is to be placed on board the United States.  (3) Port of destination of the said vessel.	Statement by Belgian offi	with t	•	
<ul><li>(3) Port of destination of the said vessel.</li><li>(4) Date of departure of the sai. essel.</li></ul>	Belgian offi			
	Belgian offi			
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2 j ( rate)	Amount.		Amount	
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with the price of transit, sent from countries to which Belgium serves as an intermediate point, for  The United States  Countries to which the United States serves as an intermediate point.				
Newspapers and printed matter of every kind not prepaid or charged with the price of transit, sent from countries to which Belgium serves as an intermediate point, for	1			
7 Unpaid letters badly directed by the United States Post Office, and returned to that office				
§ 11.—Paid letters, &c., to be placed to the credit of the United States Office.	Number of s	ingle	Number of a	ingle
From Belgium, (— cents per sin- gle rate)				
prepaid to destination and proceeding  From countries to which Belgium serves as an intermediate point, (— cents per sin-				
11) ( gie rate)  11) ( From Belgium, (— cents per sin-	i			
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16 J diate point, and proceeding \( \) 17 Prepaid letters badly directed by the United States Post Office, and returned to that office				
		1		

## ACKNOWLEDGMENT OF RECEIPT

From the office at ——— to the office at ———.

## MAIL

(1) Character, name, and nation of the vessel which brought the mail from the United States to Europe.

I — I Tangid letters for to be placed to the smallt of the	Statement   United Sta fice of exci	tes of-	Verification Belgian of exchange.	
I.—Unpaid letters, &c., to be placed to the credit of the United States Office.	Number of	single	Number of	ringle
Unpaid letters from the United Edgium, (— cents per single rate) Countries to which Belgium serves as an intermediate point, (— cents per single rate)	rates.		rates.	
	Amoun	1.	Amoun	<b>.</b>
3 Letters not prepaid or charged with the price of transit, sent from countries to which the United States serves as an intermediate point.  4 intermediate point, for	Dollars.	Cts	Dollars.	Cts
S Newspapers and printed matter of every kind, not prepaid or charged with the price of transit, sent from countries to which Belgium				
7 Unpaid letters badly directed by the Belgian Post Office, and returned to that office 8 Unpaid letters resent, addressed to persons who have departed, but have left their address	•			
§ II.—Paid letters, &c., to be placed to the credit of the Belgian Office.	Number of a	ingle	Number of a	ingle
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Newspapers and printed matter of every kind for Belgium prepaid to destination, and proceeding  From the United States, (— cents per single rate)  From countries to which the United States serves as an intermediate point, (— cents per single rate)				
	Amount	•	Amount	•
Prepaid letters for countries to which Belgium serves as an intermediate point, and proceeding  Prepaid letters for countries to From the United States  From countries to which the United States serves as an intermediate point	Dollars.	Cts	Dollars.	Cts
Prepaid newspapers and printed matter of every kind for countries to which Belgium serves as an intermediate point, and proceeding  From the United States  From countries to which the United States serves as an intermediate point				
17 Prepaid letters badly directed by the Belgian Post Office, and returned to that office				

Certified by the -

B.

	ST OFFICE DEPARTMENT } F THE UNITED STATES.	LETTER BILL.	{ Corr	ESPON GIAN	POST OFF	H THE
	by way $\begin{cases} of England \\ of the^1 - \end{cases}$ , the <sup>4</sup> - $ \end{cases}$ ,		parting j	from	,9	for <sup>3</sup>
to I	Surope. 3) Name of the port whereat the	of the vessel by which the mail is to be placed on board the of the said vessel.  (4) Date	ne vessel char	zed wi	ith transporti	g it to
	Translit testing the said		Statement b United Stat fice of exch	es of-	Verification i Beigian off exchange.	
1	United Sta	be placed to the credit of the tes Office.  Belgium, (— cents per single rate)	Number of rates.	single	Number of rates.	ingle
~,	·		Amount	•	Amount	•
3	Letters not prepaid or charged with the price of transit sent from countries to which the United States serves as an intermediate point, for	Belgium	Dollars.	Cts.	Dollare.	Cts.
6	turned to that office	Belgium				
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14	Prepaid letters for countries to which Belgium serves as an intermediate point, and proceeding  Prepaid newspapers and printed matter of every kind for countries to which Belgium serves as an intermediate point, and proceeding	From the United States From countries to which the United States serves as an intermediate point  From the United States From countries to which the United States serves as an intermediate point	Dollars.	Cts.	Dollars.	Cts.
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## ACKNOWLEDGMENT OF RECEIPT

From :	the	office	at		to	the	office	at	
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## MAIL.

(1) Character, name, and nation of the vessel which brought the muli from Europe to the United States.

			Statement h Belgian of exchange.	fice of		tes of-
<b>§</b> 1	I.—Unpaid letters, &c., to Belgian	be placed to the credit of the Office.	Number of rates.	single	Number of rates.	_
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٠,		( gle rate)	Amount		Amoun	L.
3	Letters not prepaid or charged with the price of transit sent from countries to which Bel- gium serves as an interme- diate point, for	The United States	Dollam.	Cts.	Dollars.	Cts
5	Newspapers and printed mat- ter of every kind not pre- paid or charged with the price of transit sent from- countries to which Belgium serves as an intermediate point, for	The United States				
7 8	und returned to that office Unpaid letters resent, addresses but have left their address	by the United States Post Office, d to persons who have departed, aced to the credit of the United	•			
3 .	States (		Number of a rates.	ingle	Number of a	single
10	Letters for the United States prepaid to destination, and proceeding	From Belgium, (—cents per single rate				
11)	Newspapers and printed mat- ter of every kind for the United States prepaid to des- tination, and proceeding	From Belgium, (— cents per sin- gle rate)				
•	•	<b>.</b>	Amount		Amount	
13 }	Prepaid letters for countries ( to which the United States , serves as an intermediate ) point, and proceeding	From Belgium	Dollars.	Cts.	Dollars.	Cts.
15 }		From Belgium From countries to which Belgium serves as an intermediate point				
		y the United States Post Office,				

POST OFFICE DEPARTMENT ( OF THE UNITED STATES. )

D.\*

CORRESPONDENCE WITH THE BELGIAN OFFICE.

## ACCOUNT

nt.

## VARIOUS CORRESPONDENCE EXCHANGED

BETWEEN

<sup>\*</sup>Table C, in French text, corresponds exactly with this Table D, and is to be used by the Belgian Office.

## REPORT OF THE

## CORRESPONDENCE TRANSMITTED

			CR	ED.	IT OF	BE	LGIU	JM.							
		UNPAID I	ETTE	RS			ed matter of every								
	PROM BE	LGIUM FOR	Or letters charged with the price of transit,			price of transit, sent from countries to which Belgium serves			the sent						
Date of he letter bill.	States,	Countries to which the U. States	sent from countries to which Belgium serves as an intermediate point, for		rected by the United States Post				dressed to persons wi						
	rate.)	rate.)  rate.)  rate.)  intermediate point, (————————————————————————————————————	The United States.  Countries to which the U. States serves as an intermedi-		h the at <b>es</b> As An	States. to which U. Sta serves a interm		h the ates as an	returned to that office.		- have less				
	1 2		3.		ate point.		5		ate point.		7		8		
	Number of single rates.	Number of single rates.	Dolla.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Ct	
													•		

## BY BELGIAN OFFICE.

States pre	the United paid to des- and pro-	ed matte kind for States pro	s and print- r of every the United epaid to des- and pro-	tries to which the United States serves as an intermediate			print ever tries State inter	epaid newspapers and printed matter of every kind for countries to which the U. States serves as an intermediate point, and proceeding		Prepaid ters b directe	adly		
From Belgium, (—— cents per single rate.)	From countries to which Bel gium serves as an inter mediaate point, (——— cents per single rate.)	(	From countries to which Bel gium serves as an inter mediate point, (————————————————————————————————————		um.	Fro countri which gium so as an in medi pom	es to Bel- erves nter- ate it.	Fro Belgio	1111	From countries to which Belgium serves as an interinediate point.		the United States Pos- Office and returned to that office.	
Number of	Number of	Number of	Number of single rates.						1		1	Dolls.	1.

## CORRESPONDENCE TRANSMITTED

	bill. (—— cents which Bel- per single gium serves rate.)			ers c	harged '		ed r kind char price	r of e prepai with transit,							
Date of the letter bill.	(—— cents per single	which Bel- gium serves	sent from to which the serves as an diate point,  Belgium.		countie U. Stan interest, for Countie to which Belgi	countries in U. States in interme- i, for  Countries to which Belgium serves as an intermedi-		from co which the serves as diate poin Belgium.		Countries to countries to which Belgium serves as an intermediate point.		rected by		parted, but	
	1	2			4		5		6		7		8		
	Number of single rates.	Number of single rates.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	C	Dolls.	Cts.	Dolls.	Cts	

## BY THE UNITED STATES OFFICE.

			CREDI	T OF	BE	LGIU	М.						-		
prepaid 1	r Belgium to destina- d proceed-	kind for prepaid	cand print- er of every r Belgium to destina- d proceed-	countries to which Belgium serves as an			Prepaid newspapers and printed matter of ever kind for countries to which Belgium serve as an intermediate point, and proceeding			ter of every ountries to dum serves termediate		l let- adly			
From the United States, (— cents per single rate.)	which the U. States		which the U. States	Htate	ited	Froncountri countri which U. Sta serves a interm ate po	ies to the ites is an iedi- int.	State	ited es.	countri which U. St serves interm ate po	From countries to which the U. States serves as an intermediate point.		ries to and returned that off medi- point.		Igian Mice re- I to Nice.
Number of single rates.	Number of single rates.	Number of single rates.	Number of single rates.	Dolls.	Cts	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts		

## RESULT OF THE

	THE BELGIAN OFFICE DEBTOR TO THE UNITED STATES	office.			
Number of the articles com- posing the credit of the United States.	Origin and destination of the correspondence.	Letters and printed matter.  Number of single rates.	Sums due the Unite States office		
1 2 3	Unpaid letters from the United States, States, For single rate  Countries to which Belgium serves as an intermediate point, at — cents per single rate		Dolls.	Cts.	
3 }	Letters not prepaid or charged with the price of transit, sent from coun tries to which the United States serves as an intermediate point, for				
5 6	Newspapers and printed matter of every kind not prepaid, &c., sent from countries to which the United States serves as an intermediate point, for				
7	Unpaid letters badly directed by the Belgian Post Office				
8	Unpaid letters resent				
9 }	Letters for the United States prepaid to destination, and proceeding from as an intermediate point, at—cents per single rate.				
11 12	Newspapers and printed matter of every kind for the United States prepaid to destination, and proceeding from every kind for the United States prepaid to destination, and proceeding as an intermediate point, at every cents per single rate				
13 <b>)</b>	Prepaid letters for countries to which (Belgium				
15 16	Prepaid newspapers and printed matter of every kind for countries to which the United States serves as an intermediate point, and proceeding from	1			
17	Prepaid letters badly directed by the United States Post Office				
	Total	• • • • • • • • • •			

## BALANCE.

•	Suns	•
<b>\</b>	Dollars.	Cents.
The office of Belgium debtor to the United States		-
The office of the United States debtor to Belgium		
Balance due to		

## PRECEDING ACCOUNT.

	THE UNITED STATES OFFICE DEBTOR TO THE BELGIAN (	office.	
Number of the articles composing the credit of Bel-gium.	Origin and destination of the correspondence.	Letters and printed matter. Number of single rates.	Aums du to the Belgian Office.
1 }	Unpaid letters from Belgium, for The U. States, at —cts. per single rate.  Countries to which the United States serves as an intermediate point, at —cents per single rate		Dolls. Ct
3 }	Letters not preprid or charged with the price of transit, sent from countries to which Belgium serves as an intermediate point, for		
5 6	Newspapers and printed matter of every kind not prepaid, &c., sent from countries to which Belgium Countries to which the United States		
7	Unpaid letters badly directed by the United States Post Office		
8	Unpaid letters resent		
9 {	Letters for Belgium prepaid to destination, and proceeding from  The U. States, at—cts. per single rate  Countries to which the United States serves as an intermediate point, at—cents per single rate		
11 } 12 }	Newspapers and printed matter of Countries to which the United States every kind for Beigium prepaid to destination, and proceeding from cents per single rate		
13 } 14 }	Prepaid letters for countries to which The United States		
15 16	Prepaid newspapers and printed matter of every kind for countries to which Belgium serves as an intermediate point, and proceeding from		
17	Prepaid letters badly directed by the Belgian post office		
	Total.		

E.

# MINISTRY OF PUBLIC WORKS.

Administration of Railways, Posts, and Telegraphis.

POSTS.

## ACCOUNT

Of dead matter returned by the Office of Belgium to the Office of the United States the ———, 18—.

F.

# POST OFFICE DEPARTMENT OF THE UNITED STATES.

## ACCOUNT

Of the dead matter returned by the Office of the United States to the Office of Belgium the —, 18—.

Administration of Railways	1, }
Posts, and Telegraphs.	5

\_\_\_\_Qrarter, 18. . .

478

POSTS.

Account of dead matter returned by the Office of Belgium to the Office of the United States.

Number of the articles of the account in which	DESIGNAT	10X OF THE CORRESPO	NDENCE.	Number of articles.	Number of single rates.	Amount originally charged by the U. States office to the Belgian Office.		Amount to be returned to the Belgian Office.		Remarks.	
the correspond once originally appeared.	Origin.	Destination.	Character.								
						Dollers.	Cents.	Dollers.	Cents.		:
							•				· •
•			·				•	•			1
; ; ;			:	· •			•	1			
: :				•					· :		:
			:				!		i !		!
	Fotal amount to be	returned to the Belgia	n Office	<u>i</u>			<u>i</u>				:

Agreed to by ....., of the Post Office, the present account amounting to the sum of .....

Done at Brussels, the -----, 18 -

REPORT

OF.

Agreed to by, of the Post Office, the pres
account amounting to the sum of
Done at Washington, the, 18

# G—Table showing the directions to be given to correspondence of all kinds exchanged between the Belgian Post Office and the United States Post Office by way of England.

1		MAILS OF THE	BELGIAN OFFICE.	
OFFICES OF E	XCHANGE.	Designation of the packets by means of which	Origin of the correspondence.	Destination of the correspondence.
Forwarding.	Receiving.	the mails are to be sent.	p master	Distinction of the Convapondence.
(		Line from— Liverpool to Boston	Belgium (except Antwerp) and the foreign	The United States, (except the city of New
	Boston		countries to which Belgium serves as an intermediate point.	York,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate.
Ostend, (local)		Liverpool to New York	1	The city of Boston.
Ostend, (traveling)	N. W. W. I	Liverpool to New York	countries to which Belgium serves as an intermediate point	The United States, (except the city of Roston )
	New York	Bremen to New York by way of Southampton.	do do	the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.
{		Havre to New York by way of Southampton!	do	Do. do. do. Do. do. The United States, (except the city of New York,) the Territories of the United States, and
	Boston	Liverpool to New York		the foreign countries to which the United States serves as an intermediate point. The city of Roston.
Antwerp		Bremen to New York by way of Southampton. Havre to New York by way of Southampton Liverpool to Boston Liverpool to New York	Antwern	Do. The city of New York
	New York			the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.
l		Bremen to New York by way of Southampton. Havre to New York by way of Southampton	do	Da. do

# G.—Table showing the directions to be given to correspondence, &c.—Continued.

•••		MAILS OF THE UNI	TED STATES OFFICE.	
OFFICER	OF EXCHANGE.	Designation of the packets by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Forwarding.	Receiving.	the mans are to be		
		Line from— Boston to Liverpool	The United States, (except the city of New York,) the Territories of the United States, and the	Ostend, Newport, Furnes, and Ghistelles.
	Ostend, (local)	New York to Liverpool	the Territories of the United States foreign countries to which the United States serves as an intermediate point.  The city of Bostondododododododo	Do. do. Do. do. Do. do. Belgium, (except Antwerp, Ostend, Newport, Furnes, and Ghistelles,) and the
Boston	Ostend, (traveling)	New York to Liverpool	foreign countries to which the United States serves as an intermediate point.  The city of Bostondo	serves as an intermediate point. Do. do. Do. do. Do. do.
	Antwerp	New York to Liverpool	the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.  The city of Boston	Do. Do. Do. Ostend, Newport, Furnes, and Ghistelles
	Ostend, (local)	New York to Liverpool	The city of New York.  The United States, (except the city of Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.	Do. do. Do. do. Belgium, (except Antwerp, Ostend, Furner
New York	Ostend, (traveling)	New York to Liverpool	The United States, (except the city of Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediate point.	intermediate point. Do. do.
		New York to Havre by way of Southampton	on	: Do. do. Antwerp.
	Antwerp	New York to Bremen by way of Southampto	the Territories of the United States, and the foreign countries to which the United State serves as an intermediate point.	ne es Do.

Additional articles to the articles agreed upon between the Post Office of the United States of America and the Post Office of the United Kingdom of Great Britain and Ireland.

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

#### ARTICLE I.

There shall be established on the part of the United Kingdom a new office of exchange at Londonderry, which shall exchange mails with the United States offices at Portland, Chicago, Detroit, Boston, and New York, by means of Canadian mail packets.

#### ARTICLE II.

The description of letters, &c., which shall be comprised in the mails forwarded from Londonderry to the several United States exchanging offices, or from those exchanging offices to Londonderry, shall be arranged by correspondence between the British and United States post offices.

## ARTICLE III.

The present articles shall be considered as additional to those agreed upon between the two offices for carrying into execution the convention of December 15, 1848, signed at Washington on the 14th May, 1849.

Done in duplicate, and signed in London on the twenty-eighth day of June, one thousand eight hundred and sixty, and at Washington on the twenty-first day of July, one thousand eight hundred and sixty.

HORATIO KING, FREDERICK HILL.

Approved:

J. Holt.

Approved:

ARGYLL.

an er e nemer e e engles menteres en menteres de la la companya de la companya de la companya de la companya d La companya de la co Additional articles to the articles agreed upon between the Post Office of the United States of America and the Post Office of the United Kingdom of Great Britain and Ireland.

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

## ARTICLE 1.

There shall be established on the part of the United Kingdom a new office of exchange at Glasgow, which shall exchange mails with the United States offices of Portland, Chicago, Detroit, Boston, and New York, by means of Canadian mail packets.

## · ARTICLE II.

The description of letters, &c., which shall be comprised in the mails forwarded from Glasgow to the several United States exchanging offices or from those exchanging offices to Glasgow, shall be arranged by correspondence between the British and United States post offices.

## ARTICLE III.

The present articles shall be considered as additional to those agreed upon between the two offices for carrying into execution the convention of December 15, 1848, signed at Washington on the 14th May, 1849.

Done in duplicate, and signed in London on the thirteenth day of August, one thousand eight hundred and sixty, and at Washington on the first day of September, one thousand eight hundred and sixty.

JOSEPH H. BLACKFAN. FREDERICK HILL.

Approved:

J. Holt.

Approved:

ARGYLL.

## POSTAL CONVENTION BETWEEN THE UNITED STATES AND BREMEN.

Additional article agreed upon between the Post Office Department of the United States and the Post Office Department of the Hanseatic Republic of Bremen, modifying article second of the postal convention of August 4, 1853.

The international correspondence, conveyed either by United States or Bremen steamers, between the United States or its Territories and Bremen, will be hereafter subject to the following postage charges, viz:

Postage on each letter or packet not exceeding half an ounce		
in weight	10	cents.
Above half an ounce, and not over one ounce		"
Above one ounce, but not exceeding one ounce and a half	30	"
Above one ounce and a half, but not exceeding two ounces	<b>40</b>	"

And the postage will increase in the scale of progression, to wit: Additional ten cents for each additional half ounce, or fraction of half ounce.

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

In witness whereof, we have hereto set our names and affixed the seals of our respective offices, this twenty-third day of August, one thousand eight hundred and sixty, at the city of Washington.

[SEAL.]

J. HOLT,

Postmaster General.

R. SCHLEIDEN,

Minister Resident of Bremen.

## POSTAL CONVENTION BETWEEN THE UNITED STATES AND HAMBURG.

Additional article agreed upon between the Post Office Department of the United States and the Post office Department of the Hanseatic Republic of Hamburg, modifying article second of the postal convention of June 12, 1859.

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

Postage on each letter or packet not exceeding half an ounce		
in weight	10	cents.
Above half an ounce, and not over one ounce	<b>20</b>	"
Above one ounce, but not exceeding one ounce and a half	30	"
Above one ounce and a half, but not exceeding two ounces	40	"

And the postage will increase in the scale of progression, to wit: Additional ten cents for each additional half ounce, or fraction of half ounce.

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

This additional article takes the place of article second of the postal convention of the 12th of June, 1857, which in all other respects

remains in force.

In witness whereof, we have hereto set our names and affixed the seals of our respective offices, this twenty-third day of August, one thousand eight hundred and sixty, at the city of Washington.

[SEAL.]

J. HOLT,

Postmaster General.

SEAL.

H. R. KUNHARDS, Acting Consul for the Republic of Hamburg.

POSTAL CONVENTION BETWEEN THE UNITED STATES AND BREMEN.

Additional article agreed upon between the Post Office Department of the United States and the Post Office Department of the Hanseatic Republic of Bremen.

The post office of New York, in charging postage due to the post office of Bremen, shall uniformly make use of weights, having the American ounce for unit, with its divisions into half and quarter ounces; and the Bremen post office, in charging the postage due to the United States, shall uniformly make use of weights having the German loth for unit (two loth being considered equal to one ounce American.)

This additional article to the postal convention of August 4, 1853,

takes effect immediately.

In witness whereof, we have hereto set our names and affixed the seals of our respective offices, this twenty third day of November, one thousand eight hundred and sixty, at the city of Washington.

[SEAL.] .

J. HOLT,

Postmaster General.

SEAL.

R. SCHLEIDEN, Minister Resident of Bremen.

Post Office Department, Contract Office, November 30, 1860.

SIR: For a statement of the mail service for the contract year ended June 30, 1860, 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, and the number of contractors, the number of route agents, local agents, mail messengers, and railroad baggage masters in charge of the express mails in the service of the department on the 30th of June, 1860, with the compensation allowed to each class respectively; and the total cost in each State.

On the 1st of July last, the new service in the middle section, comprising the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio, was put in operation, the first quarter of which expired on the 30th of September, 1860.

Table C exhibits the service in this section as it stood at the close of the contract year, June 30, 1860, and at the close of the first quarter

of the current year.

Table D exhibits the railroad service in said section 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, 1860, and the cost per mile in each State.

Table F exhibits the steamboat service for the current year as it stood on the 30th of September, 1860.

I have the honor to be, very respectfully, your obedient servant, E. L. CHILDS.

Act'y Second Asst. Postmaster General.

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Hon. Joseph Holt, Postmaster General.

A.

# Table of mail service for the year ended June 30, 1860, 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.	ngth of routes.	Made no	t specified.	<del></del>	TRANSPOR		AND COST.	lte -	nitrand.	of annual trans- of spreified.	ond austral trans- portsion by coach.	al emuni trans-	il annual trans. rtation by mil-	portations.	l animal Co-1.
	Len	insue interpretation.		:				ing rannamu.		Ton	Total ports	Total	Total Potal Cond	į	Ě
	361	300	D. #	201	<b></b> ,	3011		2414	l		-	•			9,50 a
30-1	Miles.	Milet.	Dollars.	Miles.	Dollars.	Miles.	Dollars.		Dollars.	Miles.	Niles.	Miler.	Nilet.	Miles.	Dollars.
Maine	4,416 1,780	1.993	19.218 ' 6.861	1.999 577	38, <b>66</b> 8 6,570	60	6543	491 420	48, 693 36, 730	454,068 183,300	629.660	1	415.740	1,573,468	106.579
New Hampshire		385	4, 236	1.347	14.697			140	36.936	98.514	167.194	18,750	377.904	741.052 858.409	51,010 75,84 <b>9</b>
Vermont		561	9, 439	624	12.5:0	510	7.250	1. 297	133, <35	571. 365 5	4:61, 4 <b>3</b> 0 2:0, 974	140, 4(K)	1.395.300 1.395.340	2, 0 <b>20, 936</b>	1×3.056
Rhode (sland	363	138	2, 199	144	1.152	444	800	109	14.255	્રાઈ <b>30</b> લ જ્યાર કાર	35, 152	17.472	125,924	231, 816	14, 406
Connecticut			10.619	483	9, 136	980	10.000	745	84.948	2KL 164	230, 620	162. 940	7:37, 109	1.333.194	114,003
New York		2.858	33, 308	4.338	78.826	IGH	6.963	2.14	31.025	697.946	1.647.244	144, 652	3,944,578	6. 432. 440	453, 132
New Jersey		379	4.443	1.970	16,298	33	3.136	411	62. 206	85. <u>198</u>	434.616	તેમ <i>ે</i> (સ્ત)	336.376	1.044.30G	16,014
Pennsylvania	13,010	6,739	74.683	4.448	77.940	85	4.636	1.718	166. 630	1, 289, 600	1.550.310	53, 040	1,646,969	4.539.919	324,069
Delaware	536	160	2,2:1	263	6,581			113	13.683	35.272	94.068		1:27, 296	259.6%	92.4%
Maryland	2.942	1,660	30, 364	4:19	12.718	•••••		843	1149.034	241.988	165, 360	•••••	1.212.276	1.639.622	232, 140
Ohio	12,855	7,235	70.263	2.032	48,096	187	6,500	3, 401	414.346	1.094, 440	718.548	74.319	3, 140, 676	5, 031, 976	519. 205
Virginia	13,745	10,802	121.056	946	26, 453	637	46, 905	1.360	199,014	2, 121, 472	338, 591	371.658	1.032.136	3, 164, 520	May a spire
North Carolina	9.081	7,549	73, 316	7.52	20, 953	132	3,464	648	r9. 100	1,239,406	355.919	48,954	250,066	2, 194, 375	186, 537
South Carolina	5,498	4,087	42, 134	14.1	4,630	175	2,612	1.034	162.364	615, 935	33, 179	27. 390	1, 172, 734	1, 269, 489	211.744
Georgia		4,595	62, 137	530	14.317	(43:	15,000	1.24	183, 933	883, 106	200.409	69, a.r.	1,113,653	2.969.234	275.367
Florida	4,3:10	1,853	30.421	475	33, 239	1.860	121.800	143	13, 187	5357 059	213.114	270.214	101 (445)	877, 290	198.647
Michigan	6,840	4.129	41.207	1.049	14.343	:42	10.478	937	111.245	581.688	396.916	102,500	1.070,025	2, 154, 139	181,272
Indiana	7,960	5,811	57, 167	640	11.114			1.509	186, 437	881.702	199, 576	••••	1, 491, 935	2. 576, 216	254.71×
Illinois	10,297	5.416	65.270	2, 190	55,062	100	3.419	2. 791	254.97.5	925, 444	713, 882	31, 306	3.112.894	4,783,350	:178. 196
Wisconsin	6, 434	4.665	59, 415	1002	9.701	. 60	600	907	74.557	<b>862</b> , 831	155, 584	21.510	934, 596	1.974.851	144.6cmi
Iowa	8,232	1,775	57,911	2.938	104, 108	140	7.020	37,9	20.868	777.998	1.025,541	43.680	284.170	2, 131, 372	189, 907
Missouri	14,484	8,757	93,812	4.628	353,939	6.59	59,750	440	51.215	1,342,911	1.208,172	545 865	394.715	3.234.693	558,716
Minnesota	5,358	3,407	53,093	1,578	41.162	373	23,000	••••		469, 334	328,510	40, 770		1,030,396	117.25
Kentucky	8,992	4,892	44,990	2, 190	1 128,912	952	55,705	318	56.563	. 792,090	1.034,950	318,852	325, 832	2,471,721	256, 699

<sup>\*</sup> The Baltimore, Wilmington, and Philadelphia Railroad, is under a Maryland number. † This includes steamboat service from Louisville to Cincinnati.

CONTRACTOR OF THE CONTRACTOR OF THE

By railroad.

Dollars

115, 543 119, 198 92, 815 3, 000

58, 550 5, 850 3, 300

. . . . . . .

Miles.

945, 932 897, 468 1, 335, 048 1, 284, 184 847, 412 1, 866, 088

142,268 74,776

122,112

129, 840 263, 640

48,516

24,466,598

Miles.

833 616 693

40

30

27,129 3,349,662

ANNUAL TRANSPORTATION AND COST.

In steamboat.

Dollars.

4,200 13,030 14,875

54, 246 \*165, 638

202,630 †193,500 8,100

1,073,852

27,700 .....

Miles.

21 40 276

1.134

1.895

2, 185 1, 735 144

In coach.

Dollars.

62, 769 136, 701 84, 047 129, 580 95, 895 164, 123 659, 043

16, 250

23,084

28,937

2,550,365 14,976

Miles.

1,493 2,005 1,048 1,649

3,930 4,955 125

347

535 786

Total annua	Total annual trans- portation by steam- loat.	Total annual trans- portation by rail- road.	Total answal transportation.	Total anatal cost.	
Miles. 598, 349 799, 854 508, 059 748, 736 415, 019 1, 396, 904 1, 094, 065 13, 000 36, 088	Miler. 13, 104 29, 200 57, 408 232, 336 548, 140 337, 880 264, 240 29, 952	Miles. 688, 199 518, 695 531, 466 94, 960 290, 019 56, 940 27, 456	Miles. 2,175,507 2,431,974 2,490,216 2,030,576 3,587,812 1,528,039 117,798 44,408 122,112 265,352 610,496 109,356	Dollars. 937, 958 343, 947 992, 449 963, 951 409, 390 585, 959 883, 146 98, 433 17, 199 47, 638 35, 997 53, 887 39, 190	REPORT OF 1
18,653,161	3,951,968	27,653,749	74,794,776	8,808,710 614,767 9,493,477	THE

E. L. CHILDS, Acting Second Assistant Postmaster General.

\* This includes the route from New Orleans to Mobile.

States and Territories.

Tennessee..... Mississippi . . . . . . . . . . . . .

Arkansas ..... Louisiana .....

California .....

Route and local agents, and mail messengers. Jo

Miles.

7,941 8,459 8,265

11,723 7,811

8,160 988

1,450

1,244

Mode not specified.

Dollars.

54,746 74,318 100,705

97.125

82,237 213,356 27,303 17,533

47.638 12,843

24,950

1,834,831

Miles.

5.664 5.798 6.248 8.900

12.263 1.448 719

1.450 709

1.694

 $\mathfrak{T}^{\mathfrak{p}}$ В. Number of mail routes, mail contractors, route agents, local agents, and mail messengers, at the close of the contract year ended June 30, 1860.

States and Territories.	Number of routes.	Number of contractors.	Number of route agents.	Compensation.	Number of local agents.	Compensation.	Number of mail messengers.	Compensation.	Number of railroad baggage masters in charge of the mail.	Compensation.	Total cost in each State.
ine	248	228	7				31				<b>8</b> 8,005
w Hampshire	118	106	4				26				5,260
ermont	127	119	4	2,900 00		<b>8</b> 144 00	33	2, 329 •25	• • • • • • • • • • • • • • • • • • • •		5,373
assachusetts	227	195	27				51	6,486 54	· • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	27,906
ode Island	28	29	.2	1,200 00		• • • • • • • • • • • • • • • • • • • •	4	410 00			1,610
nnecticut	133	120	17				. 54				18,489
w York	872	824	48	39,000 00		5,830 00	316	38,365 00	20	<b>82</b> ,400 00	85,595
w Jersey	151	132	6			1 500 00	68	7,252 00	•••••		12,652
nnsylvania	651	551	29 2	19,138 00			247	37,449 13	20	2,340 00	60, 427
laware	21	22 112	18	17, 852 00		2, 115 00	23 30	3.734 50	10	1,200 00	5,407
ryland	133	420	48	35,800 00	` 3		191	17, 111 15	10		24,901 59,621
ilo	508 ; 514 ·	423	31	29,000 00	-	4,330 00	46	8,507 50	10	2,160 00	37,507
rginia orth Carolina	962	120	12			· • • • • • • • • • • • • • • • • • • •	17				11.746
uth Carolina	171	140	14				25	2 154 00	*********		17.054
orgia	281	254	17	14, 570, 00			17	1.033.00	••••••		16, 483
orida	55	46	3	800 00			~;	383 50			1, 183
chigan	276	247	14	10,200 00		1,600 00	72	6, 850, 00			18,050
liana	333 J	363	25	20, 200 00	· -	2,460 00	μŷ	9, 741, 87		*	32, 401
nois	412	366	41	31,300 00	i.	2, 350 00	100	18,520 00		•••••	52, 170
sconsin	262	249	14	10,000 00	• • • • • • • • • • • • • • • • • • • •	••••••	57				16,65
V8	235	245	6	4,000 00	i	120 00	20	2,027 25			6,14
souri	357	319	16	12,500 00	i		8	1,526 00			15.026
nnesota	138	130	3			1					2,100
ntucky	317	287	10	7.600 00		****	22	3,5₩ 00			11, 180
nnessee	322	270	14	10,900 00		1,950 00	27	3. 995 00		• • • • • • • • • • • • • •	15, 845
ibama	247	197	10	7,850 00		360 00	10	1453 00			9,543
seissippi	202	154	16	12,800 00		800 Ou	:3:2	6.0 <b>//3 00</b>			19,493
kansas	198	169	- 5	3,200 00				1.130 00			4,350
uisiana	118	106	9	4,600 00			93	4.607 00		• • • • • • • • • • • • • • • • • • • •	10,407

<sup>†</sup> This includes the route from San Francisco to Olympia, Washington Territory, and for which \$122,500 is paid by the United States Treasury under act of Congress.

States and Territories.	Number of routes.	Number of contractors.	Number of route agents.	Compensation.	Number of local agents.	Compensation.	Number of mail messengers.	Compensation.	Number of railroad baggage masters in charge of the mail.	Compensation.	Total cost in each State.
Texas California Oregon New Mexico Utah Nebraska Kansas Washington	127 33 4 12 45 76	190 106 32 4 7 35 74 6						•			
Total	8,502	7,445	474	372,240 00	40	\$25,479 00	1,649	208,948 00	68	<b>2</b> 8,100 00	614,767 00

E. L. CHILDS, Acting Second Assistant Postmaster General.

## POSTMASTER GENERAL.

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**C.** 

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

	Annual trans- portation.	Annual cost.
Service as in operation on June 30, 1860.  Railroad	Miles. 6,683,593 159,432 2,962,902 2,749,526	\$846,123 14,274 161,613 181,983
Total	12,555,453	1,203,993
Service as in operation on September 30, 1860.		
Railroad Steamboat With "celerity, certainty, and security"	6,569,627 174,408 7,057,866	849,866 17,002 382,133
Total	13,801,901 12,555,453	1,249,001 1,203,993
Increase	1,246,448	45,008

E. L. CHILDS, Acting Second Assistant Postmaster General.

<sup>\*</sup> This includes \$2,400 for the three express agents between Boston and New York.

## MIDDLE SECTION.

## Railroad service, as in operation on the 30th September, 1860.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of tripe per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of roste agencies.	Annual cost of mail memorager acrylee.	Total annual cost on each route.	Total annual cost in cach State.	Total annual cost per mile.	Total average com per mile in each State.
9009 9003 9004 9015 9086 9051 9065 9075 9076 9086	New York to Hackettstown New York to Easton New York to New Brunswick New Brunswick to Philadelphia Waterioo to Newton Trenton to Belvidere Branch to Flemington Philadelphia to South Amboy Branch, Bordentown to Trenton Camden to Atlantic City Burlington to Mount Holly Jamesburg to Freehold	54 11 64 13 66 6	Miles.	6 5 12 6		Dollars.	50 00 103 00 42 85 50 00 52 00		595 00	16,355 00	Dollars.	454 30	
9901 9909 9903 9904 9907 9910 9943 9944 9954 9966 9307	PENNSYLVANIA.  Philadelphia to Pittsburg Philadelphia to Pottsville Philadelphia to West Chester Philadelphia to Bethlehem Branch to Doylestown Philadelphia to Norristown Philadelphia to Darby Lancaster to Middletown Strasburg to Lemon Place Reading to Harrisburg Port Clinton to Williamsport Schuylkiil Haven to Fremont	97 291 54.19 10.1 17 8 321 4 54 119		14 12 12 6 6 6 6 6	71,595 00 14,918 00 1,463 00 2,756 00 500 00 400 00 1,490 00 179 00 5,400 00 11,900 00		900 00 146 58 50 00 42 86 99 41 50 00 45 84 43 00 100 00	4,800 00 1,600 00 600 00 700 00 	5,910 50 9,966 00 550 00 565 00	81,535 50 18,048 90 2,613 00 4,021 00 500 00 400 00 1,800 00 1,800 00 15,852 50 483 00		997 99 186 43 69 33 62 53 99 41 50 60 57 93 43 60 198 66	

									•				
9319	Easton to Mauch Chunk			6	2,300 00		50 00	700 00	1,545 00				••••
2325	Allentown to Reading	36		6	1,080 00		30 00	700 00	447 00	9,997 00			
2306	Mauch Chunk to Jeansville				1,150 00		50 00	400 00		1,550 00			• • • • • • • •
2347	Scranton to Rupert				2,905 00		50 00	600 00	324 00	4, 199 00			• • • • • • • •
2364	Great Bend to New Hampton	133		6	7.980 00		60 00	1.400 00	1,837 90	11,917 00			• • • • • • • •
2401	York to Columbia			7	650 00		50 00			650 00			• • • • • • • •
2404	Harrishurg to Auburn	59		6	1.770 00		30 00		78 00	1,848 00		31 38	• • • • • • •
2408	Harrisburg to Chambersburg	52		12	5,900 00		100 00	700 00	198 00	6,008 00		117 🕦	• • • • • • • •
2428	Hanover Junction to Gettysburg	301		6)	1 010 50		70 00		35 00	•	1	50 91	
	Branch, Hanover to Littlestown	8		6	1,912 50		50 00	• • • • • • • • •	33 00	1,947 50	•••••		• • • • • • •
2457	Sunbury to Williamsport	40			6,000 00		150 00	925 30	377 00	7,302 30		189 55	
2475	Williamsport to Elmira				7,700 00		100 00	895 00	326 00	8,851 00	••••	114 95	
2476	Williamsport to Lock Haven	961			1,395 00			613 01	448 00			90 64	
2489	Blossburg to Corning					•••••	50 00	700 00		9,964 90		74 10	
2519	Huntingdon to Hopewell	30				i	1			•	1		
	Branch to Coalmont	4		6 8	1,700 00	••••••	50 00	150 00	32 00	-,	•••••		• • • • • • • • • • • • • • • • • • • •
2524	Altoona to Hollidaysburg	10		7	500 00		50 00			500 00		50 00	
2557	Blairsville to Indiana	90		7	1.000 00							50 00	
2642	Pittsburg to Connellsville	60			9 400 00		40 00						
2644	Pittsburg to Kittaning	43		l a	3.150.00	•••••	73 25	700 00		4,052 00			
2649	Washington to Wheeling				3 934 00		10 00	400 00	202 00	3,634 00		112 37	
2693	Northville to Erie				4,000 00			*******		4.947 00			
2707	Girard to Jamestown			6	12,500 00				i	2,500 00			
2727	Erie to Warren		•••••	1 7	3,300 00			800 00	188 00	4,988 00			
4121	Effe to waten	90	• • • • • • • • • • • • • • • • • • • •	0	9,000 00		JU 00	CUU UU	100 00	T, 200 UU			•••••
					·				1		_		l .
			1.798.83			175, 473, 50					-		119 64
	DELAWARE.		1,798.83		•••••	175,473 50	••••••			•••••	-		119 64
			<u> </u>			175,473 50	••••••		••••••	•••••	-		119 64
3101		6 85.10		12 )		175,473 50			i i	,	215,210 81	•••••	
	Wilmington to Salisbury	\$ 85.10 { 19.18		12 }	13.233 00		126 95	1.400 00	3.330 00	17,863 00	215,210 81	171 36	•••••
3101 3111		\$ 85.10 { 19.18		12 }			126 95	1.400 00	i i	17,863 00	215,210 81	171 36	
	Wilmington to Salisbury	\$ 85.10 { 19.18		12 } 6 } 6	13.233 00   450 00		126 95 50 00	1.400 00	3.230 00	17, <b>863</b> 00 450 00	215,210 81	171 36 50 00	•••••
	Wilmington to Salisbury	\$ 85.10 { 19.18		12 }	13.233 00   450 00		126 95 50 00	1.400 00	3.230 00	17, <b>863</b> 00 450 00	215,210 81	171 36 50 00	•••••
	Wilmington to Salisbury	\$ 85.10 { 19.18		12 } 6 } 6	13.233 00   450 00		126 95 50 00	1.400 00	3.230 00	17, <b>863</b> 00 450 00	215,210 81	171 36 50 00	•••••
3111	Wilmington to Salisbury  Harrington to Milford	\$ 85.10 \$ 19.18 9	113.23	12 }	13.233 00   450 00	13,683 00	126 95 50 00	1.400 00	3.230 00	17,863 00 450 00	215,210 81	171 38 50 00	161 73
3111	Wilmington to Salisbury  Harrington to Milford	85.10 19.18 9	113.23	12 } 6 } 6	13.233 00   450 00   37,500 00	13,683 00	126 95 50 00	1.400 00 3.448 00	3, 230 00 3, 439 50	17, 863 00 450 00 44, 387 50	215,210 81	171 36 50 00 435 17	161 73
3111	Wilmington to Salisbury  Harrington to Milford  MARYLAND.  Baltimore to Philadelphia  Baltimore to Sunbury	85.10 19.18 9	113.23	12 } 6 } 6	#13. 233 00 450 00 37, 500 00 25, 450 00	13,683 00	126 95 50 00 	1.400 00 3.448 00 3.261 69	3, 439 50 679 50	17, 863 00 450 00 44, 387 50 29, 301 19	18,313 00	171 36 50 00 435 17 908 44	161 73
3111 3201 3204	Wilmington to Salisbury  Harrington to Milford  MARYLAND.  Baltimore to Philadelphia  Baltimore to Sunbury	85.10 19.18 9	113.23	19 6 6 19 14 19	#13.233 00 450 00 37,500 00 25,450 00 93,900 00	13,623 00	126 95 50 00 	1.400 00 3.448 00 3.261 69 4.800 00	3, 439 50 679 50 3, 370 50	17, 863 00 450 00 44, 387 50 29, 301 19 102, 070 50	215,210 81	171 36 50 00 435 17 906 44 968 60	161 73
3111 3201 3204 3207	Wilmington to Salishury.  Harrington to Milford	102 141 (179 201	113.23	19 6 6 6 19 14 19 13	13.233 00   450 00     37,500 00   25,450 00   93,900 00	13,623 00	126 95 50 00 367 64 180 49 300 00 200 00	1.400 00 3.448 00 3.281 69 4.800 00	3, 439 50 679 50 3, 370 50	17,863 00 450 00 44,387 50 29,391 19 102,070 50	215,210 81 18,313 00	171 36 50 00 	161 73
3201 3204 3207 3208	Wilmington to Salisbury.  Harrington to Milford	102 141 (179 201 40	113.23	19 6 6 6 19 14 19 13 25	37,500 00 93,900 00 12,000 00	13,683 00	367 64 180 49 300 00 300 00 300 00	1.400 00 3,448 00 3,281 69 4,800 00 1,352 00	3, 439 50 679 50 3, 370 50 854 60	17, 863 00 450 00 44, 387 50 29, 391 19 102, 070 50	215,210 81 18,313 00	171 36 50 00 435 17 908 44 968 60	161 73
3201 3204 3207 3208 3264	Wilmington to Salisbury  Harrington to Milford  MARYLAND.  Baltimore to Philadelphia  Baltimore to Sunbury  Baltimore to Wheeling  Bultimore to Washington  Monocacy Bridge to Frederick	102 141 (179 201 40 3	113.23	19 6 6 6 19 14 19 13 25 7	37,500 00 25,450 00 93,900 00 12,000 00 300 00	13,6e3 00	367 64 180 49 300 00 200 00 300 00 100 00	3,448 00 3,981 69 4,800 00 1,352 00	3,439 50 679 50 3,370 50	17, 863 00 450 00 44, 387 50 29, 391 19 102, 070 50 14, 206 00 300 00	215,210 81 18,313 00	171 36 50 00 435 17 906 44 968 60 355 15 100 00	161 73
3201 3204 3207 3208 3264 3281	Wilmington to Salisbury  Harrington to Milford  MARYLAND.  Baltimore to Philadelphia  Baltimore to Sunbury  Baltimore to Wheeling  Monocacy Bridge to Frederick  Grafton to Parkersburg	102 141 (179 201 40 3 104	113.23	19 6 6 19 14 19 13 25 7 6	37,500 00 25,450 00 93,900 00 12,000 00 300 00 10,400 00	13,683 00	126 95 50 00 	3,448 00 3,281 69 4,800 00 1,352 00	3, 439 50 679 50 3, 370 50 854 60 1,411 00	17, 863 00 450 00 450 00 44, 387 50 29, 391 19 102, 070 50 14, 206 00 300 00 13, 411 00	215,210 81 18,313 00	171 36 50 00 435 17 208 44 268 60 355 15 100 00 193 18	161 73
3201 3204 3207 3208 3264	Wilmington to Salisbury  Harrington to Milford  MARYLAND.  Baltimore to Philadelphia  Baltimore to Sunbury  Baltimore to Wheeling  Bultimore to Washington  Monocacy Bridge to Frederick	102 141 (179 201 40 3 104	113.23	19 6 6 19 14 19 13 23 7 6	37,500 00 25,450 00 93,900 00 12,000 00 300 00 10,400 00	13,6e3 00	126 95 50 00 	3,448 00 3,281 69 4,800 00 1,352 00	3,439 50 679 50 3,370 50	17, 863 00 450 00 450 00 44, 387 50 29, 391 19 102, 070 50 14, 206 00 300 00 13, 411 00	215,210 81 18,313 00	171 36 50 00 435 17 208 44 268 60 355 15 100 00 193 18	161 73
3201 3204 3207 3208 3264 3281	Wilmington to Salisbury  Harrington to Milford  MARYLAND.  Baltimore to Philadelphia  Baltimore to Sunbury  Baltimore to Wheeling  Monocacy Bridge to Frederick  Grafton to Parkersburg	102 141 (179 201 40 3 104	113.23	19 6 6 19 14 19 13 23 7 6	37,500 00 25,450 00 93,900 00 12,000 00 300 00 10,400 00	13,683 00	367 64 180 49 300 00 200 00 300 00 100 00 142 90	3,448 00 3,261 69 4,800 00 1,352 00 1,600 00	3,439 50 679 50 3,370 50 854 00 1,411 00	17, 863 00 450 00 450 00 44, 387 50 29, 391 19 102, 070 50 14, 206 00 300 00 13, 411 00 2, 858 00	215,210 81 18,313 00	171 36 50 00 435 17 906 44 988 60 355 15 100 00 193 18 142 90	161 73
3201 3204 3207 3208 3264 3281	Wilmington to Salisbury  Harrington to Milford  MARYLAND.  Baltimore to Philadelphia  Baltimore to Sunbury  Baltimore to Wheeling  Monocacy Bridge to Frederick  Grafton to Parkersburg	102 141 (179 201 40 3 104	113.23	19 6 6 19 14 19 13 23 7 6	37,500 00 25,450 00 93,900 00 12,000 00 300 00 10,400 00	13,683 00	367 64 180 49 300 00 200 00 300 00 100 00 142 90	3,448 00 3,261 69 4,800 00 1,352 00 1,600 00	3,439 50 679 50 3,370 50 854 00 1,411 00	17, 863 00 450 00 450 00 44, 387 50 29, 391 19 102, 070 50 14, 206 00 300 00 13, 411 00 2, 858 00	215,210 81 18,313 00	171 36 50 00 435 17 906 44 988 60 355 15 100 00 193 18 142 90	161 73

<sup>\*</sup>Includes \$9,700, being 25 per cent. on \$300 a mile for night service, and for a third extra trip. †Includes \$4,050, being 25 per cent. on \$300 a mile for night service, and for a third extra trip. †Includes \$1,065 for mail messengers and route agent furnished by contractors. †|Includes \$1,400 for daily mail to Philadelphia.

<b>T</b>	$\sim$		•
1)	ro:D	itin	ued.

A

Number of route.	Termini.	Pistance.	Total distance in each	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual circ of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cest in each State.	Total annual cost per	Total average cost per mile in each State.
9004 9005 9009 9051 9052 9095 9103 9104 9114 9120 9121 9178 9179 9179 9273 9273 9274 9275 9303 9306 9310 9325 9328 9329 9373 9375 9393	Bel Air to Columbus Steubenville to Newark. Means to Cadiz Pittsburg to Chicago Rochester to Bridgeport. Erie to Cleveland Cleveland to Wellsville. Cleveland to Sandusky. Cleveland to Youngstown Hudson to Millersburg. Bayard to New Philadelphia. Oneida Mills to Carrollton. Sandusky to Newark. Columbus to Cleveland. Columbus to Cleveland. Columbus to Union City. Galion to Union City. Galion to Union City. Portsmouth to Reid's Mills. Toledo to Etate line. Toledo to Etate line. Toledo to Eishart. Cincinnati to Richmond. Cincinnati to Richmond. Cincinnati to Marietta. Bianchester to Hillsboro'. Morrow to Zanesville. Xenja to Dayton. Dayton to Toledo Springfield ito Sandusky.	8 4694 65 96 584 61 67 62 32 12 124 60 119 56 114 244 135 73 60 5 197 21 133 17 48 149	Miles		3, 050 00 3, 350 00 1, 860 00 1, 372 00 360 00 12, 400 89 29, 150 00 4, 423 00 17, 850 00 24, 800 00 24, 800 00 24, 650 00 4, 693 00 7, 500 00 19, 700 00 787 50 4, 975 00 2, 195 00 2, 195 00 2, 195 00 2, 195 00 2, 195 00		37 50 75 00 195 00 50 00 150 00	1.400 00 700 00 1.600 00 2.400 00 1.600 00 800 00 666 66 312 71 2.100 00 1.600 00 553 00 1.600 00	Dollars. 825 00 568 00 1.589 00 178 00 127 00 423 00 273 00 1.148 80 120 00 1.148 80 120 00 1.148 80 1.094 00 1.725 00 1.096 30 00 1.000 30 00 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1	10.668 00 240 00 100.279 07 5.953 00 24.182 75 15.408 50 4.573 00 1.864 00 25.00 11.864 00 24.444 00 24.462 15 13.969 94 5.693 00 25.191 00 25.191 00 25.191 00 25.290 00 8.534 00 9.260 66 18.569 71 23.038 00 24.569 70 23.038 00 25.579 00 9.250 66		217 58 91 96 m oo oo 213 61 95 54 96 19 65 19 65 25 47 30 00 116 45 25 25 25 25 25 25 25 25 25 25 25 25 25	

9394 9396 9399	Springfield to Delaware Springfield to Dayton	94   19	2,143 00 2,400 00 480 00	100 00   966 66   935	2.901 66
		3,316;	416,496 00	·····	

E. L. CHILDS, Acting Second Assistant Postmaster General.

452	Windsor to Burlington	1174	1	6	14.687 50		125 00	1.306 00	603 00	16.508 50		: 141 😘 :	
465	Rutland to North Bennington	52		6	5, 2:10 00	1	100 00				•	117 78	i
	Branch to Bennington	5		6			50 00	700 00	539 00				• • • • • • • •
471	Bellow's Falls to Windsor.	25		õ	3, 195 00		125 00	517 00	130 00	3,799 00		151 70	<b></b>
472	Bellow's Falls to Burlington	120		6	13,500 00		199 17	1,635 00	39 00		**********		
477	Brattleboro' to Bellow's Falls	24		12			195 00	443 00	188 00	2.633.00			
•••	Diameter to believe a sale		1					7.00 0.0	1				
i			4894			56.956 95				• • • • • • • • • • • • • • • • • • • •	67.314 73		137 38
1	MASSACHUSETTS.		4008		•••••		••••••	• • • • • • • • • • • • • • • • • • •		• • • • • • • • • • • • • • • • • • • •	011017 12	:	
	AATTAC RC-B110.											i j	1
601	Boston to Portsmouth, N. H	54		12	8.394 00	1	154 60	1.376 00	25 90	0.705.00	i	160 00	!
602	Boston to South Berwick Junction, Me	75		19 >		·····		1					1
002	Branch, Rollingsford to Great Falls.	.3		6	10,525 00	[	135 00	9.400 to	816 00	13.141 00	· · · • • • • • • • • • • • • • • • • •	165 🕶	
603	Boston to Lowell.	27		18	4,050 00		156 00	340 00	! ,	A 350 00		102 00	
604	Boston to Fitchburg	561		13	8.000 00		133 86	694 00	313 to	9, 900 00	************		
605	Boston to Worcester	45		is			27.5 00	533 00	1.800 60		***********		
606	Boston to Dover.	16		6						945 00			
607	Boston to Blackstone	35		6			69 00	· • • • • • • • • • • • • • • • • • • •	, —	2,125 00	************	. ==	
608	Boston to Providence, R. I	46		18			130 00	1.600 00	75 00	# 575 m			,
609	Boston to Plymouth	478		13	5,400 00			117 00		5,317 00		147 00	
610	Boston to Medford	51		6	275 00								••••
615	Boston to Mattapan	***		6					•••••	364 00		42 00	
616	Salem to Lowell	24		6						1.300 00			••••
617	Salem to Gloucester	16		13						800 00s			· · · · · · · · · · · · · · · · · · ·
618	Salem to Marbiehead	14	1	6	900 00					300 00			•••••
619	Salem to Danvers	7.1		13		1					4		
620	Salem to Laurence	20		ú			40 00			212 00			`••••••
626	Laurence to Manchester	26		13			100 00		215 00	3.495 00		146 00	
628	Lowell to Laurence	14		13	1.(50 00				315 00				
630	Winchester to Woburn	-73		6		•••••	30 00 30 00	!			•••••		•••••
631		3		6					• • • • • • • • • • • •	150 00 400 00			• • • • • • • •
635	Porter's to Lexington	ű		6				• • • • • • • • • • • • • • • • • • • •			·····		********
636	Groton Junction to Lowell	17		ě		• • • • • • • • • • • • • • • • • • • •		!		900 00			
637	Groton Junction to Mason Village	23		ĕ		•••••		••••••	45.00		•••••		•••••
638	Auburndale Station to Newton Lower Fails	3		6	1,400 00	•••••	30 00	• • • • • • • • • •	965 UO	100 00	•••••		•••••
639	Natic to Saxonville		••••	8			5A) 00		•••••	500 005			••••
640	South Farmingham to Northboro'	15	• • • • • • • • • • • • • • • • • • • •	ě	200 00				, <b>• • • • • • • • •</b>	750 (10			•••••
641	South Farmingham to Milford	13		6	600 00	1			•••••	600 00			
644	Grafton Depot to Middlebury	5		6								7	* • • • • • •
647	Boston to Dedham	ากั		12	00 00								•••••
648	North Wrentham to Medway.	• • •					SALAWA	• • • • • • • • • • • • • • • • • • • •	••••				
656	South Braintree Junction to Fall River	43		12			121 43	500 4 4MA					
656a	South Abington to Bridgewater	8		6	250 00		31 00			3,334 00		31 00	
657	Braintree Depot to Cohassett	12	1	12					•••••				
663	Middleboro' to Hyannis	47		12					• • • • • • • • • • • • • • • • • • • •		••••••		
673	New Bedford to West Wareham	164		15		•••••					, • • • • • • • • • • • • • • • • • • •		• • • • • • • •
676	Taunton to Middleboro'	91		6					`····	1,700 00			·····
677	Taunton to Middleboro	12	••••	19			75 00	, • • • • • • • • • • • • • • • • • • •	11.0 (40)		·····		·····
678	Taunton to Mansheld Junepon	21	<b> </b>	19			100 (0)						
684	Habronville to Newbook	21 8		6		! <b>****</b>	114 30		' <b></b>				
685	Hebronville to Seekonk	461		6		·····			442.00				
666	Worcester to Albany, N. Y.					1	100 00	600 00			ļ		
689	Sterling Junction to Fitchburg	158		12	1 050 00			1,868 00		20.313 00		223 OI	• • • • • • •
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Termini.

Fitchburg to Britishoro' ...... Fitchburg to Brattleboro' .....

Palmer to Amherst ......

Springfield to Keene, N. H ....

Boston to West Lynn Depot .....

RHODE ISLAND.

CONNECTICUT.

Allyn's Point to Worcester, Mass .....

New London to Palmer, Mass ....

Branch to Collinsville
New Haven to New York
Bridgeport to Winches er...
Bridgeport to Pittsfield, Mass...
Branch, Vandusenville to State Line...
South Norwalk to Danbury
Waterbury to Providence, R. I...

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Dollars.

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annual cost

Dollars.

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172,898 50

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16,130 00

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99,897 25

Dollars.

8,371 00

7,152 00

1,060 00

8,816 00

1,575 00 300 00

6.500.00

8,775 00 855 00

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6,929 75

19,933 50

7,443 00

23,913 00

5,870 00

8,906 00

1,905 00

10,806 00

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300 00

annual mile.

Total

Dollars

131 00

91 66

53 00

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POSTMASTER GENERAL.

	NEW YORK.	1	1 1	1		1		1		1	l		
1001 1002 1003	New York to Dunkirk	1304		19 19 6	92,000 00 32,000 00 5,593 00		200 00 225 00 42 86	6,300 00 4,500 00 1,400 00	8,078 00 7,667 00 1,872 00	106,378 00 44,567 00 8,865 00			• • • • • • • •
1005	New York to Flushing	65		6 19 }	514 00 8,225 00		46 73 83 93	1.400 00	1,542 00	514 00		110 00	• • • • • • •
1096 1032 1064 1073 1074 1075 1089 1083 1084 1091 1099 1199 1193 1146	Sufferns to Piermont  Newburg to Chester.  Hudson to West Stockbridge, Mass Albany to Butialo* Albany to Troy Albany to Junction  Troy to North Bennington, Vt  Troy to Scheuectady  Troy to Saratoga Springs Eagle Bridge to Butland, Vt. Saratoga Springs to Castleton, Vt Platteburg to Canada Line Rouse's Point to Ogdensburg†  Watertown to North Potsdami	35 19 35 298 7 19 32, 81 32, 81 621 54 23 119 76		6 6 6 25 13 12 12 12 12 12 12 12 12 12 12 12 12 12	772 00 814 00 1,750 00 51,600 00 1,050 00 1,029 00 3,250 00 1,650 00 3,281 00 6,250 00 5,400 00 9,700 00		42 86 42 86 50 00 200 00 150 00 85 42 100 00 75 00 100 00 100 00 42 86 81 51 50 00	6,300 00 379 00 545 00 521 00 421 00 879 00 1,400 00 1,600 00	98 00 77 00 20 00 4.688 00 539 00 534 00 210 00 188 00 288 00 177 00 523 00	870 00 891 00 1.770 00 62,568 00 1,050 00 1.767 00 4.329 00 4.012 00 6.859 00 6.567 00 1,163 00 11,252 00		46 33 46 89 50 57 209 95 150 00 147 25 133 20 78 41 122 56 111 53 121 61 50 56 94 37 77 93	
1164 1200 1210	Schenectady to Ballston	35		6 12 12 }	2,625 00		50 00 75 00		150 00 359 00	2,984 00	! !	85 25	• • • • • •
1998 1999 1930 1969	Rome to Cape Vincent Syracuse to Rochester. Syracuse to Oswego Syracuse to Binghamton Canandaigus to Elmira Canandaigus to Niagara Falls	104 351 80 681 ( 50		6 } 12 12 6 12 12 }	3, 429 00 5, 137 50		85 86 200 00 85 72 42 86 75 00	800 00 800 00 800 00 820 00	1,028 00 1,474 00 420 00 823 00 567 00	23,074 00 3,463 00 5,052 00 6,524 50		921 97 97 51 63 15 95 25	•••••
1975 1978 1300 1319 1313 1314 1315 1369 1375 1459 1465	Rochester to Niagara Falis Rochester to Niagara Falis Rochester to Avon Batavia to Attica. Buffalo to Lockport. Buffalo to Lewiston    Buffalo to Hornellsville Buffalo to State Line Corning to Batavia Owego to Ithaca Suspension Bridge to Detroit, Mich Avon to Mount Morris.	47 78 18 11 22 29 91 69 100		6 12 12 12 12 12 12 12 12 12 12 12 12 12	772 00 550 00		62 89 150 00 42 86 50 00 50 00 75 00 200 00 42 86 42 86 50 00 40 62	1,390 00 1,600 00 2,700 00 2,400 00 700 00	614 00 1,907 00 258 00 100 00 110 00 32 00 1,241 00 921 00 198 00	14.907 00 1.030 00 650 00 1.100 00 1.560 00 7.657 00 7.697 00 2.313 30 11.450 00		196 14 57 22 59 09 50 00 53 79 84 14 257 11 76 07 70 09 50 00	******

<sup>\*</sup> On eighty miles of this route the pay is only \$100 a mile.

<sup>\$775</sup> of the contract pay is for mail messenger service.
\$1,900 additional per annum is allowed when twelve times a week service is performed.
Only \$50 a mile is allowed when service is six times a week.

Contractor furnishes mail messenger supply to intermediate offices.

Number of route.	T'ermini.	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 medianesservice.	Total annual cost on each rotte.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
9801 9802 9803 9818 9838 9848 9848 9857 9874	New York to New Brunswick New York to Easton New York to Easton New York to Hackettstown New Brunswick to Philadelphia, Pa Waterioo to Newton Jamesburg to Freehoid Trenton to Belvidere Branch to Flemington Philadelphia to South Amboy Branch, Trenton to Bordentown Camden to Atlantic City Burlington to Mount Holly	64 63 54 11 11 64 13 66 6	Milea	19 12 12 19 12 6 12 6 6 6 6	6,400 00 6,300 00 †20,250 00 550 00	Dollars.	100 00 375 00 50 00 52 00 50 00	Dollars. 1.200 (00 700 00 800 00 1.800 00	50 00 841 00 366 00	8.458 00 24,582 00 600 00 572 00 5.591 00 6.258 00 3.097 00		457 63 134 17 134 73 455 22 54 54 52 00 71 31 114 27 51 61 50 06	
3001 3009 3013 3039 3039 3046 3065 3067 3103 3109 3117 3158 3196 3300 3801	PENNSYLVANIA.  Philadelphia to Columbia	134 97 8 374 119 54 119 12 98 46 93 36 133 59 59 250	455	14 6 12 6 14 6 6 12 6 6 6 6 6 6 6 6 6 7 7	675 00 14.918 00 400 00 7,595 00 815 00 5,400 00 11,900 00 1,400 00 2,300 00 1,150 00	62,206 00	\$000 00 50 00 146 58 50 00 \$100 00 100 00 45 83 50 00 50 00 50 00 30 00 100 00 \$00 00 \$00 00 \$00 00 \$00 00	840 00 1,275 00	2,336 00 3,828 00 100 00 370 00 837 00	675 00 19,646 00 400 00 8,946 00 1,185 00 7,077 00 15,859 50 550 00 1,400 00 4,545 00 1,570 00 11,917 00	76.579 00	250 18 50 09 202 53 50 00 219 21 62 36 131 05 133 21 45 83 50 00 96 69 67 39 57 97 84 33 31 32 117 26	

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3511	Branch to Doylestown.  Pittsburg to Connellsville.		1	6	2,756 00		42 86	700 00	1	1			
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3901	Baltimore to Washington, D. C	40	j			1	i					j	
3903	Baltimore to Wheeling Va	( 170		26	12,000 00	•••••	300 00	1.690 00	N. 1 00			- {	
	Branch to Frederick	201	<b> </b>				300 00	1,000 00	854 00	14.544 00 '	• • • • • • • • • • • • • • • • • • •	363-60	
3900a	Grafton to Packardon	7 3			94,200 00	• • • • • • • • • • • • • • • • • •		5,400 00	3,370 50	:			
3903	Grafton to Parkersburg	104			10 400 00	• • • • • • • • • • • •	100 00	\$ -,120	0,010 30	102.970 .30	······································	246 65	• • • • • • • •
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3919	Annapolis to Annapolis Junction	13	• • • • • • • • • •		32, 100 00		165 46	4,852 00		ON MAN EA	• • • • • • • • • • • • • • • • • • • •	140 01	• • • • • • • •
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9010	Bel Air to Columbus	1371		19	27,575 00	l		1		1-		-	
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	* Includes #2,7 † Includes #2.0	00 hat	OK					1,000 00 1	988 73	24,368 75 1.		54 05 1.	

<sup>\*</sup> Includes \$2,700, being 25 per cent. on \$500 a mile for night service and a third extra trip. Includes \$1,050, being 25 per cent. on \$300 a mile for night service and a third extra 'rip. Includes \$1,400 for daily mail to Philadelphia.

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POSTMASTER
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410	VIRGINIA.	,											
410	Richmond to Petersburg	! 75	<b></b>	14	22,650 0	<b>~</b> !	!	1		1			
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416	Norfolk to Petersburg.  Portsmouth to Weldon, N. C.	· 64			19,200 0	0				8, 350 0	0	330 60 340 81	
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494	Alexandria to Lunghham	. 1411	·	6	14, 150 00					200 oo 13,900 oo		9 52	)
4251	Branch, Junction to Warrenton Tudor Hall to Mount Jackson	1704	1	• • • • • •	34,100 00	)				15,750 00	)	. 113 00	
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4381	Richmond to Selma	. { 76} 60	•••••	7	)		. 50 00	1,200 00	254 (4	5,779 00			,
4492	Winchester to Harman v	( 59			21,408 33	·	. 89 80	2,400 00	75 <b>0</b> 0	, ,		. 66 Bi	
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Bayard to New Philadelphia
Oneida Mills to Carrollton
Sandusky to Newark

Columbus to Cleveland......

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Toledo to Elkhart
Cincinnati to Richmond
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Morrow to Zanesville

Xenia to Dayton

Dayton to Union City

Dayton to Toledo

Springfield to Sandusky

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Springfield to Delaware

Springfield to Dayton

Portsmouth to Held's Mills

Cleveland to Youngstown

Rochester to Bridgeport

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Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annal pay in each	Annual cost per mile on each route.	Amual cost of route agencies.	Annual cost of mail mewenger service.	Total numus) ciet on ench route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each Mate.
8159 8154 8171	LOUISIANA.  New Orleans to Canton	80	Miles.	1	16,000 00	Dollare.	200 00	Dollars. 3,900 00 800 00	500 00	17,300 00	Dollare.	Dollars. 210 00 216 00 50 00	1
8528	TEXAS.  Harrisburg to Eagle Lake	78	304	7		58,550 00				7.450.00	63,550 00		209 0
	CALIFORNIA.		78				1		1		7,450 00		95 50
19591	Sacramento City to Polsom City	22	22	12	3,300 00	3,300 00	1 1		1	3,300 00	3,300 00		

E. I.. CHILDS,

Acting Second Assistant Postmaster General.

F. Steamboat service, as in operation on the 30th of September, 1860.

States and Territories.	Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week,	Annual pay.	Total annual pay in each State.	Remarks.
New Hampshire	<b>669</b> 318	Hyannia to Wanna to San	₹ 20 30	Miles.	} 3	Dollars. 504 00 325 00	Dollars	During navigation bet. Center Harbor and Meredith Village. During navigation.
hode Island	672 680 804 996	Providence to New Pork	180	240	6 3 6	2,500 00 1,250 00 3,500 00	*29 00	Mails to be carried six times a week when boars run so often.
w York	931 1004 1076	Allyn's Point to New York. Stonington to New York  New York to Manhasset. Albany to New Baltimore Whitehall to Plattsburg	135 125	2n 260	6 6 3	3.000 00 7.000 00	>00 00 10.000 00	Mails to be carried twelve times a week when boats run so often.
W Jerucy	2003	Whitehall to Plattsburg Ithaca to Cayuga  New York to Elizabethport South Amboy to New York	95 40 .	168	(*) 6 19	150 00 400 00 4.500 00 1.713 00	7,063 00	*Eleven times a week, seven months.
ryland	2643 3209	Pittsburg to Greensboro'	27 !.	39	6 6	2.338 00 6,375 00	3,53⊭ 00 : 6.375 00 }	
ginia	9302 4101 4129	Portsmouth to Cincinnati Cincinnati to Maysville Washington, D. C., to Aquia Creek, Va. Richmond to Norfolk Norfolk to Baitimore, Md. Norfolk to Old Point Comfort	123	36 1e7	3   -	589 00 2.500 00 4.000 00	589 00	Daring unvigation.

States and Territories.	Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Total annual pay in each State.	Remarks.	
Virginia—Continued	4152 4153 4593	Norfolk to Eastville Norfolk to Matthews C. H	Miles. 57 60 961	Miles.	3 2 3	Dollars. 4,350 00 995 00 2,480 00	Dollars.	menantina percentaga may antinagan negaranganga Marahiman dan dan 11 -	
North Carolina	5008 5058	Greenville to Washington	25 107	6371	6	968 00 2,500 00	46,965 00		
South Carolina	5630 5776	Charleston to Savannah, Ga	160 15	132	17	1,300 00 1,312 50	3,468 00		
leorgia	6003	Savannah to Pilatka, Fla	332	175	2	15,000 00	2,612 50		
Florida	6501 6524 6543 6562 6575	Fernandina to Charleston, S. C	175 194 360 901 1,000	1,860	6 1 1 3 (*)	36,000 00 1,800 00 7,000 00 18,000 00 59,000 00	15,000 00	* Two trips per month.	
Michigan	12509 12590	Detroit to Ontonagon	640 85	725	3 6	5,000 00 5,000 00	10,000 00	During nav'n. Pay estimated. Do. Do.	
Wisconsin	13087‡	Superior to Bayfield	90		1	550 00		Do. Do.	
owa	10903	Keokuk to Davenport	140	90	3	7,020 00	550 00		
Missouri	10407 10696	St. Louis to Keokuk	239 420	140	6 3	20,000 00 39,750 00	7,020 00	During navigation.	
Minnesota	13500 13500‡	St. Paul to Prairie du Chien	947 174	659	6 6	9,100 00 7,280 00	59,750 00	Pay estimated.	
Kentucky	9501 9503 9672 9702	Louisville to Paducah	347 135 2 50	421	3 7 14 7	21,590 00 9,000 00 200 00 7,945 00	16,380 00		

Louisiana   150	Alabama (part.)  Miselestippi (part.)  Arkausas (part.)  Miselestippi (part.)  Miselestippi (part.)  Arkausas (part.)  Miselestippi (part.)  Arkausas (part.)  Miselestippi (part.)  Arkausas (part.)  Miselestippi (part.)  Majoleon to Liberty (part.)  Majoleon to Miselestippi (part.)  Majoleon to Miselestippi (part.)  Majoleon to Miselestippi (part.)  Majoleon to Miselestippi (part.)  Miselestippi (part.)  Miselestippi (part.)  Miselestippi (part.)  Miselestippi (part.)  Miselestippi (part.)  Majoleon to Miselestippi (part.)		•							
Alabama (1973a) Columbus, Ky., to Cairo, III	Alabama (part.)  Miserissippi (part.)  Vickshurg to Greenwood (part.)  Arkansas (part.)  Miserissippi (part.)  Vickshurg to Greenwood (part.)  Arkansas (part.)  Arkansas (part.)  Arkansas (part.)  Vickshurg to Greenwood (part.)  Arkansas (part.)			3   Paducah to Evansville						
Alabama (1973a) Columbus, Ky., to Cairo, III	Alabama (part.)  Miserissippi (part.)  Vickshurg to Greenwood (part.)  Arkansas (part.)  Miserissippi (part.)  Vickshurg to Greenwood (part.)  Arkansas (part.)  Arkansas (part.)  Arkansas (part.)  Vickshurg to Greenwood (part.)  Arkansas (part.)	Tone		Paducali to Juka	) 14	B .				
Alabama (1994)  Misciscippi (1994)  Arkansas (1994)  Arka	Abbama (19ad.) Miselesippi (702) Miselesippi (70	rennessee	1017	Park Colomb	27	<u>, ,,,,,,,,</u>		1 12,000	BO ,	
Misciosippi   7402   Vicksburg to Greenwood   40   21   7   3,500   00   4,200   00	Misclostippi 7402 Vicksburg to Greenwood 276 40 21 1, 600 00 4, 20		(uner	Columbus, Ky., to Cairo, III.		,,,,,,,,	1	4,970	00	
Misciosippi   7402   Vicksburg to Greenwood   40   21   7   3,500   00   4,200   00	Misclostippi 7402 Vicksburg to Greenwood 276 40 21 1, 600 00 4, 20	Authama	70r	diameter -	21				55, 705 or	3
Arkansas	Texas   Texa	Migulantan	1	stockton to Mobile	-	- 01	6	4,900 (	X), 100 of	<b>'</b>
Arkansas	Texas   Texa	- artus taktibli	7406	Violenten	40		~		4, 200 on	•
Test   Napoleon to Jacksonport   265   276   3   14,875   60	Text   Varioteon to Jacksonport   265   276   3   1, 1875   60     Text   Varioteon to Members   2455   3   1, 1875   60     Text   Varioteon to Witchurg   1660   1, 189   1, 1800   1, 1800     Helen to Witchurg   1660   1, 180   1, 180   1, 180     Helen to Witchurg   1660   1, 180   1, 180   1, 180     Helen to Witchurg   1, 180   1, 180   1, 180     Helen to Witchurg   1, 180   1, 180   1, 180     Helen to Witchurg   1, 180   1, 180   1, 180     Helen to Witchurg   1, 18	Arkanan	1	to Greenwood			1	13,030 (	10)	′ <b> </b>
Test   Napoleon to Jacksonport   265   276   3   14,875   60	Text   Varioteon to Jacksonport   265   276   3   1, 1875   60     Text   Varioteon to Members   2455   3   1, 1875   60     Text   Varioteon to Witchurg   1660   1, 189   1, 1800   1, 1800     Helen to Witchurg   1660   1, 180   1, 180   1, 180     Helen to Witchurg   1660   1, 180   1, 180   1, 180     Helen to Witchurg   1, 180   1, 180   1, 180     Helen to Witchurg   1, 180   1, 180   1, 180     Helen to Witchurg   1, 180   1, 180   1, 180     Helen to Witchurg   1, 18	5 · · · · · · · · · · · · · · · · · · ·	! 7810	Variation	276	1 1	0		- 13,030 00	, !
Louisiana   Si   Si   Si   Si   Si   Si   Si   S	Louisiana   1815   New Orienns to Months   135   1,134   2   2,000 00   1,200	<del>,</del>		Named to Little Rock	-	- 276	2	14.875 0	0	
Louisiana   Si   Si   Si   Si   Si   Si   Si   S	Louisiana   1815   New Orienns to Months   135   1,134   2   2,000 00   1,200		7814	Napoleon to Jacksonport.	26.5	1 1	•		- 14,875 00	
Louisiana	Louislana		7411	Helena to Wisconstanting	435			18. HT1 ()	0 1	
Louisiana	Louisiana   Si5   New Orleans to Mobile   135   135   2   2   2   2   2   2   2   2   2	.≓	7H56	Jackson Wilsburg	160	1	ž	15.875 00	U	
Section   Sect	New Orleans to Mohile	Louisiana		}	139		;	a. 000 00	)	1
New Orleans to Algiers   157	New Orleans to Algiers   57		8151	New Orleans	135					
New Orleans to Algiers   157	New Orleans to Algiers   57			New Orleans to Mobile		- 1,134	~	j 8.500 (X	1	
New Orleans to Algiers   157	New Orleans to Algiers   57	<b>3</b>	8157	New Orleans to Southwest Pass.	. 214	, ,	•	20 500	- 54.246 00	
Side	New Orleans to Vick-burg	<b>3</b>	8161	New Column to Covington.	. 141	1 5	i		1	L
Signature   Sign	Sign		1	New Orleans to Se To	. 57		3	9.500 00	1 1	!
Size	Signature   Sign			New Orders at Bt. Francisville	. 2					1
Texas.   Signature of New Dieria   22.7   3   22.463 00   20.000 00   5.502   5.504 500	Pasa   Practice of Display   Proper			Vicksburg to Newsburg	170	1	4			
Pexas   Pexa	Pexas			Named to Manual	397	1	ã	40 (90) (9)	1	1
Second   S	Second   S		8188	Brashear to New Illians	230				· 1	
S502   New Orleans to Brazou Santiago   S503   Brashear to Galveston   S604   S504   S504   S604   S605	Storage   Stor	Техан	1	me we hoeld	217			OKI (MM) (M)	1	
California   S504   S511   Brashear to Indianola   S45   S500 00	Solid   Brashear to Indianola   Solid   Soli		8501	New Orleans to Indianate	67		3	5 045 00	1	
California   S504   S511   Brashear to Indianola   S45   S500 00	Solid   Brashear to Indianola   Solid   Soli		8502	New Orleans to Branco Santonia	5.40	1,495			100	
California   245   460   225. (a) 00   45. 000   00   225. (a) 00   225.	California		8503	Brushear to Galveston	540	•••••	2	55. OW 00	162-608 (0)	
California 12502 12703 12703 12704 12707 12507 1	Sain Francisco to Olympia, Washington Territory.   10   2,095   3   45.000 00   11.900 00   125.030 00   12		6504	Brashear to Indianala	045		(t) 1		1	
12502   San Francisco to Olympia, Washington Territory.   950   2,096   11,900 00   122,030 00	12502   12503   12506   12506   12507   12506   12507   12500   12507   1250		2011	Galveston to Liberty	245	•••••	11		•••••	† Two trips per month
12503   San Francisco to Sacramento City   950   122.500 (0)   122.500	12503   12506   12507   1250	California	10500		110		2		1	with he month.
12507   12580   San Francisco to San Diego   5.0   4.000 00   12580   San Francisco to Suekton   120   5.0   4.000 00   12751   Portland, Oregon, to Wascopum   1275	12597   San Francisco to Man Diego   San Francisco to Stuckton   120   San Francisco to Stuckton   12701   Astoria to Portland   120   San Francisco to Stuckton   12701   Astoria to Portland   120   San Francisco to Stuckton   120   San Franc		12502	Nan Francisco to Olympia Manual	110	*****	3	11,900 00		
12507   12580   San Francisco to San Diego   5.0   4.000 00   12580   San Francisco to Suekton   120   5.0   4.000 00   12751   Portland, Oregon, to Wascopum   1275	12597   San Francisco to Man Diego   San Francisco to Stuckton   120   San Francisco to Stuckton   12701   Astoria to Portland   120   San Francisco to Stuckton   12701   Astoria to Portland   120   San Francisco to Stuckton   120   San Franc		1000	San Francisco to Sacramenta Configuration Territory	050	,	-		Int and	
12580   San Francisco to Stockton   12580   San Francisco to Stockton   1260   San F	12580   San Francisco to Stockton   12701   Astoria to Portland   12701   Astoria to Portland   12701   1270	1	19549	San Francisco to Petaliano	1.44		(1)	122,500 m		
Vashington Territory	12701   Astoria to Portland   120   130	ì	19540	San Francisco to San Diego	74		6	30,000 00	••••••	Two trips per month Park
Vashington Territory	12701   Astoria to Portland   120   1,690   5   25,000 00   189,090	Dronn	14000	San Francisco to Stuckton	45.43			3.100 00	1	
Vashington Territory	7ashington Territory 12730a Olympia to Camp Semiahmoo. 112 180 189, 090 00 189, 090	oregon			1.10			8.600 on 1		
12751 Portland, Oregon, to Wascopum.   1180   1192   7,327 00   1180   7,327 00   Pedro.	12751   Portland, Oregon, to Wa.acopum.   180   112   2   7.327 00   7.327 00   Pedro.   7.327 00   Pedro.   1			astoria to Portland.			8	25.000 00		I'WO trips ther mounts and
12751 Portland, Oregon, to Wascopum.   1180   1192   7,327 00   1180   7,327 00   Pedro.	12751   Portland, Oregon, to Wa.acopum.   180   112   2   7.327 00   7.327 00   Pedro.   7.327 00   Pedro.   1	Washington Territory			1140	,	-		180 000 00	
130 (**) 325,700 00 ¶ Once in two weeks.	130 340 3 4.000 00 ¶ Once in two weeks.	J	12730a (	Mympia to Camp Manual			2	7.327 00	· · · · · · · · · · · · · · · · · · ·	THE PROPERTY OF THE PARTY OF TH
130 (**) 325,700 00 ¶ Once in two weeks.	130 340 3 4.000 00 ¶ Once in two weeks.	j	12751	Complement Comments of the Com	180		. /-		7, 307, 00	Pedro,
340 4.100 (0)	340 4.000 (0)	1		ornand, Oregon, to Wasconum	• 244		1   5	23.700 00	· 9 1/4/ (A)	
340 4.100 (0)	340 4.000 (0)		1		1'10 1		')   <b> </b>		••••• • • • • • • • • • • • • • • • • •	Once in two wasts
97.700.00	27,700 00		!	Charles and the second of the		340	3	4.000 (N):	1	· · · · · · · · · · · · · · · · · · ·
				The state of the s	- 1				27, 700, 00	

Statement of dead letters containing money, registered and sent out for delivery to the writers or owners thereof, from July 1, 1859, to July 1, 1860.

Number of money letters sent out for delivery.	Aggregate contents of letters sent out.	Number of letters delivered.	Aggregate amount of money restored in letters delivered.	Number of letters returned unclaimed and filed.	Aggregate amount of letters returned un-	Number of letters outstanding.	Aggregate contents of letters outstanding.
10,450	\$55,385 90	9,206	<b>\$5</b> 0,420 <b>63</b>	1,157	\$4,494 17	87	\$471 10

Statement of dead letters containing articles of value other than money, registered and sent out for delivery to the writers or owners thereof, from July 1, 1859, to July 1, 1860.

					Cont	ents of	letters	sent ou	ıt.		
Number of letters sent out.	Number of letters delivered.	Number of letters unclaimed.	Number of letters outstanding	Bills of exchange, drafts and letters of credit, bonds and notes of hand, checks, orders, treasury warrants, and certificates of deposit.	Deeds, mortgages, conveyances, and land titles.	Articles of agreement, powers of attorney, and policies of insurance.	Passage certificates and certificates of stock.	Pension papers, land certifi- cates, and patent papers.	Court papers.	Miscellancous.	Daguerreotypes.
13,585	12,645	755	185	<b>\$</b> 3,670,123 72	883	365	130	203	232	1,174	1,011

Post Office, New York, November 14, 1860.

SIR: I deem it my duty to present to you a full statement of the condition of the system of collecting and delivering letters in this city by carriers and mail messengers. From the time of its establishment it has been steadily increasing in importance, and it has become, from the magnitude of its operations, a subject of the deepest interest to the inhabitants, not merely as regards their correspondence with each other, but that also which extends beyond the limits of the city. The regular and prompt delivery of letters to those to whom they are addressed, and the equally punctual delivery at the post office of such as are to be transmitted by mail, constitute the whole value of such a system, and no effort has been spared to give it the necessary efficiency in these

respects.

To facilitate the receipt, delivery, and transmission of letters written here, and to expedite the delivery of those received by the mails and addressed to persons within the city, six stations have been established in different localities; the nearest about one mile and a half from the post office, and the most distant about three miles. Each of these stations is in charge of a superintendent, assisted by a clerk, and in two cases by two clerks. To each station is attached a corps of letter carriers, varying from seven, the lowest, to thirteen, the highest num-The principal office may be regarded as a station for the purposes of collecting and delivering letters. It has twenty-nine carriers attached to it, requiring, from its location in the business part of the city, a much larger force than the stations proper. From these stations, and from the principal office, the carriers depart four times in each day to deliver letters to the persons to whom they are addressed within certain allotted districts. The whole number of carriers is eighty-nine.

The carriers' department at the post office is organized, under a superintendent, with a corps of clerks, whose principal duty it is to receive and assort all letters intended to be delivered by carriers. These letters are separated and sent seven times a day to the respective stations from which they go out for delivery. The hours of departure from the post office and arrival at the upper station are as follows:

> Leave post office at 6.30, a. m.; Arrive at upper station at 7.15, a. m.; Leave post office at 7, a. m.; Arrive at upper station at 8, a. m.; Leave post office at 10, a. m.; Arrrive at upper station at 10.45, a. m.; Leave post office at 11, a. m.; Arrive at upper station at 12.05, p. m.; Leave post office at 12.30, p. m.; Arrive at upper station at 1.15, p. m.; Leave post office at 3, p. m.; Arrive at upper station at 3.45, p. m.; Leave post office at 3.30, p. m.; Arrive at upper station at 4.30, p. m.

This service is performed by two wagons and two mail messengers. On their return from the stations, six times a day, they bring with them to the post office letters to be transmitted by mail and letters to

be delivered in the lower part of the city.

As soon as the letters dispatched to the stations at the 2d, 4th, 5th, and 7th of the above-named periods of departure from the post office are assorted, they are taken out and delivered by the carriers to the persons to whom they are addressed. The deliveries commence at the post office at 8.30, a. m., 11.30, a. m., 1.30, p. m., and 3.15, p. m. At the stations the first delivery commences at 8.30, a. m., and the three other deliveries somewhat later than the hours fixed for those at the post office.

Thus it will be seen that all letters received at the post office and at the stations addressed to persons within the limits of the city are deliv-

ered four times each day. On Sunday, no deliveries are made.

The carriers' deliveries do not now go further north than Fifty-fifth

street, but they will be extended with the growth of the city.

In order to give further facilities for correspondence, 574 cast-iron street boxes for the reception of letters have been affixed to the lamp posts, so distributed as to embrace every portion of the city below Fifty-fifth street, and the letters deposited therein are taken out four times a day and carried to the post office, or to the nearest station. For this purpose, twenty-eight collectors or collecting carriers are em-The collections commence at 8 and 10 o'clock, a. m., and at 1.30 and 9 o'clock, p. m. On Sunday, the 9 o'clock, p. m., collection only is made. Until recently, the last collection in the day was made at 7, p. m., too late an hour for the afternoon mails, and too early for letters written in the evening. The change from 7 to 9, p. m., accomplishes a two-fold object; it secures the transmission by the morning mails of letters written before 9 in the evening, without putting the writers to the expense and inconvenience of sending them to the post office; and the boxes being cleared of their contents before the streets are deserted, the danger of depredation is effectually guarded against.

The letters collected from the lamp-post boxes within about one mile of the post office, are carried directly to the office. Those collected from boxes more remote, are carried directly to the nearest stations, to be sent out for delivery by the carriers, if addressed to persons in the upper districts, or to be taken to the post office, if intended for transmission by the mails, or to be delivered in the lower part of the city. To secure a more prompt delivery of city letters, they are exchanged between the stations as soon as possible after the collections are made.

The carriers and collectors are paid from the carriers' fund, which is composed of the postage on city letters, one cent each, one quarter of the fees on letters received by the mails and delivered by the carriers. Also one cent each, and the fees (one cent each,) on letters collected from the lamp-post boxes and carried to the post office to be transmitted by the mails, Three quarters of the fees on letters received by the mails and delivered by the carriers are paid to the respective carriers by whom the deliveries are made, and constitute a part of their compensation. They have also an equal share each of the carriers' fund, the collectors being first paid from it.

The carriers who are employed in the lower part of the city in which its commercial business is chiefly transacted, deliver a much larger number of letters than those employed in the upper districts, and as each of the former receives three quarters of the fees on mail letters delivered, their compensation is much larger. Some of them earned from \$1,400 to \$1,800 a year, but in June last, an order was received fixing the maximum compensation at \$1,200. The surplus carnings of any carrier beyond that limit are added to the carriers' fund, and go to augment the compensation of those who are employed in less productive districts. Some of these districts have a comparatively scattered population, and the carriers are subjected to a good deal of traveling for the delivery of a very small number of letters. A table hereto annexed, marked "A," exhibits the amount received by the carriers during the quarter ending the 30th September ultimo. fee for delivering letters received by the mails was reduced by act of Congress in June last, from two cents to one, an accurate view of the system as it now exists would not be obtained by embracing in the table any period of time previous to the last quarter.

The compensation of the collecting carriers was \$480 per annum, until the 1st October ultimo. The night collection added much to the onerousness of their duties, as it was made after the last trip of the mail wagon from the stations, and it was, therefore, necessary for them to carry the letters collected after 9 o'clock at night to the post office, distant about four miles and a half from the remotest boxes. Under these circumstances their compensation was increased to \$540 per

annum.

I deem it proper to say that the reduction of the fee for delivering letters received by the mails from two cents to one, would have rendered it impossible to keep up the carrier system with proper efficiency had not the Postmaster General carried into effect the provisions of law authorizing a fee to be charged for collecting letters from the street boxes and carried to the post office to be transmitted by the This order, though the fee was limited to one cent while the law authorized two, produced some dissatisfaction at the time it was issued, but it was so manifestly necessary, and the charge for carrying a letter to the post office for the mail was so reasonable that there was a general acquiescence in the propriety as soon as the matter was fully understood. In the discussions to which it gave rise, no satisfactory reason was shown why the same fee should not be charged for delivering a letter received by the mails, and for carrying a letter to the post office to be transmitted by mail. It is presumed that Congress, by which the charge for both was authorized, saw no propriety in making compensation to the carrier in one case and requiring him to perform the service gratuitously in the other.

The second section of the act of 15th June, 1860, authorized boxes to be established "for the delivery of letters at the outside stations in the suburbs of cities." It is supposed that the stations in the city are embraced in this provision, although none of them are in the suburbs. On the contrary, they are all in the compact part of the city, and some of them less distant from the common center than the post office which is near the southern extremity of the island. No applications for boxes

have been made by persons residing in the neighborhood of the stations, and I have not thought proper to ask the department to make pro-

vision for a future possible or contingent demand.

I think it right to call your attention to the relation which the box system bears to the delivery of letters by carriers. The former has been so long in use that it could not be discontinued without great discontent, even if its discontinuance were desirable. The number of

boxes in this office, for which rents are paid, is 4,262.

It is estimated that the average number of letters deposited in each box per annum is 1,850. The letters delivered to the parties by the carrier would cost \$18 50 per box. The rent of the box has heretofore been \$6 per annum. From the 1st of January next it is to be \$8. At this increased rent, the saving to the lessees of boxes will average \$10 50 per annum each. But the saving to large business houses will be far greater. Many of them, before they could secure boxes, paid over \$100 each per annum for the delivery of their letters. On the 1st of July last ten boxes became vacant and were leased for the succeeding six months to business firms. The rule of the office is to give them to those who have the largest correspondence. It was satisfactorily ascertained that the average saving to these houses was over \$100 each, per annum. One thousand dollars were, therefore, taken from the carriers' fund, the parties to whom the boxes were assigned paying an aggregate of \$60 rent, and the gain to them and the loss to the carriers being equal.

When a postoffice building is erected suited to the wants of the city, it is presumed that the government will provide all the boxes that may be required to satisfy the demand for them. It is not doubted that this demand will reach 7,000, at least. Assuming the additional number of 2,700 to take on an average \$18 50 each from the carriers, there would be a loss of about \$50,000 to the carrier's fund. If such a reduction were to be made, the fund would be entirely inadequate to the support of the carrier system, without being replenished from some other source. It is, therefore, suggested whether the rents of the boxes, after paying the salaries of the clerks who have charge of them, should not be devoted to the compensation of the carriers. The number of clerks now employed is thirteen, with an aggregate compensation of \$11,900. Seven thousand boxes would require twenty-one clerks, with an aggregate compensation of \$20,000. Deducting this amount from the box rents, and there would still be a loss of about \$14,000 to the carrier's fund from the establishment of the additional number of boxes referred to; a loss which can only be supplied, without some further legislation, by the increase of correspondence and the consequent augmentation of the number of letters passing through the carriers' hands.

As there is a direct antagonism between the carrier and box systems, so far as the means they respectively furnish for their support are concerned, I have thought it proper to present the subject to you somewhat more in detail than would otherwise have been necessary.

The magnitude of the carrier system, and its importance to the

inhabitants of the city, may be seen by the following statement:

The number of letters delivered by carriers during the quarter ending 30th September last was as follows: Received by the mails,

1,215,355; drop or city letters, 451,918; in all, 1,667,273. The number of newspapers delivered by them during the same period was 146,398.

The number of letters collected during the same quarter was as follows, viz: For the mails, 733,019; for city delivery, 111,661; in all, 844,680. The number of newspapers collected during the same period

was 198,580.

In connection with this subject, I deem it my duty to refer to the repeated applications which have been made to the department for the establishment of an up-town post office, within the compact part of the The point usually designated for it is near the junction of Broadway and the Sixth avenue, between Thirty-second and Thirtyfifth streets, about three miles from the principal office in Nassau street. The number and respectability of the applicants gives the subject a claim to be well considered before it is finally disposed of. The reason assigned in favor of the measure is, that the point designated is the center of a large population, needing greater postal facilities than are furnished by the present post office and stations within the corporate limits. There is some ground for the complaint, though it is doubted whether an independent post office, with all the facilities for making up mails and for delivering letters, would be as generally used as is supposed by those who desire the establishment of such an More than four fifths of the number of letters delivered by carriers, are addressed to persons residing or doing business below Twentieth street; of the number of letters delivered at the post office, probably seven eighths are for persons residing or doing business below Twentieth street. Above this street there are two stations: one between Thirtieth and Thirty-first streets, in the Third avenue; and the other between Twenty-eighth and Twenty-ninth streets, in the Eighth These stations are not convenient to the large population between the Fourth and Sixth avenues; and I would suggest the propriety of establishing a station near the point above referred to, with boxes for the delivery of letters. A portion of the carriers attached to the stations in the Third and Eighth avenues could be assigned to it, so that the present number of carriers need not be increased. The cost of fitting up the new station is estimated at \$500, and the annual expense of maintaining it at \$3,000, including the salaries of a superintendent and two clerks. Should it become necessary, mails might be made up for the nearest distributing offices east and north, and sent directly to the railroad depots. For letters going south such an arrangement would be of little use, as they would necessarily pass the post office, and could as well be sent there by the mail messengers, to be made up with the other southern mails. In the other cases, an hour would be gained by the population using the new station, in preparing their letters for the mails. The establishment of this station, with the facilities referred to, would settle the question of an independent post office in this locality by the only test which would justify the expenditure—the extent to which it would be used by the population in its neighborhood.

It has been suggested that the carriers' delivery will be extended northward as the growth of the city renders such extension necessary.

In order to accomplish this object more effectually, it will be necessary, at no distant period, to establish another station near the junction of the Tenth avenue and Eightieth street, in the neighborhood of Bloomingdale, that point being most convenient for supplying the population of the city above the present carriers' delivery, and on the western side of the Central Park, with postal facilities. The wants of the population on the eastern side are already provided for by the York-

ville post office.

It is not generally understood that there are six post offices on the island of New York, and, of course, within the city, for the corporate limits embrace the whole island. There is one at Yorkville, about five miles and a half from this office; one at Manhattanville, about seven and a half miles; one at Harlem, about seven and a half miles; one at Washington Heights, about nine miles; and one at King's Bridge, about ten miles. I inclose a map, marked B, exhibiting the streets and avenues of the city, as far up as 118th street, and showing the location of the six stations and the Yorkville post office. 118th street, the island diminishes in width rapidly, and continues very narrow to its northern extremity at King's Bridge. From the peculiar conformation of the island, if it were now in its upper portions as compactly built up and as densely peopled as it is in the lower part of the city, all the postal facilities it would need could be furnished by means of the six post offices and six stations already established, with the addition of a station near 35th street, in the Sixth avenue, and another in the neighborhood of Bloomingdale. up-town post offices may be made, like this office and its stations, centers of radiation for the delivery of letters by carriers; and, by the establishment of street boxes, as the city extends, for the collection of letters, and boxes for delivery at the stations, when they shall be called for, the wants of the city will be amply provided for. There is already a carrier at the Yorkville post office, who goes out three times a week with the letters which have not been called for; but, as there is no provision by law for paying him except by his fees, he cannot afford to make more frequent deliveries. They will increase as that part of the city fills up, and its correspondence is sufficient to pay for the service. It would certainly be very desirable that there should be a free delivery throughout the city, but this would require an annual appropriation of about one hundred thousand dollars from the public treasury by Congress, at the present time, and a corresponding addition to that amount every year, as the city extends.

It would also be desirable to increase the number of daily deliveries from four to six, making an average of one in two hours for each day of medium length throughout the year. But, to perform this additional service, about sixty more carriers would be required and a fur-

ther expenditure of at least \$30,000 per annum.

I am, very respectfully, your obedient servant,

JOHN A. DIX,

Postmaster.

# Statement of Carriers' Receipts for quarter ending September 30, 1860.

-	T 0	<b>A</b> 000	00
1.	James Sawyer	<b>\$233</b>	
	Thos. Young	271	
	Henry J. Bowen	250	•
	H. W. Gilliland	246	
	J. F. Madden	268	<b>69</b>
6.	Jas. S. Blake	<b>268</b>	80
7.	R. Roberts (sick 21 months)	46	43
8.	Chas. H. Lyons	<b>260</b>	06
	N. McManns	264	42
10.	Jas. Watson	265	03
11.	Chas. Forrester	247	09
12.	Jas. Wright	259	24
13.	J. W. Sherwood	256	44
14.	Tunis D. White	263	31
15.	Billina Buck	<b>261</b>	72
	A. M. Sweet	264	
	Jn. H. Pursell	263	
	P. A. Bailey	276	-
	Jno. A. Russell	234	•
	Jas. Fanning	234	
	Thos. Clarke	280	
	Aug. Oliver	<b>254</b>	_
22. 93	A. S. Quackenbush	255	
	G. Vandewater	230	-
	W. C. Teasdale	245	
	Thos. Comon	195	_
	John J. Dodd	212	•
	Wm. H. Monfort	191	-
	J. W. Van Benscholen	219	
	Wm. Clarke	213 221	- •
30. 31.		220	
<b>~</b>			
	Oliver F. Close	239	_
	Patrick Lynch	273 231	
	Chas. E. Van Norden		
	M. McGrede	225 231	
	Wm. D. Matthews		•
	Moses Sammis	213 224	
	A. D. Robinson		
	Geo. H. Dawson	215	
	Jacob F. Valentine	201	
	Geo. W. Fuller	192	•
	Jos. Allen		_
	Edward T. Fitzpatrick	189	
	Peter S. Westlake	210	
45.	Wm. H. Ryan	204	
	Henry Drinker	253	•
47.	John B. Lenis	211	33
	ı		

## REPORT OF THE

48. Frederick A. Marriner	<b>\$</b> 189	09
Abram V. Parker, suspended	252	23
49. John Butler	190	79
50. David C. Morgan	195	06
51. James Fonda		39
52. A. M. Campbell	203	-
53. Jas. C. Aitken	187	62
54. Samuel McBride	199	<b>30</b>
55. Edgar Burnton	205	34
56. Wm. H. Jones	208	09
57. Jas. Sheridan		51
58. Jas. Langdon		34
59. Michael Murray		94
60. Jas. Mason		80
61. Richard Mount	151	44
62. George Sharp		82
63. H. L. Fraser		60
64. D. McPherson		76
65. W. H. Coleman		18
66. Francis Tims		<b>58</b>
67. Thos. J. Cox		21
· 68. John W. Benson	211	<b>22</b>
69. M. F. Haurahan		48
70. F. W. Pierce		18
71. Wm. Hunter	227	46
72. Wm. H. Jahne		46
73. Casper Myers	252	15
74. Michael Tuite	240	70
75. Thos. O'Connor	177	42
76. Peter Vandervoort	163	97
77. Jacob Horrenstine	178	17
78. Bernard Smith	217	37
79. Martin Wines	233	05
80. B. B. Cohen	257	91
81. J. M. Filly	236	<b>82</b>
82. Jno. McGinn	199	01
83. C. H. Swan	240	
84. Benj. Clark	190	
85. Wm. Coddington	190	
86. C. H. Weber	206	
87. Andrew Pennel	192	31

\$19,568 40

IN THE CIRCUIT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA, IN EQUITY.

#### United States vs. Kochersperger.

### Opinion of the Court.

CADWALADER, J.—Judge Grier authorizes me to state that he has perused the following opinion carefully, and that he fully concurs in it.

A post, etymologically defined, is a mode of conveying written or unwritten intelligence, to and from appointed stations, at regular intervals, or whenever the performance of such service may properly be required. The modes by which intelligence is transmitted through a post, otherwise than at regular intervals, are usually called expresses. Regular posts no longer transmit unwritten intelligence.

A post road is a public highway, whose use by the post is prescribed or authorized by law. A mail is a portable receptacle in which letters, or packets of written or printed sheets, are conveyed by post to an ap-

pointed station.

A post office, according to the primary meaning of the word, is an apartment or building, at an appointed station, for the local transaction of the business of the mail. No postal station is now maintained without such an office.

No government has ever organized a system of posts without securing to itself, to some extent, a monopoly of the carriage of letters and mailable packets. The policy of such an exclusive system is a subject of legislative, not of judicial inquiry. But the monopoly of the government is an optional, not an essential, part of its postal system. The mere existence of a postal department of the government is not an establishment of the monopoly. When it is legislatively established, it may include one, or more, without embracing all of the subjects of the government's postal arrangements. The business of private carriers of letters and mailable packets, even on principal mail routes, is lawful, unless legislatively prohibited. A private monopolist, secured by prohibitory legislation, cannot require the suppression of a rival business of competitors who do not infringe the prohibition, merely because the continuance of their business would lessen or destroy the profits of his monopoly. A like rule applies in determining the effect of a government's legislative prohibitions to secure its own postal monopoly. The monopoly cannot be extended beyond the legislative prohibitions merely because the continuance of a specific business which has not been prohibited would reduce the postal earnings of the government, or even frustrate the purposes of its exclusive policy. The remedy, if required, is, in such a case, legislative. These remarks are applicable to the laws which Congress has thought necessary and proper for carrying the constitutional power to establish post offices and post roads into execution.

How far, if either post offices alone, or post roads alone, had been

mentioned in the Constitution, the carriage of mailable matter by private persons could have been prohibited by Congress, might, perhaps, under certain heads, have been a question attended with difficulties which do not exist under the Constitution as framed. If the necessity or expediency of a postal monopoly is assumed, the wisdom of expressly mentioning both post offices and post roads in the Constitution must be conceded. Neither subject of the two-fold constitutional power is altogether distinct or independent of the other. But, as the words of the Constitution should be interpreted, each subject of the power is to be regarded as additional to the other. In the present case, the question is, not how far the constitutional power under either head extends, but how far it has been legislatively carried into execution.

The policy of the postal statutes has been to establish, as post roads, those highways in every prescribed or authorized mail route, which are within the general public domain of the respective States. This has been done by declaring the respective mail routes, post roads, authorizing the Postmaster General to enter into temporary contracts to extend the line of posts, and making prospectively the roads designated in such contracts post roads. The statutes also make all navigable waters on which steamboats regularly pass, from port to port, post roads, and all completed railroads post routes; and authorize the Postmaster General to contract for carrying the mail on plank roads and navigable canals, declaring them respectively, for such times and such distances as the mails may be carried on them, post roads. To obstruct or to retard the passage of the mail, or to refuse to it the privilege of a public ferry, is made penal. On such general public highways, natural or artificial, the citizens of each State are, under the Constitution, entitled to all the privileges and immunities of citizens of the several States. The States, in surrendering the powers which they have united in delegating to the general government, had no prudential reasons inducing

them to restrict its postal authority over such highways.

But the constitutional power to establish State roads as post roads can be executed only by the designation of actual public highways, present or future, for use by carriers of the mail. The existence and continuance of such highways are independent of congressional control. Congress cannot regulate their use, or secure their permanence. When they cease to be common public highways of the respective States they are no longer post roads. While they are post roads carriers of the mail use them under the same conditions as the respective States have imposed on their own citizens. In a case in the western district of this circuit the court was of opinion that the act of Congress making all railroads post routes applied only to railroads laid out and constructed conformably to the legislation of the respective States. A subsequent act of Congress had enacted that certain roads, including a designated railroad, should "be established as post roads," and declared this railroad a post route. This road was in a route unauthorized by the legislative charter of the company which constructed it. The court was of opinion that these acts of Congress had not made it a lawful highway. (Cleveland, P. and A. R. R. Co. vs. Franklin Canal Co., Pittsb. Leg. Journ., 24 Dec., 1853; see 10 Stat. U. S. 250, 9 Harris, 123.) An

act of Congress declaring the Wheeling bridge, as it had been constructed at a particular elevation, an established post road, required steamers navigating the river to adapt the height of their chimneys to this elevation of the bridge. This provision as to steamers, though considered by the Supreme Court a constitutional exercise of the power to regulate commerce between the States, was not sustained as an execution of the power to establish post roads. (18 How. 431.) The post office law authorizes the Postmaster General to "direct the route or road, where there are more than one, between places designated by law for a post road," and enacts that the road thus designated "shall be considered the post road." But though there is only one road in a prescribed mail route, he cannot, when the road is, from physical obstructions or want of repair, impassable, adopt measures to render it The same law requires him in any such case "to report" the fact "to Congress, with such information as can be obtained to enable Congress to establish some other road instead of it, in the same main direction."

But the highways of a State, so long as open to the common public use of her own citizens, may he used unobstructedly by carriers of the mail, and cannot be used by private carriers of mailable matter in any mode which has been prohibited by Congress.

In quoting prohibitory statutes which have created or secured the postal monopoly, their penal provisions, their exemptions of letters carried by special messengers, or of letters carried in a vessel relating to her cargo, and other such particular exceptions, will not be mentioned.

The post office law of 1825, sec. 19, enacts that no stage or other vehicle, which regularly performs trips on a post road, or on a road parallel to it, and no packet boat or other vessel which regularly plies on a water declared a post road, shall convey letters. This enactment had, in the post office acts of 1794, 1799, and 1810, been combined with a prohibition of private foot or horse posts on post roads; but the act of 1825 repealed all prior postal statutes, without reënacting this prohibition. The right of establishing such private posts existed, therefore, from its date until an amendatory act of 2d March, 1827, revived the prohibition.

This law of 1827, section three, enacts that no person other than the Postmaster General, or his authorized agents, shall set up any foot or horse post for the conveyance of letters and packets upon any post-

road which is or may be established as such by law.

Increased facilities, afforded by steamers and rail cars, afterwards enabled a private letter carrier, traveling in them as a passenger, to transport packages, containing letters and other mailable matter, as his baggage or as freight. The conveyances which he thus used passed regularly over post roads, and often carried the mails for the Post Office Department. But they had not been set up, and were not specially maintained as posts. The means by which he carried on the business were ordinarily designated as expresses. The Postmaster General's annual report of December 2, 1843, stated that numerous private posts, under the name of expresses, had sprung within a few years into existence, extending themselves over the mail routes between the principal cities and towns, and transporting letters and

other mailable matter, for pay, to a great extent. This report had been preceded by opinions of two successive Attorneys General, upon the effect of the laws which have been quoted. One of these opinions was particularly upon the question of the liability of carriers of such expresses, under the existing laws. (Opin. Atts. Gen. iv., 159, 276.) In the years 1843 and 1844, suits upon these laws, for penalties, were prosecuted by the United States in the district courts for both districts of New York, the Massachusetts district, the eastern district of Pennsylvania, the Maryland, and perhaps other districts. The defendants were in some cases the principal carriers, whose conveyances were used. In other cases the suits were against the carriers of the expresses themselves. Except in Pennsylvania and in Maryland the prosecutions were unsuccessful. The questions, and the points decided in other districts, were very clearly stated in a written opinion of Judge Randall, which was published in the Philadelphia Ledger of October 9, 1844. It appears, from the Postmaster General's annual report of November 25, 1844, that the government had been unable to suppress the private expresses, which were still continued "upon the leading post routes." In this, and in the former annual report, he

recommended legislation by Congress for their suppression.

Sections nine to twelve, inclusive of an act of March 3, 1845, were intended for this purpose. The ninth section enacts that it shall not be lawful to establish any private express, or expresses, for the conveyance, or in any manner to cause to be conveyed, or provide for the conveyance or transportation by regular trips, or at stated periods or intervals, from one city, town, or other place, to any other city, town, or place in the United States, between and from and to which cities, towns, or other places, the United States mail is regularly transported under the authority of the Post Office Department, of any letters, packets, or packages of letters or other matter properly transmittable in the United States mail, except newspapers, pamphlets, magazines, and periodicals. The tenth section enacts that it shall not be lawful for any stage coach, railroad car, steamboat, packet boat, or other vehicle or vessel, or any of the owners, managers, servants, or crews of either, which regularly performs trips, at stated periods, on a postroute, or between two or more cities, towns, or other places, from one to the other of which the United States mail is regularly conveyed under the authority of the Post Office Department, to transport or convey any letter or letters, packet or packages of letters, or other mailable matter, otherwise than in the mail. The eleventh section makes it penal for the owner of a stage coach, railroad car, steamboat, or other vehicle or vessel, to convey or transport any person acting or employed as a private express for the prohibited conveyance of mailable matter; and the twelfth section imposes a penalty for the transmission of any such matter by any prohibited means, or for the depositing of it for the purpose of being transported by any such means.

The purpose of these prohibitory statutes was thus to secure to the United States a monopoly of the carriage of letters and mailable

packets on mail routes.

Public streets intersecting a municipal town, are, as highways, distinguishable, specifically, from the general public highways of a State

beyond the town limits. The streets are, indeed, as thoroughfares, general public highways of the State. But, independently of this character of thoroughfares, the streets are specially local highways of the Internal affairs of municipal towns, affecting their local interests alone, are always regulated more or less by their local govern-These governments are administered in subordination to the paramount authority of the government of the State in which the towns are situated. But, in the legislation of the paramount government affecting local interests of such municipalities, the burdens, necessities, and future welfare of their inhabitants are always to be considered. In the United States the power of uncontrolled legislation on such subjects is exercisable by the several States. They are subjects over which the States have delegated no power of direct legislation to the government of the United States. The streets within the limits of such towns are made and repaired at the charge of the respective towns, or of their inhabitants. The transaction of local business in such streets may, to a greater or less extent, be regulated by local ordinances. Internal regulations of police require especial adaptation to and observance and enforcement in the streets. A street in a town is within the sovereign dominion of the State, but not as a part of its general public domain. It is a part of the special public domain, as to which no just government can legislate with a disregard of local rights and interests of inhabitants of the town.

The public streets of a municipal town over which the mail may be carried in any of the routes established by Congress as post roads, are, doubtless, post roads for the passage of the mail. Whether streets of such a town can be established by Congress as post roads for any other purpose is questionable. The question may not be one of constitutional power, but may concern only the constitutional head under which the power is exercisable. So far as the prohibition of private letter carrying within the limits of such a town may be concerned, the legislative power which is wanting under the head of post roads, may, perhaps, be incidental to the execution of the power to establish post offices. If this be so, the point may be of little ultimate practical importance. But its present importance, from the particular language of the prohibitory and other enactments of the postal statutes in force, is not insignificant.

In some enactments of the postal statutes, the word post office designates, according to its primary meaning, a building, or apartment, in which the postal business of a mail station is transacted. Thus, the act of July 2, 1836, section 36, requires every postmaster to reside in the city or town in which his office is situated, or in the district of country which it usually supplies. The word has also this meaning in the 17th and 6th sections of the post office act of 1825. These two sections contain the only prohibitory enactments by Congress, expressly securing the postal monopoly of the government, which have not already been cited. The 17th section, repeating enactments of prior laws of the United States, which had been adopted from British statutes, provides that no vessel arriving at any port where a post office is established, shall be permitted to report, enter, or break bulk, until all letters directed to any person or persons in the United States,

or their territories, brought in her, under the care or control of her master or commander, shall have been delivered to the postmaster. The 6th section requires every master or manager of any steamboat, passing from one port or place to another port or place where a post office is established, to deliver all letters and packets addressed to, or destined for, such port or place to the postmaster there; and requires every person employed in any steamboat to deliver every letter and packet of letters intrusted to him, to her master or commander, before

she shall touch at any port or place.

But, in postal statutes, the word post office frequently has another The postmasters are not, in any respect, carriers of the mail. (7 Cranch, 267; 8 Watts, 453; Cowp. 764.) The business of their offices includes many local arrangements in and near their stations or districts, which Congress, in executing the power to establish them, has, necessarily, regulated. The words post office, as used in the statutes, therefore, frequently designates a mail station, or the postal district of such a station. The station may be a single detached house in which the post office is kept. A post office may be in a village, or in a municipal town, small or great. In the United States, a mere village is not, for postal purposes, usually distinguishable from such parts of the rural district in which it is situated as contain only detached houses. But, where the site of a post office is a municipal town, the whole space within its limits, beyond the walls of its post office, is usually included within the station; and is, for many postal purposes, distinguishable from exterior spaces. jacent built spaces may be included in the postal district of the town. If the corporate limits of the town embrace unbuilt spaces, they may be excluded from its postal district. But either the whole town, or its Thole postal district, may be, and usually is, a single postal station. Some postal statutes, hereafter quoted, apply only to such sites of post offices as are incorporated under the name of cities. Other statutes apply to cities and other principal post towns. The principal post towns are distinguishable from those of secondary importance by a difference in the methods of appointing the postmasters. Under the act of July 2, 1836, the President appoints them at places where the annual commissions have amounted to \$1,000. At other places they are appointed, under the act of March 3, 1825, by the Postmaster General. Thus, New York, Philadelphia, and other great cities, and all other municipal towns, whether cities or not, at which the respective postmasters are appointed by the President, may be classed as principal post towns. But the primary general division here, and in England, is into post towns and rural districts. The Supreme Court of the United States has used the words post town as including, in a general sense, all spaces other than those designated as rural. (1 Pet. 583; 2 Pet. 651.) The legal definition of a town accords with such a general use of the words post town. (Co. Litt. 115-116.) Lord Mansfield, referring to the words, "any town or place," in an English postal statute, said that they were used because, at some stages, there was only a single house, but that the whole of a town was considered as one spot, and referred to a prior case, in which the court had "considered the city of Gloucester as the post town or place in opposition

to limits out of the town." (Cowp. 188.)

The constitutional power of Congress may, perhaps, as to some subjects which have been mentioned, be executed under the head of either post offices or post roads, or partly under the one head, and partly under the other. But, of other subjects of the power, this cannot be said. Under the head of post roads, the power seems to have been properly executed in designating highways for use in mail routes, and in protecting and regulating such use. Under the head of post offices, the power is properly executed by establishing mail stations, and regulating their postal business and its incidents.

According to this classification, a post for the carriage of letters on a mail route is distinguishable from a local post for their collection and carriage within the limits of a mail station. The former has been called a general post. (Cowp. 188.) Such a post has already been

sufficiently described.

The local posts, of which as yet nothing has been said, are special arrangements of comparatively modern origin. Their establishment has been preceded, perhaps everywhere, by the employment of letter carriers for the local delivery of the contents of the mails. The business of such official carriers as thus deliver letters received by mail may be combined with deliveries of drop letters. These, in the language of the act of March 3, 1845, section one, are "letters placed in any post office not for transmission by mail, but for delivery only." twofold official business of the carriers employed for the delivery of letters received at post offices differs from that of official carriers employed in the special collection and delivery of letters for a local post. The difference exists alike whether the respective duties of the twoemployments are performed by different persons, or, in whole or in part, by the same carriers. The business of letter carriers who deliver letters received at post offices, including drop letters, will be first considered. The special business of the official carriers of the public local posts will afterwards be considered separately.

The business of a general post, consisting in the carriage of letters and packets by mail, is completed by their delivery. In England, a retention of them at the post office of destination until they should be called for was not, in general, considered a delivery. (3 Wils., 453; Cowp., 182.) In general, therefore, no compensation for delivering them elsewhere could be charged as an addition to the statutory mail postage. Way letters were, to some extent, collected and delivered by mail carriers on post roads at points inconveniently distant from This was probably done only in sparsely-peopled any post town. rural districts, in order to obviate the necessity for increasing the number of unproductive post offices. (See Stat. 9 An., c. 10, s. 33.) The persons to whom way letters were thus delivered paid no more than the statutory mail postage. (3 Wils., 450, 451.) When the post office of a station was a single detached house in the country, the deliveries were made at it, the letters remaining there until called for. (Cowp., 182, 189.) This, probably, was the rule or practice at most it not all the rural stations. But, in the post towns, including London, the letters were deliverable, within the town limits, at the

houses of residence, or sojourn, or business, of the respective persons to whom they were directed. They were thus deliverable in the town without any charge in addition to the mail postage. But the letters directed to persons beyond the town limits were considered as deliverable at the post office. These letters might remain at the respective post offices, therefore, until called for. The postmasters, or letter carriers of the post offices, who extended their deliveries beyond the respective town limits were thus at liberty to derive an emolument from this extension of the business. Persons beyond the town limits, who did not prefer calling at the post office, paid a compensation for the carriage of their letters in addition to the mail postage. English legislation of two centuries ago indicates that this extension of the letter carrying business was then a source of actual or expected profit. The same legislation shows that a prohibition of private letter carrying within the limits of a post town was not then implied from an enactment forbidding the carriage of letters by a foot or horse post, but that, when the private carriage of letters within such a town was to

be prevented, it was forbidden by a distinct prohibition.

The Post Office Department in England was first permanently organized in 1656, by an ordinance for which the act of 1660, (12 Car., 2, c. 35,) passed at the restoration, was a substitute. Of the prior arrangements of the government with successive patentees and farmers of the posts, the last had been a contract made by the Council of State in 1653, confirmed by an ordinance of 1654, farming, for two years, the office of postmaster, foreign and inland, and prescribing regulations of the office. It ordained that the farmer should have the exclusive care and charge of the postage and carriage of all letters and packets, foreign and inland, from all persons and in all places of England, Scotland, and Ireland, and to and from all other places within the dominions of the commonwealth; that no person other than himself and his deputies should set up any post, or keep horses, or any packet boat or boats, for the carrying or sending of letters inland or foreign, and prohibited all posts, and carriers' post, to or from any town or place within the commonwealth or its dominions not licensed by him or his This ordinance did not prohibit private letter carrying otherwise than by post, but prohibited private posting as fully as the acts of Congress of 1825 and 1828. The ordinance of 1856 secured the monopoly to the Postmaster General and his deputies by prohibitions which, though somewhat amplified in expression, did not, in effect, extend beyond those of the ordinance of 1654. But the act of 1660 contained a two-fold prohibition, forbidding private letter carrying as well as private posting. It enacted that no person other than the Postmaster General and his deputies should carry, recarry, and deliver letters for hire, or set up or employ any foot post, horse post, coach post, or packet boat whatever, for the conveying or carrying of any letters or packets by sea or land, within the dominions of the Crown. It was provided that nothing in the act should be understood to prohibit the carrying or recarrying of any letters to or from any town or place to or from the next respective post road, or stage appointed for that purpose, but that every person should have free liberty to send and employ such persons for the purpose as he should think

fit. Thus, all private letter carrying not included in this and other particular exceptions was prohibited. The contrast of the former ordinances and this act of 1660 shows that, though by the latter private letter carrying elsewhere than on mail routes was forbidden, it was not included in the phrase "private posting," or understood to be forbidden by a prohibition of such posting. This was not less indicated in the post office act of 1710, which supplied that of 1660. The modifications in the act of 1710 were especially consequent upon the establishment of local posts which had been introduced in the meantime.

The motive of extending the prohibition of private letter carrying by the act of 1660, must have been to secure to the official letter carriers of the post towns an emolument from their deliveries beyond the town limits. But as the villages became towns, and the population of the towns increased, the spaces within which the postmasters were compellable to deliver letters, without any charge, were extended. Their emoluments from the carriage of letters were thus diminished as their burdensome duties were increased. In the smaller post towns, which were about four fifths of the whole number in the kingdom, the postmasters declined making deliveries, except at the respective post offices, without an additional allowance. (Cowp. 189, 186.) In 1768 it was decided that no postmaster could lawfully demand an additional payment for delivering letters at private houses in a post town. (4 Burr., 2149; 5 Burr., 2711, 2709.) But the postmasters still insisted that the post offices were the only places at which they were bound by law to deliver letters, and that persons unwilling to make the extra payment could not require the deliveries to be made at the respective places of their abode. In this position the postmasters appear to have been at one time sustained by the postmaster general. (5 Burr., 2710.) But the point was afterwards judicially decided in the Common Pleas, in 1773, and King's Bench, in 1774, against this opinion. (3 Wils., 443; Cowp., 182.) The decisions were that, in all just towns, the deliveries must be made, for the mail postage only, at the respective private residences of all persons whose residences were known or could But the rule of decision was not applicable to letters for persons residing beyond the town limits. After these decisions, the course of business was to suffer letters for such persons to remain in the post offices until called for. (2 Smith, K. B., 404, 405.)

The general provisions of the English post office acts of 1660 and 1710 were, in express terms, applicable to the colonies. While the act of 1660 (12 Car., 2, c. 35) was in force, the office of postmaster general for the colonies was created, and its administration aided by colonial legislation. The act of 1710 (9 An., c. 10) expressly authorized the establishment, with the approval of the English postmaster general, of a chief post office in each colony. This act was in force until the war of independence. It was afterwards consulted by those who drew the earlier postal statutes of the United States, and was the source from which some provisions of acts now in force were derived. But local reasons rendered many of its regulations inapplicable in the colonies. Insuperable difficulties would have prevented any general

organization of a system of deliveries of letters in them, except at post offices.

The Congress of the United Colonies, in July, 1775, appointed a Postmaster General, under whose direction a line of posts was to be established, with cross posts. The articles of confederation of 1778, gave to Congres the sole and exclusive right and power of establishing and regulating post offices from one State to another throughout all the United States, and exacting such postage on the papers passing through the same as might be requisite to defray the expenses. The preamble and enactments of an ordinance of October 18, 1782, regulating "the post office of the United States," indicate that the Congress of the Confederation defined its own legislative power for postal purposes "throughout all the United States," as if the article conferring it had not contained the words "from one State to another," or as if these words had not been of restrictive import. As mail routes within a State were essential to a postal communication between the States, the words could not have excluded the power of establishing such mail This ordinance enacted that a continued communication of posts should be established under prescribed regulations, and that the Postmaster General and his deputies, and no other person, should have the receiving, dispatching, sending post, carrying, and delivering of any letters, packets, or other dispatches, from any place within the United States, for hire or profit, but that private cross posts might, with the consent of the Postmaster General or his deputy, be employed on any cross road until a public rider could be established on it. The first Congress under the present Constitution enacted, in 1789, a law for "the temporary establishment of the post office," authorizing the appointment of a Postmaster General, whose powers, and the regulation of the post office, were to be the same as they last had been under the resolutions and ordinances of the Congress under the former government. This law was annually renewed until 1792, when it was temporarily supplied by "an act to establish the post office and post roads within the United States," which was to remain in force for two years. The latter act was altered and supplied on 8th May, 1794. by the first permanent post office law of the United States. As the act of 1794 was also the first law of the United States which mentioned letter carriers at the sites of post offices, or drop letters, its prohibitory enactments which defined and secured the postal monopoly should be compared and contrasted with those of the previous tempo-The law of 1792 (section 14) made it penal for any rary act of 1792. person other than the Postmaster General or his deputies, or persons by them employed, to take up, receive, order, dispatch, convey, carry, or deliver any letter or letters, packet or packets, other than newspapers, for hire or reward, or to be concerned in setting up any foot or horse post, wagon or other carriage, by or in which any letter or packet should be carried for hire on any established post road, or any packet or other vessel or boat, or any conveyance whatever, whereby the revenue of the General Post Office might be injured. The law of 1794 substituted for these prohibitions an enactment, (section 14,) which only prohibited any person other than the Postmaster General or his deputies, or persons by them employed, from being concerned in setting

up or maintaining any foot or horse post, stage, wagon, or other stage carriage, on any established post road, or any packet, boat, or other vessel, to ply regularly from one place to another, between which a regular communication by water should be established by the United States, and from receiving any letter or packet other than newspapers, magazines, or pamphlets, and carrying the same by such foot or horse post, stage, wagon, or other stage carriage, packet, boat, or vessel. The exception as to newspapers, &c., is no longer in force. In other respects the prohibitions of this act of 1794 were the same as those in the acts of 1825 and 1827, now in force, which have been quoted.

The act of 1794 (section 28) authorized the employment, at such post offices as the Postmaster General should direct, of carriers for the delivery of letters at the places respectively where such post offices were established, except letters to persons who might, in writing, request them to be detained in the post office. The act allowed a certain compensation to the carriers for the delivery of every letter received by post, and ascertained the postmaster's compensation for every drop letter. These enactments were repeated in the laws of 1799 and 1810, and, with a slight verbal alteration, in the act of 3d March, 1825, the provisions of which section, except that the letter

carriers' compensation has been reduced, are now in force.

Thus, the business of the carriers who deliver letters received at the post office of a mail station is not regulated in the United States as it was in England at the date of their independence. But, notwithstanding the differences of the regulations in the two countries, the towns which include the respective districts of such letter carriers are in the United States, for postal purposes, not less than in England, single places. We have seen that in England the business of such letter carriers in a post town was not that of a distinct independent post. The differences of regulation in the United States do not bring this business, as a separate one, within the statutory definition of a carriage by post. If this had not already been shown, it would be proved by the description of a drop letter in the acts of 1794, 1799, 1810, and 1825. Such a letter is described in them as one "lodged at any post office, not to be carried by post, but to be delivered at the place where it is so lodged." That carriage by post here meant carriage by mail appears from the language in which this definition of a drop letter was repeated in the passage already cited from the act of 1845.

No act of Congress, hitherto quoted, indicates, on the part of the government of the United States, a purpose to monopolize the local business of letter carrying in a post town. On the contrary, the omission in the act of 1794, and in the subsequent legislation, of every word used in any prior statute on either side of the Atlantic which could possibly have been thought applicable to such letter carrying, as distinguished from private letter carrying on mail routes, proves that Congress intended to prohibit the latter business only. The letter carriers of the post offices in towns would have had no motive to desire any prohibitory statute for their protection, if drop letters had not been included in their deliveries. Their superior facilities of access in the post offices to the contents of the mails, would have secured the

priority of their deliveries over those of private carriers calling there for letters. Through this priority the official carriers would have had a practical monopoly so long as the service of a competent number of

them was properly performed at reasonable rates of charge.

Local posts will next be considered. These, as has already been observed, are special arrangements for the carriage of letters and packets to and from subordinate stations within the limits of a mail Such special posts, private or public, become necessary when the buildings of a populous mail station cover an extensive space. The business of such posts, when transacted by a government, is altogether independent of the reception or delivery of the contents of the mails. A government which monopolizes the business of letter carrying in a populous post town, must establish such a system of postal stations within the town limits. A government which does not monopolize the business within the town, may also, for the accommodation of its inhabitants, establish such a system of internal posts. This may be done by an extension of the drop letter system, through arrangements for a subsidiary collection, by postal officials, of letters and packets, at convenient points of reception or deposit within the town, beyond the walls of its post office. When other offices are established for this purpose at any of the subordinate stations, they are called sub, or branch, post offices. Though the primary receptacles of the letters are not offices, but mere appointed places of deposit, the local collection and carriage of the letters is a species of post.

The word post office, when used without any qualification, designates not a branch post office, but a post office at which mails arrive. So, the word post used without qualification, express or implied, signifies a general post, and not a mere local post within the limits of a mail station. But the relation, or context, of the word post, may so qualify it as to show that a special or local post is intended where no

qualification is otherwise expressed. In England, the type of such a post is the penny post of London. This post was first established while the above quoted prohibitory enactments of the English post office law of 1660 were in force. It originated in a private post established within the city, and the built suburbs, by letter carriers, whose business was conducted without the sanction of the post office department. The prohibitory provisions of the act of 1660 enabled the department to suppress the business as a private enterprise. It was taken out of the hands of its projector into the management of the government; but he received a compensation from the government. A subsequent private undertaking of the same kind, called the half-penny post, was also suppressed by the government while the act of 1660 was in force. This act contained nothing which expressly sanctioned the charge by the government of a penny upon every letter and packet carried by this post. But, as no such service was prescribed by the act, the charge, when the service was performed, was, perhaps, not unlawful. The post office law of 1710 contained enactments which indicate, however, that some doubt may have existed as to the lawfulness of this charge, and also some doubt of even the sufficiency of the prohibitions in the act of 1660, to prevent private letter carrying within the limits of a post town.

act of 1710, among the prescribed rates of postage, included one penny upon every letter and packet passing or repassing by the carriage called the penny post, established and settled within the cities of London and Westminster, and borough of Southwark, and parts adjacent, and to be received and delivered within ten miles from the general This act prohibited all persons other than the post office in London. Postmaster General, or his deputies, from receiving, dispatching, conveying, carrying, recarrying, or delivering, any letters or packets, or making any collection of letters, or setting up, or employing any foot post, horse post, or packet boat, or other vessel or boat, or other person or persons, or conveyance, for the receiving, dispatching, conveying, carrying, recarrying, or delivering, any letters or packets, by sea or by land, or on any river within the dominions of the crown, or by means whereof the same should be done. But nothing in the act was to be understood to prohibit the carrying or recarrying of any letters or packets to or from any town, or place, to or from the next respective post road, or appointed stage, above six miles from the general post office in London, or the chief offices of Edinburgh and Dublin; and every person was to have liberty to send and employ such persons for the purpose as he should think fit; provided that nothing therein contained should authorize any collection of letters to be made in or near London, or the suburbs, under pretense of conveying the same to any parts or places in the city, or suburbs, or to the general post office of London, without the license of the Postmaster General. The limits of the business of the penny post were enlarged in 1732 by This act authorized the charge of an addithe statute 4 G. 2. c. 33. tional penny for deliveries beyond the former limits. limits were afterwards understood to include all such suburbs as had been covered with rows of contiguous buildings in 1710. (Cowp. 624.) The opinion which seems to have been afterwards entertained was, that the Postmaster General could not, without further legislative authority, establish such a post in any other town, on such a footing as to be secure against competition with private letter carriers. appears, from a statute of 1765, (5 G. 3. c. 25, sects. 11 and 12,) which authorized him to establish an office, to be called The Penny Post Office, in any city or town, and the suburbs thereof, and places adjacent, in Great Britain and Ireland, and the British dominions in America, and to demand and receive the same rates for the postage of letters and packets conveyed by such penny post as were, or might be, taken for the carriage of letters and packets by the penny post established in the cities of London and Westminster, and borough of Southwark, and parts adjacent, according to the extent and meaning of the acts of 1710 and 1732, and of this act; and that when such penny post office, or offices, should be established, no person should, without the Postmaster General's license, make any collection of letters or packets. in or near such city, town, suburbs, or places where the same should be established.

If any measures, under this authority, were adopted by the British government before the Declaration of Independence, for the establishment of a penny post any where within the present limits of the United States, no such measure was carried permanently into execution.

The review of the English statutes on the subject has been thought necessary, because they are legislative precedents indicating that a mere authority to establish a penny post of the government in a town does not imply that, when it is established, private letter carrying in the town is prohibited. They indicate also that something more than a general enactment forbidding private posting is required in order to prohibit private letter carrying within the limits of a local post.

The first in date of the acts of Congress of the United States which expressly sanctioned the establishment of local public posts within the limits of mail stations was the act of 2d July, 1836. This act, sect. 41, authorizes the Postmaster General, whenever proper for the accommodation of the public in any city, to employ letter carriers for the delivery of letters received at the post office in the said city, except letters for persons who may, in writing, have requested them to be retained in the post office, "and for the receipt of letters at such places in the s id city as the Postmaster General may direct, and for the deposit of the same in the post office." The provisions of this enactment concerning the employment of carriers of letters received at the post office, were, in effect, a repetition of the provisions of the act of 1825 on that subject. They must have been introduced in order to preclude any implication of an intention to change the prior system of delivery of such letters. The only part of the act of 1836 which concerns the subject of present consideration was the authority to employ carriers for the primary receipt of letters at places other than the post offices of the respective cities. Before arrangements of this kind were thus expressly authorized by this act, they had been, to some extent, made by the postmasters at one or more cities. The second section of an act of 18th May, 1842, required the "postmasters at New York, Boston, Philadelphia, Baltimore, and New Orleans, and the other several cities of the Union" to account thereafter for all emoluments or sums received for boxes, or pigeon holes, or other receptacles for letters or papers, or for the delivery of letters or papers at or from any place in either of the said cities other than the actual post office of such city, and for all emoluments, receipts, and profits, from keeping branch post offices in either of the said cities. An act of 3d March, 1847, authorizes and directs the Postmaster General to establish, when, in his judgment, the public interest or convenience requires it, one or more branch post offices, to facilitate the operations of the post office in any city or place which, in his opinion, may require such additional accommodation for the convenience of the inhabitants; and makes it his duty to prescribe regulations for such branch post offices, and provides that no additional postage shall be charged for the receipt or delivery of any letter or packet at any branch post office. A law of 3d March, 1851, sect. 10, enacts "that it shall be in the power of the Postmaster General, at all post offices where the postmasters are appointed by the President of the United States, to establish post routes within the cities or towns, to provide for conveying letters to the post office by establishing suitable and convenient places of deposit, and by employing carriers to receive and deposit them in the post office; and at all such offices it shall be in his power to cause letters to be delivered by suitable carriers to be appointed by him for that purpose." And an act

of 15th June, 1860, has authorized the Postmaster General to establish boxes for the delivery of letters at the outside stations in the suburbs of cities, if it can be done without loss to the department or

injury to the service.

Under the respective authorities conferred by the laws which have been mentioned, branch post offices have been established in the city of Philadelphia, and also boxes for the reception of letters and packets at other places in the streets of the city. As the postal business within the station has been regulated, the letters and packets received in these branch offices, and in the boxes throughout the city, are collected

and carried to the Philadelphia post office.

In the five enactments which have been quoted as authorizing or sanctioning the establishment of posts within the limits of mail stations, we find no prohibition of the business of private letter carriers within Congress has, on the contrary omitted to insert the prohibitions of which legislative precedents would have suggested the adoption, if it had been intended to forbid such business. enactments, none except those of 1847 and 1851, apply to any mail station whose municipal character is not that of a city. The act of 1847 applies to places not of this character so far as the words "any city or place" can thus determine its application. But this act authorizes no specific arrangement of a local post except through subsidiary post offices. We have seen that such offices are not the only primary receptacles of letters at the internal stations of such a post. The act of 1851, which applies to every principal post town, whether a city or not, authorizes the establishment of a more extended and more complete system of local posts; and specifies the intended subjects of its arrangements in detail. We have seen that a monopoly by the government of letter carrying, at the sites of the local posts, is not an essential part of such a system.

The "post routes," which this tenth section of the act of 1851 authorizes the Postmaster General to establish in the respective towns or cities are thus local posts to and from interior subordinate stations of the cities or towns. The definition of them is thus distinctly given in the act itself, which designates them as "post routes within the cities or towns." If any other meaning of the word post routes was intended by the draftsman of the act, the latent intention is not expressed so that effect can be given to it. The special post routes defined in the act are thus different from such mail routes, used by general posts, as are called, in a more general sense, post routes. Unless the word "post route" is isolated, and its context and relation disregarded, this general meaning is not attributable to it, as it is used in the act.

But, at the Post Office Department, the general meaning has been attributed to it, and it has been considered synonymous with post-roads. The Postmaster General issued, on July 17, 1860, an order to take effect on August 1, 1860, declaring that, under authority conferred by the act of 1851, the streets and other public avenues in certain designated parts of the city of Philadelphia "are established as post roads."

Post route and post road are not properly synonymous even when applicable to the carriage of a mail to and from appointed postal sta-

tions. A post route, in this general sense of the word, is the appointed course, or prescribed line of transportation of the mail. Post roads are, as we have seen, the highways, or public passages, on which it is transported in such a route. In the postal statutes the words postroute and post road have, therefore, sometimes, distinguishable mean-Their meanings may be practically different. (See 9 Harris, Nevertheless, the distinction has not always been observed. The words post route and post road have, sometimes, in the postal statutes, the same signification. Of the instances in which this occurs, one, in particular, will be mentioned. The act of July 7, 1838, sec-\* tion 2, contains the words: "Each and every railroad within the limits of the United States which now is, or hereafter may be made and completed, shall be a post route; and the Postmaster General shall cause the mail to be transported thereon, provided he can have it done upon reasonable terms," &c.; and the act of July 25, 1839, provides that he shall not, under this authority, allow more than a certain rate of compensation to railroad companies for the conveyance of the mails "upon their roads." Here the railroads were to be used in the routes of general posts, to and from appointed stations. If such mail routes had likewise been the subject of the tenth section of the act of 1851, the word post routes, as used in it, might have been understood as having likewise the meaning of post roads; but the interior local posts of a town, and not such general posts, are the subject of this enactment. We think, therefore, that the word post routes is used in it in a special sense in which it is not synonymous with post roads, and that the latter word is, consequently, misapplied in the Postmaster General's order.

The bill, after setting out this order, complains that the defendants, without the authority of the United States, have set up and now continue, a foot post and a horse post for the conveyance of letters and packets over the streets and other avenues in the parts of the city designated in the order, and are engaged in carrying and delivering such letters and packets for hire or compensation within these limits. The defendants having demurred to the bill, admit the truth of these allegations. The argument for the United States is that the words post routes are, in the act of 1851, synonymous with post roads, that the Postmaster General's order has, therefore, under the authority conferred by this act, made the streets in question post roads, and that consequently, the act of 1827 prohibits the business of the defendants as that of carriers of letters and packets by post on such roads.

For the reasons which have been stated, we do not think that this interpretation of the act of 1851 can be sustained, or that the defendants are letter carriers by any such post as the act of 1827 prohibits. We think that the act of 1827 applies only to private posts on mail routes, and that the act of 1851 does not apply to such routes.

The bill further complains, and the demurrer admits, that the defendants, without the authority of the United States, have established and now continue in use a private express, for the conveyance or transportation, for hire or compensation, of letters and packets, other than newspapers, pamphlets, magazines, and periodicals, by regular trips, and at stated periods or intervals, from various places

within the city of Philadelphia to various other places in the city within and between the postal districts of the city, over the streets, avenues, and other highways of the city. These allegations are copied from the ninth section of the act of 1845, which has already been fully "Cities, towns, or other places" are mentioned in it. Upon these words the argument for the United States is, that private expresses between "places" within the postal district of a city or other town are prohibited. We have seen that the purpose which induced this legislation of 1845 was to prohibit private expresses on mail routes. A legislative enactment may, however, extend beyond, as it may fall short of, the purpose of its draftsman. In its interpretation the question to be decided is, not what he may have intended, but what its words mean. The enactment now in question preceded the acts of 1847 and 1851, the latter of which was the first authority for the establishment of an extended system of local posts in towns. But the prior act of 1842 had recognized the existence of branch post offices in cities, and the act of 1836 had authorized the reception of letters, in cities, for the respective post offices at designated places beyond their Therefore, it is not impossible that Congress might have intended, in 1845, to prohibit private letter carrying within the limits of cities in which such internal posts are established. The question consequently may be considered as if the acts of 1847 and 1851 had preceded the act of 1845. This gives the utmost effect possible to the argument for the United States. But the argument, with all this aid, cannot be sustained. Where "cities, towns, or other places" are mentioned in the act, the word places designates mail stations which are neither cities nor towns. But no "places" other than mail stations are designated. Points within the limits of a mail station or postal district are not within the meaning of the word "places" as used in the act. In the statute already mentioned as having been quoted by Lord Mansfield, the word "place" in a similar context thus had the meaning of postal station. (Cowp. 188.) It has had a like meaning in other English and American acts of legislation, which have been mentioned. The word has had this precise meaning also in a judicial statement of the methods of giving notice of the dishonor of negotiable paper, personally or by post "when the parties reside in the same city or place," and when the party to be served "resides in a different place or city." (11 Johns. 232.) In the act of Congress now in question, the whole import of the context and the particular import and application of certain words which might be quoted and commented upon, thus define the word "places."

Thus, the business in which the defendants, as letter carriers, are engaged, is neither a private post within the meaning of the act of 1827, nor a private express within the act of 1845. The continuance of their business has a tendency to reduce the postal profits of the government or of its officials, by diminishing the number of letters received officially for local delivery. But this does not render the business unlawful, unless it is prohibited by the statutes which create or secure the postal monopoly of the government. The question is, not whether the business could constitutionally have been prevented or suppressed, but whether it has been legislatively prohibited.

Though a local post, with subordinate stations, has been established in a post town, the statutes in force do not, in our opinion, prohibit the business of private letter carriers within the limits of the town.

Hitherto, the case has been considered as if the business of the defendants was confined to the carriage of such letters and packets as officials of the government could carry only on routes of the local post established within the limits of the Philadelphia mail station. If the business of the defendants, as described in the bill, were confined to the carriage of such letters, the demurrer, in its present form, would be sustained, and the bill dismissed. But, the bill contains other allegations. The legislature of Pennsylvania, by an act of February 2, 1854, incorporated newly the city of Philadelphia, with an enlargement of its boundaries, which now embrace the whole of the former county of Philadelphia, including extensive rural spaces beyond the limits of the former city and of the adjacent built districts. Within this enlarged municipality are many mail stations, every one of them having its post office, which is neither a sub nor a branch office. The built and rural districts of the city are intersected by streets which, so far as used between these offices by the general posts, are, of course, mail routes. The parts of the city designated in the Postmaster General's order include several of the mail stations and certain rural spaces. The bill, referring to the act of the State legislature incorporating the new city, names the several mail stations within its limits, and contains allegations importing that the defendants carry, not only such letters as have been specifically mentioned, but also letters which general posts of the government might carry on the streets in question, as established post roads between such mail stations. The defendants, if engaged in carrying letters or packets which might otherwise be thus carried by mail, violate the prohibition in the act of 1827. This prohibition is thus, however, independent altogether of the Postmaster General's order of July, 1860, and of any act of Congress passed since 1827. So far as the bill may have this import, the demurrer cannot be sustained. A demurrer to so much of the bill as is not of this import would, however, have been sustainable. A demurrer thus framed would, perhaps, as may be inferred from the course of the argument, cover the whole intended subject of controversy. An application to amend the demurrer, or to take it off the file and demur again, may, therefore, be entertained. (See 2 Sch. & Lef., 207; 4 Madd., 192, 207, 208.) The case will stand over, that the defendants may have an opportunity to make such an application.

Office of the Auditor of the Treasury for the Post Office Department,

November 24, 1860.

Sir: I have the honor to submit the following report of the financial operations of the department during the fiscal year ending June 30, 1860, as exhibited by the books and accounts of this office.

I subjoin the following tabular statements, exhibiting in detail the nature of the receipts and expenditures of the department, and the

results of our postal intercourse with foreign nations under the various postal treaties; and also the amounts of letter and newspaper of postage on the home line of ocean mail steamers; together with a detailed exhibit of the postages collected in each State and Territory during the past year, and the amounts received by each State and Territory in the nature of compensation to postmasters and incidental expenses of post offices; together with the amounts expended for transportation of the mails therein.

## Revenue Account of the Post Office Department.

The balance standing on the books of this office to the credit of the revenue account of the department on the 30th June, 1859, was	\$710,231 29 518,067 40
gress, were— Under an act, approved May 23, 1850, (U. S. Laws, vol. 9, p. 431,) to cover the expense and labor of transmitting blanks and other matter for the "Cen-	
under an act, approved March 3, 1851, (U.S. Laws, vol. 9, p. 591,) for the transportation of free matter for Congress and the other departments of the gov-	12,000 00
Under the provisions of an act, approved June 14, 1858, (U. S. Laws, vol. 11, p. 364,) for ocean steam-	375,000 00
ship mail service	526,082 12
back	170,477 36
Olympia, Washington Territory	25,065 76
Laws, vol. 12, p. 1,) for deficiency in the revenues for the year ending June 30, 1859	4,296,009 26
fiscal year ending June 30, 1860	2,400,000 00
sums due to contractors, as deferred payments Under an act, approve l June 23, 1860, (U.S. Laws,	150,000 00
vol. 12, p. 38,) for the relief of Sheldon McKnight.	13,630 00

Under an act, approved June 21, 1860, (U. S. Laws, vol. 12, p. 33,) for the relief of Peay and Ayliff Under an act, approved June 22, 1860, (U. S. Laws,	<b>\$20,614</b> 29
vol. 12, p. 35,) for the relief of the California Stage Company	38,964 75
of the fiscal year ending June 30, 1860	3,126,324 00
Total amount of "grants" drawn from the Treasury.	11,154,167 54
Aggregate of revenue and "grants"	<b>\$20,382,466 23</b>
19,170,621 31	
Deduct balances on credit accounts carried to the nominal account of	
"suspense" 15 25	19,170,606 06
Leaving to the credit of the revenue account on the 1st July, 1860, the sum of	1,211,860 17
but not necessary to meet any unadjusted liabilities of the last fiscal year—the funds in the hands of the postmasters at the "depositories" and "draft" offices being ample for that purpose	
depositories	
offices''	596,698 17
Leaving this sum.  in the hands of other classes of post offices, and uncollected of balances due by late postmasters who have gone out of office since the 1st July, 1845, which is thus stated:	•

Amount of balances due by late postmasters, whose terms of office expired between July 1, 1845, and June 30, 1860, whose accounts are not in suit	
Total due by late postmasters	<b>\$</b> 565,579 36
Residue in the hands of various postmasters	49,582 64
The excess of expenditures of all kinds (exclusive of the sums paid on account of the fiscal year ending June 30, 1859) over the revenue of the year, inclusive of receipts and payments for foreign postages, and of the amount paid to the department for the transportation of free matter, and exclusive of the amount to the credit of the department on June 30, 1859, and the sums appropriated by the several acts of Congress out of the general revenues of the United	<b>45 656 522 22</b>
States, was	<b>\$5,000,033 33</b>
The net revenue of the department from postages, begate amount of the balances due to the United States be on the adjustment of their quarterly accounts for the yearing their personal compensation, and deducting the exoffices, was for the Quarter ending September 30, 1859	y postmasters, ar, after retain-
Quarter ending December 31, 1859	1,093,512 63 1,236,884 52 1,166,959 71
Total net revenue from postage	4,548,924 34
The amount of letter postage paid in money was, dur	ing the
Quarter ending September 30, 1859	\$199,013 34
Quarter ending December 31, 1859	195,852 87
Quarter ending March 31, 1860	258,784 22 197,531 74
Total	851,182 17
The number of quarterly returns of postmasters received during the year, and on which the sum of \$4,548,924 due to the United States, was for the	red and audited 34 was found
Quarter ending September 30, 1859	27,557 26,849
Total number	109,925

In auditing the above number, it was discovered that, in 18,429 of them, errors had been committed against the United States in sums of fifty cents and upwards; and carefully prepared copies of the "accounts current," as they were rendered by the postmasters to the department, and as audited in this office, showing the errors, and containing instructions to enable like errors to be avoided in future, were sent to the parties by whom the errors were committed.

The gross amount paid into the department as "registration fees"

on valuable letters, was for the

Quarter ending September 30, 1859	\$5,625	05
Quarter ending December 31, 1859	6,385	80
Quarter ending March 31, 1860	7,007	80
Quarter ending June 30, 1860		
Total	25,038	84

Out of which sum the postmasters are allowed eighty per cent. commission, and the residue is more than absorbed in the expenses of printing registration books and post bills, and the extra clerk hire made necessary by the labor of registration.

And the amount used in the prepayment of postage, and canceled, was	6,239,157	90
of the country, for the purpose of making small remittances by mail, &c., the sum of	467,137	30

#### Contractors' accounts.

The average number of contractors' accounts settled in each quarter was:

On regular mail routes	504
Total number of accounts	
And of settlements made during the year	56,796

### Mail transportation accounts.

The amount charged to "accrued transportation," and placed to the credit of mail contractors, and others, for mail transportation during the year, was, for regular services on mail lines:  For supply of "special offices".  For salaries of route agents.	\$9,227,971 279,073 361,735	<b>62</b>
	9,868,780	37
And for foreign mail transposition: For New York, Southampton, and Havre Liverpool, New York, and Philadelphia mails	280,843 50,795	48
New York and New Orleans mails	10,210	
New York and San Francisco mails	43,913 187,500	
New Orleans and Vera Cruz mails	1,911	
New Orleans and Havana mails	7,497	
Portland and Liverpool mails	74,451	
Mails across the Isthmus of Panama	75,000	
Panama and Astoria mails	94,394	<b>50</b>
Expenses of government mail agent at Panama	1.920	47
The amount credited to "accrued transportation" and charged to contractors for over-credits and damages, was	10,697,209	47
	186,777	70
Net amount to the credit of mail contractors and others The amount actually paid during the year for mail	10,510,431	77
transportation was	14,281,482	64
of previous years	\$3,771,050	87

## Collection of the revenue of the department.

The number of post offices in operation during the fiscal year was 28,539, and the system relied upon by the department for realizing and collecting its revenues is fully detailed in the volume of laws and regulations, chapter 26, pages 107 and 108.

The following post offices (twenty-nine in number) are denominated "depositories," and are authorized and directed by the Postmaster General to receive and retain, subject to the drafts of the department, the revenues of certain adjacent offices, as well as the revenues of their own:

Albany, N. Y. Baltimore, Md. Bangor, Me.

Mobile, Ala. Nashville, Tenn. New Haven, Ct.

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Pittsburg, Pa.
Portland, Maine.
Providence, R. I.
Richmond, Va.
Rochester, N. Y.
Savannah, Ga.
Syracuse, N. Y.
Uniontown, Pa.
Utica, N. Y.
Wheeling, Va.
Worcester, Mass.

842 are "draft offices," and, together with the foregoing during the year, 10,777 drafts, issued by the Postn		
and countersigned, entered and sent out by the Au		
amounting, in the aggregate, to		
993 are "deposit offices," and, during the year, de-		
posited with the Treasurer and assistant treasurer of the United States	1,675,721	81
And with the depositories named above	218,193	
21,662 are "collection offices" and paid on the "col-	,	
lection orders' issued to mail contractors during the year	1,184,902	73
4,972 are "special" and "mail messenger" offices,	1,101,002	,,
and derived their supplies of mails chiefly from the		
revenues of the offices; the cost of such supply, during the year, was	279,073	69
-		

Showing the amount paid into the Treasury, for the use and purposes of the Post Office Department, by postmasters, after the retention by them of their personal compensation and the incidental expenses of their offices, under the provisions of an act approved July 2, 1836, (U.S.L., vol. 5, page 10, sec. 4,) to have been

\$4,673,161 55

Exhibiting the gratifying fact, that not only was an amount paid by postmasters equal to the net revenue of the department, for the year, but also a considerable sum due during preceding years.

9,606 treasury warrants were issued by the Postmaster General, countersigned, charged, and sent to the Treasury by the Auditor, for sums

amounting to \$12,319,829 31.

The failure of Congress to make the usual appropriations for the Post Office Department, for the fiscal year ending June 30, 1860, until the 15th February, 1860, greatly increased the labor and difficulty of realizing and collecting its revenues, as they were necessarily retained in the hands of the postmasters who collected them (with some few exceptions at deposit offices) from the 1st July, 1859, to a short time subsequent to the passage of a partial appropriation act, 15th February, 1860, as the Postmaster General was without authority to issue

"drafts" or "collection orders;" and the knowledge of the fact that no demand could be made for the revenues in the hands of postmasters prior to the organization of the new Congress and the passage of an appropriation bill-covering a period of nearly nine monthsweakened the sense of responsibility which existed, while they were liable to be called upon at any moment to pay the "drafts," or at the termination of each fiscal quarter to pay "collection orders" for the revenues in their hands, and strengthened the temptation to misapply, to their private purposes, the funds of the department, trusting to their ability to replace them before the Postmaster General should be vested with authority to demand payment thereof. Some, unfortunately, yielded to the temptation, and failed to pay over the whole amount due to the United States when called upon by the contractors with the "orders" of the department, and were subsequently called upon by "special collection drafts;" all failures to pay which, promptly, have resulted in their removal from office, and suit being instituted upon their bonds for the recovery of the sum due.

The number of these drafts issued was 745, and the amounts col-

lected thereon \$111,367 05.

The present financial system of the department, with some slight modifications, originated with, and was inaugurated by the Hon. Amos Kendall, in the year 1836, he having, by his urgent efforts to relieve the department (of which he was at that time the distinguished head) from the manifold embarrassments which threatened to overwhelm it under the old organization, induced Congress to reorganize the dedepartment, July 2, 1836, by an act embracing substantially the views presented by him in a report to the President, December 1, 1835.

The modifications referred to were occasioned by the suspension of specie payment, in the year 1837, by the banks, in which the department required one class of post offices to deposit their revenues, which caused Mr. Kendall to withdraw them, and establish a class of offices called "depositories," and again by the passage of the "independent treasury act," 6th August, 1846, (U. S. Laws, vol. 9, page 59.)

The excellence of the system, I think, is fully demonstrated by the fact, that out of the \$88,991,026 44 of revenue collected by the vast multitude of postmasters, (numbering 144,896,) who have been in office between the 1st of July, 1845, and 30th June, 1860, the department has failed to realize in the payment of its debts, without any expenditure for collection, only the sum of \$565,579 36, as set forth in the following table of revenue and balances uncollected:

#### Revenue and balances uncollected.

Gross revenue for the fiscal year ending	June 30.	Amounts stilldue to the United States not in suit.	Amounts still due to the United States in suit.
1846	\$3,487,199 35 3,945,692 98 3,371,077 00 4,705,176 28 5,499,984 86 6,410,604 33 5,184,526 84 5,240,724 70 6,255,586 22 6,642,136 13 6,920,821 66 7,353,951 76 7,486,792 86 7,968,484 07 8,518,067 40		\$3,025 77 726 06 \$02 16 1,833 37 1,071 47 2,599 71 2,829 73 41,816 27 12,831 36 7,791 39 15,634 33 10,452 86 20,244 68 27,183 45 181,544 75
Total due the United States by late por 1859	• • • • • • • • • • • • • • • • • • • •	2 3	45,223 62 20,355 74 65,579 36

Being about three-fifths of one per cent. of the entire revenues.

The balance for the fiscal year ending June 30, 1860, is large relatively to the balances due for the preceding years, chiefly because of the brief space which has yet elapsed for the process of collection by special drafts and correspondence on items of disagreement between late postmasters and the department.

Much the greater portion of the above sums will eventually be recovered by means of the vigorous steps already taken for their collection.

There is, however, a very considerable sum apparently due by late postmasters of California, embraced in the balances uncollected, of the collection of which I have but little hope, as the parties claim to have expended sums amounting to more than the aggregate sought to be collected of them by the department in and about the business of their offices, and are seeking relief under the provisions of the fourth and fifth sections of an act approved July 27, 1854. (U. S. Laws, vol. 10, page 313.) The sum due by these late postmasters is set forth in a subsequent part of this report.

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

Of present postmasters.  Of late postmasters, whose terms of office expired be the 1st of July, 1845, and June 30, 1859.  Of late postmasters of the last fiscal year	tween 17,654
Of face postillasters of the last lister year	
Total number	<u>53,137</u>
The number of changes of postmasters reported by the appointment office to this office during the year, requiring the final adjustment of their respective accounts, was 6,944, and the balances ascertained to be due the United States thereon amounted to	<b>\$379,807 30</b>
	59,451 56
Amount remaining for collection	320,355 74
	A101 P44 PP
Of which sum there is in suit	138,810 99
	320,355 75
The balance due the United States by late postmasters, whose terms of service expired between the 1st of July, 1845, and June 30, 1859, uncollected and not in suit July 1, 1859, as stated in my last annual report, was  Which was increased by "estimated postage"	
Total for collection during the fiscal year ending June 30, 1860  Of which sum there has been collected \$107.396 70 Credited on vouchers	229,306 90
Closed by "suspense account" 141 03	109,190 21
Amount uncollected on June 30, 1860	120,116 69 23,737 68
Amount due and not in suit	96,379 01
The amount due by late postmasters in California and by late postmasters in Oregon is	<b>\$</b> 72,916 <b>4</b> 7

## REPORT OF THE

## Suits.

The amount due by late postmasters whose terms of office expired between the 1st July, 1s45, and June 30, 1859, for the collection of which suit was instituted prior to June 30, 1859, as stated in my last report, was.	<b>\$136</b> ,004 8	<b>32</b>
Add amount of 132 new cases (for the collection of which suit was instituted during the last fiscal year) of accounts prior to June 30, 1859	32,725	
Also, amount of 12 new cases of accounts of the last fiscal year	6,049 7	
Amount in suit during the year	174,780 1 16,578 8	
Leaving still due, June 30, 1860	158,201 3	32
nia, on accounts prior to June 30, 1857	64,315 9	94
That may be regarded as lost to the department, as the defendants are represented to be insolvent.		
In sixty-three of the suits instituted during the year judgments have been recovered in favor of the United States, twenty-seven of them have been concluded, and this sum paid into the Treasury		
prior to June 30, 1859, was	$\frac{3,550}{16,578}$	
Summary of debts and collections.		
The aggregate amount due the United States on the 30th June, 1859, by late postmasters, whose terms of service expired between July 1, 1845, and June 30, 1859,		
was	<b>\$</b> 365,311	
year	379,807	
Total for collection during the year	745,119	U2 ==
The amount collected and credited on accounts prior to June 30, 1859, was	\$120,088	
Total of collections and credits	179,539	66
·	·	

Amount remaining due to the United States June 30, 1860	<b>\$</b> 565,579	36
And not in suit	565,579	36
Balances apparently due to late postmasters between the 1st of July, 1845, and June 30, 1859, as stated in my last report were	<b>\$</b> 190 <b>,18</b> 0	64
vouchers	1,749	72
Total	191,930	
year was	9,270	45
Leaving due	182,659	91
year	42,384	22
Deduct amount paid or closed by adjustment	225,044 6,205	_
Amount apparently due to late postmasters on 1st July, 1860	218,839	06
Amount paid or closed during the year	<b>\$</b> 15,475	52

A surplus of emoluments and commissions accrued at the following post offices, after deducting the maximum compensation of \$2,000 per annum of the postmasters and the necessary incidental expenses of the offices, viz:

\					
Auguste, Ga	<b>\$</b> 1,729 2	28	Newark, N. J	912	12
Albany, N. Y	4,700 2	21	Nashville, Tenn	2,907	70
Baltimore, Md	2,343 9	99	New York, N. Y	99,963	<b>58</b>
Boston, Mass	19,804	<b>61</b>	New Haven, Conn	638	<b>69</b>
Brooklyn, N. Y	860 5	66	Norfolk, Va	<b>220</b>	67
Buffalo, N. Y	3,533 8	<b>32</b>	New Orleans, La	9,068	<b>30</b>
Bridgeport, Conn	76 4	15	Norwich, Conn	28	<b>76</b>
Columbus, Ga	216 2	25	Portland, Me	193	<b>66</b>
Cleveland, O	1,952 6	33	Philadelphia, Pa	15,373	<b>53</b>
Columbus, O	4		Petersburg, Va	766	<b>02</b>
Chicago, Ill	3,516 9	97	Providence, R. I	675	<b>99</b>
Charleston, S. C	195 3	39	Pittsburg, Pa	2,217	83
Cincinnati, O	9,234 8	<b>30</b>	Poughkeepsie, N. Y.	98	<b>35</b>
Detroit, Mich	4,143 5	57	Richmond, Va	2,671	21
Dayton, Ohio	432 4	19	Raleigh, N. C	589	<b>75</b>
Dubuque, Iowa	<b>22</b> 3	34	Rochester, N. Y	<b>796</b>	18
Evansville, Ind	154 2	24	Savannah, Ga	818	44
Galveston, Texas	1,875 8	31	Syracuse, N. Y	340	<b>95</b>
Hartford, Conn	296 9	93	Springfield, Mass	<b>526</b>	<b>99</b>
Houston, Texas	86 5	53	St. Joseph, Mo	23	<b>45</b>
Harrisburg, Pa	279 4	14	St. Louis, Mo	<b>22,798</b>	<b>05</b>
Indianapolis, Ind	1,605 9	93	San Francisco, Cal	11,329	<b>57</b>
Jersey City, N. J	504 9	94	Toledo, O	2,970	<b>26</b>
Kensington, Pa	97 6	60	Trenton, N. J	12	<b>09</b>
Louisville, Ky	4,687 (	04	Troy, N. Y	1	17
Lowell, Mass	113 5		Utica, N. Y	375	<b>20</b>
Lockport, N. Y	<b>163</b> (	07	Vicksburg, Miss	326	-
Montgomery, Ala	2,438	67	Washington, D. C	3,989	<b>10</b>
Mobile, Ala	12 9	91	Wilmington, Del	4,957	<b>30</b>
Macon, Ga	632 8		Wilmington, N. C	87	41
Memphis, Tenn	• 5,108 5		Williamsburg, N. Y.	409	88
Milwaukie, Wis	1,187 4	<b>4</b> 9	Worcester, Mass	683	98
Madison, Wis	186 6	65	•		
New Bedford, Mass	417 9	98		259,386	43
•					

Being an increase of \$58,008 39 over the surplus of the previous

fiscal year.

The labors of the "pay division" in charge of mail contractors' accounts have been greatly increased during the year by the numerous adjustments of amounts of interest to be paid to contractors, embracing in almost every case three different periods of time, and requiring great accuracy and close application to enable them to complete these payments to mail contractors, together with the regular payments for their services within a reasonable time after Congress had, on the 15th Feb-

ruary, 1860, appropriated the necessary means for payment of the mail

service performed during the three preceding quarters.

No adequate idea can be presented within the limits of an official report of the multifarious and diversified functions of this office, or of the great labor embraced within the vast scope of its general operations; but I beg leave to present the following summary of the principal clerical duties discharged therein during the year:

The number of quarterly accounts of postmasters adjusted,	
audited, and registered analytically was	109,925
The number of accounts of mail contractors audited and re-	
ported	34,892
The number of accounts of special and route agents audited	
and reported	2,280
The number of accounts of special contractors and mail mes-	
sengers adjusted	19,888
The number of miscellaneous accounts adjusted	432
The number of collection orders issued	614,986
The number of collection drafts issued	3,854
The number of department drafts issued	10,777
The number of department warrants registered	9,606
The number of letters received	102,004
The number of letters prepared, recorded, and mailed	65,276
The number of folio-post pages of correspondence recorded in	-
the miscellaneous letter book	1,015
The number recorded in the collection letter book	2,303
The number recorded in the "suit" letter book	206
The number recorded in the "report" letter book	166
The number of accounts on the ledgers	70,562
The number of corrected quarterly accounts of postmasters	-
copied, restated, and issued	18,429

I think that I may, with great propriety, refer you to the labors and results shown in the foregoing report, as indicating clearly that these labors could only have been accomplished and these results attained by the exercise of intelligence, fidelity, and untiring industry on the part of the valuable corps of efficient clerks of the office.

Very respectfully,

THOS. M. TATE, Auditor.

Hon. Joseph Holt,

Yostmaster General.

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Receipts.	Third quarter 1859.	Fourth quarter 1859.	First quarter 1860.	Second quarter 1860.	Total under cach head.	Aggregate amount.
Letter postage Registered letters	5,625 05 1,557,557 23 144,775 24 24,005 73 50,448 74	*\$195,852 87 6,385 80 1,628,116 83 146,228 24 5 00 21,766 73 50,515 92	*\$258,784 22 7,007 80 1,793,042 12 178,718 30 23,677 49 54,193 99 3,793 68	*\$197,531 74 6,020 19 1,727,579 02 157,314 81 22,244 09 53,347 57 10 00 273 02 278 98	\$851,182 17 25,038 84 6,706,295 20 627,036 59 5 00 91,694 04 208,506 22 3,803 68 273 02 4,232 64	
	1,962,223 18	2,051,542 64	2,319,702 16	2,164,599 42	1	\$8,518,067 40

In the items "letter posture" is embraced the sum of \$31,662 20, ascertained to be due the United States from the Kingdom of Prussia, on account of postages for the first, second, and third quarters 1859.

Amount due from the United States to France on account of postages third quarter 1859..... 6,776 33 Amount due from the United States to Hamburg on account of postages third and fourth quarters 1859, and first and second 13,879 63 quarters 1860 ......

Respectfully submitted.

H. ST. GEO. OFFUTT, Acting Auditor.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, November 10, 1860.

Hon. Joseph Holt, Postmaster General.

Office Department, under their several heads, for the fiscal year ending June 30, 1860.

Expenditures.	Third quarter 1859.	Fourth quarter 1859.	First quarter 1860.	Second quarter 1860.	Total under each head.	Aggregate amount.
	4504 506 04	\$615,838 84	\$696,370 19	\$656,063 03	\$2,552,868 10	
ompensation to postmasters	\$594,596 04 \$594,596 04	3,590 18	2,994 07	3,392 43	13,658 03	
nip, steamboat, and way letters	3,681 35	7,227,815 89	3,378,829 05	3,258,463 20	14,281,482 64	•••••••••
ransportation	416,374 50 11 56	24,641 11	1 70	11,952 41		· · · · · · · · · · · · · · · · · · ·
rapping paper	400 00	716 70	503 10	524 45		
fice furniture	- 050 50	6,909 19	15,962 11	8,544 14	38,773 94	
dvertising		22,705 82	12,450 87	18,504 94	56,710 39	`
ail bags		109,609 78	16,360 32	38,547 51	164,517 61	
anks	543 50	3,995 20		. <b>3.493 60</b>	8,032 30	
lail locks, keys, and stamps		16,027 98	5,538 02	23,113 77	46,194 77	
ail depredations and special agents	004 000 40	235, 155 45	246,575 85	253,877 68	966,639 47	
lerks for offices	′ 00 00	20,997 12	688 01	25,567 87	47,343 00	
ostage stamps		92´44Q 1Q	14,255 90	12,457 18	50,162 27	
tamped envelopes	50,448 74	50,515 92	54,193 99	53,347 57	208,506 22	
ayments to letter carriers						
epayments for "dead letters"terest account, a ! February 15, 1860		. 27,456 88	95,454 91	18,154 24	141,066 03	
		62,501 48	59,143 39	51,411 93	213,777 72	
liscellaneous payments		47,856 74	52,315 12	48,718 57	1 260,035 44	
liscellaneous, account French mails		8,394 43	6,973 70	8,884 65	** 36,161 55	
liscellancous, account Hamburg mails		•	9,789 03	7,595 74	*3 17,384 77	
siscellaneous, account Bremen mails			20,371 99	8,087 56	** 28,459 55	
·		8,508,177 90		4,510,702 47		\$19,170,609

<sup>\*</sup> In payment of balances, including premium on exchange, ascertained to be due from the United States, on account of postages, to foreign governments, as follows:

To the United Kingdom, on account of the first, second, third, and fourth quarters, 1859, and first quarter, 1860.

2 To the Kingdom of France, on account of the first, second, third, and fourth quarters, 1859. <sup>1</sup> To Hamburg, Germany, on account of the first, second, third, and fourth quarters, 1859, and first and second quarters, 1860. To Bremen, Germany, on account of the first, second, third, and fourth quarters, 1859, and first and second quarters, 1860.

Respectfully submitted.

Auditor's Office, Post Office Department, November 10, 1860.

H. ST. GEO. OFFUTT, Acting Auditor.

Hon. Joseph Holt, Postmaster General.

POSTMASTER GENERAL.

## C .- Statement of the postal receipts and expenditures

States and Territories.	Letter post- age.	Newspaper postage.	Registered letters.	Stamps sold.	Total receipts
nine	<b>6</b> 13,673,11	<b>8</b> 13.598 65	e501 00	£138, 970-29	#166,671 05
w Hampehire		10.663 89	291 95	96.281 03	111.076 28
ermont	4,087 76	12.510 17	182 30	F9.992 48	106, 772 71
Leachusetts		27,489 34	1,197 65	234, 454, 48	642.955 48
node Island		; 3,745 00 : 15,855 14	134 05 313 80	61.118 91	, 69.057 90
w York		8×, 990 00	2.946 80	182,043,63 1,315,750,77	207,944-20 1,681,139-09
w Jersey		11,223 37	232 75	113,056 11	139,757 87
nnsylvania		54,507 43	2,420 95	578,756 54	708.555 78
laware		2,184 21	73 60	44, 470 15	48, 130 4;
aryland	22,056 31	11,492 41	898 25	165, 116, 55	199,563 52
strict of Columbia		3,945 41	360 85		51.292 01
rginia		26,050 21	1.063 65	236, 296, 74 81, 698, 31	97. 819. 49
orth Carolina		12,167 61	788 30 582 20	93,794 53	113,675 99
orgia		18.3.0 13	869 15	156, 155 10	183, 120 87
orida		2,555 28	134 65	23, 952 52	28,317 38
abama		14,746 36	971 65	125, 547 19	148,471 73
ississippi	4.632 98	14,100 13	490 30	96,794 63	116,018 04
EXAS		19,463 36	399 65	105,747 21	128,177 53
entucky		15,686 04	587 85	142, 202 98	166,530 49
lchigan		16.123 48	721 05	147, 133 77	178,649 86
'isconain		16.788 29 15.478 10	722 50 809 65	148,054 08 175, <b>26</b> 3 28	163,783 26
caree	_'	14.689 78	872 50	135,005 42	135, 732 49
issouri		25.033 25	844 15	203, 421 04	253, 624 14
inois	. 31,457 53	37.300 39	1,424 25	375,546 H2	445, 728 99
blo	1	45,059 76	1,971 15	450,569 04	532,259 06
diana		28.500 08	970 50	178,434 85	218,996 7
rkan*ss		7.675 <u>93</u> 17.368 93	113 10	43.216 59	52,629 7
wailfornia		14.374 17	441 45	111,444 94 213,370 16	141,902 70
regon	1 11111	1.957.58	9 35	10,920 99	15.590 87
innesota		4.539 18	145 35	32,208 21	43,507 19
ew Mexico	. 409 18	334 00	4 30	2,70# 31	3.359 79
inh		247 46	2 40	3,598 01	4,435 (8
ebraska	11 - 171 1	959 22	18 10	7.976 11	9.741 31
ashingtonassas		461 43 2,781 49	4 65 62 65	3,473 60 25,757 51	5.156 83 31.073 93
Total	.1 819,957 48 i	627.695 36	25,033 70	6.698,509 70	8.171.201 20
dd Prussian postage\$31,662 20 educt miscellancous items. 437 51			!		
veet mire chair our items. The of	- 31,224 69		1	'	
educt miscellaneous items		658 77		*** *********	************
dd miscellaneous items			14	7.758 50	38.351 56
	681,182 17	627,036 59	25,038 84	6,706,295 20	8, 209, 552 8

Receipts on account of emoluments	£91,694 04
Receipts on account of dead letters	3,803 68
Receipts on account of extra compensation	
Miscellaneous receipts	4,272 64
Receipts on account of fines	5 00
• 1	
Total	1101 1015 37

## for the fiscal year ending June 30, 1860.

		*··• · • • • · • · • · • · • · · • ·		· • · · · · · · · · · · · · · · · · · ·		
Compensation allowed post- masters.	Incidental ex- penses of post offices.	Total compen- sation and in- cidental ex's.	Transportation.	Total expenses.	Excess of ex- penditures over receipts.	Execss of re- ceipts over expend's.
<b>876, 808 63</b>	£12,914 93	889,723 56	£109,482 37	<b>\$199, 20</b> 5 <b>93</b>	832,534 88	
54,117 08	4,108 90	5H. 225 9H	51, 185 43	109,411.41	:	₹1,664 87
56, 167-19	918 59	57.085 78	71,322 54	124, 478 32	21.635 61	
164.747 08	109,919 48	274.666 56	186, 162 79	460, 829 35	`•••••••	182, 126, 13
16.452 61	9.293 87	25.746 48	18, 197-92 110, 785-30	43,944 40 204,1 <b>9</b> 5 55		25, 113 50
75,992 65 337,564 85	17,417 60 323,664 21	93,410 25 661,229 09	515,001 22	1, 176, 230 31	,	3,748 <b>6</b> 5
59,709 86	7.314 46	67.024 32	HH, 2HO 06	155, 304, 38	15.546 51	504,908 78
196,400 95	105, 495 94	301,896 89	324,743 66	630.640 55		77,915 23
9,291 84	1.835 21	11,127 05	22,9F3 51	34, 110, 56	• • • • • • • • • • • • • • • • • • • •	14,019
36, 233 09	:44,379 21	70,612 30	238,086 82	308,699 12	109, 135, 60	
4,025 17	36,004 41	40,029 58	• • • • • • • • • • • • • • • • • • • •	40,029 58		11.962 43
104.517 91	29.943 11	134,461 02	396.147 73	530,608 75	255, 339 26	
45,415 06	1.367 (PA 13.817 61	49.792 14	176.890 17	236,672 31	128,859 89	
32,419 92 65,103 85	23.423 70	46, 237 53 88, 527 55	207,848 06 260,337 55	2.4.080 au 30c. \$5.10	140.409 67 165.744 23	•••••
14.046 51	32 85	14.079 36	181.456 80	195,536 16	167.218 78	• • • • • • • • • • • • • • • • • • • •
53,280 00	17,790 98	71.070 96	359.752 21	430,823 17	202.351 44	
50.850 97	2.730 66	55,583 63	312.339 21	367, 922 84	251,904 80	
54.687 95	8,299 47	62,967 42	643,293 40	706, 200 83	. 578, 103 29	
60,614 10	15, 445 66	76,059 76	986,503 01	362,562 77	196,042 28	
76, 442 96	22,995 92	99,438 88	163,726 00	263, 164 88	84,515 02	• • • • • • • • • • • • • • • • • • • •
75, 163 75	12.332 28	87,498 03	140.527 96	226,023 29	44.240 01	• • • • • • • • • • • • •
331,540 48 59,555 <b>69</b>	37.416 19 20.450 64	70,956 60 73,006 33	505,069 49 243,999 75	576,017 09 317,006 08	357,693 14	•••••
70,326 56	40,73% 13	111,062 69	569, 476 96	680,538 95	161, 273 59 426, 714 81	•••••
165,725 76	×6,027 91	251,753 68	393, 335 72	645, 119 40	199, 390 41	
188.857 24	74.519 10	263, 376 31	549,345 59	819,721 93	980, 462 87	
101, 194 50	15, 337, 55	116,539 05	250,057 23	306,589 98	147,592 53	
26, 938 20	3,363 30	30, 301 50	319, 127 37	342, 438 87	289,808 14	
65,702 03	11,693 50	77,395 53	168,295 42	965,690 95	123, 788 25	
65.943 27	44.635 66	110,738 93	950.692.66	1,061,161 59	774,949 75	• • • • • • • • • • • • • • • • • • • •
7,337 10 29,944 44	94 74 1.966 46	7,5,1 84 22,910 90	39,789 60 107,939 11	40, 151 44 130, 140 01	94,560 57 86,632 82	j
1,671 63	15 50	1.686 53	17,469 41	19, 148 94	15, 789 15	•••••
2,216 27	26 46	2,24 73	104,300 59	106,585 32	102, 149 00	
5, 480 69	65 95	5,547 64	37,957 00	43,504 64	33, 763 33	
2, 792 31	17 04	2,809 35	39,790 97	42,600 32	37,449 47	
14,640 96	1.648 71	16,988 97	57,038 19	73,327 09	42,253 16	
2.547,903 81	1,152,411 92	3,700,315 73	9,997,971 31	12,998,967 04	5,577,845 98	820,759 45
••••		•••••	• • • • • • • • • • • • • • • • • • • •			
		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<b></b>	4 004 30		
4,964 29		4,964 99	•••••	4.984 29		33,387 27
2,552,868 10	1,152,411 92	3,705,980 02	9,927,971 31	12,933,251 33	5,577,845 96	854,146 73
	Add receip	ots on account	of emoluments, I	.e		100,008 38
	Deduct exc	ers of receipts	••••	• • • • • • • • • • • • • • • •	954,155 11	954, 155 11
		j			4.623.690 15	.1

#### REPORT OF THE

## C—Continued.

Excess of expenditures over receipts	
- VOU Filloffill Daid lot letelali Matin and columber of Enterment Mati azales 9.5 133 in	•
Route agents 361.735-44	
Supply of special offices and mail messengers	
Ship, stramboat, and way letters	
Amounts allowed and paid at department, viz:	
Interest to contractors, act 15th February, 1880	
Wrapping paper	
Office furniture	
Advertising	
Mail bags 44,508 35	
Bianks 164.517 61	
Mail locks, keys, and stamps	
Mail depredations and special agents.	
Mail depredations and special agents	
Upras by omers	
Miscellaneons payments	
Postage stamps and stamped envelopes	
Foreign postage collected and returned to foreign governments	
The street and the st	2.111.364 66
Total excess of expenditures over receipts	7.06H, 954 HI

H. ST. GEORGE OPPUTT,
Acting Auditor.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT.
November 14, 1860.

Statement of the number of letters, circulars, newspapers, and pamphlets received and delivered by carriers, and the amount received and paid out for carriage, in the cities mentioned below, for the year ending June 30, 1860.

Cities.	Number of letters.	Number of cir- culars.	Number of newspapers and pamphlets.	Total number of letters, &c.	Amount received and paid out for carriage.
New York, New York	4.740.907	1.002,263	620,630	6,363,800	\$107,943 93
rnnadelphia, Fennsylvania	2,197,062	82,051	408, 264	2,687,377	47,166 97
raitimore, Maryland	. ×66.079	50,765	184,971	1,101,*15	18,754 07
Boston, Massachusetta	1.439.033	36,649	92,96^	1,568,650	15.221 66
washington, District of Columbia	313.825	***************************************	115,698	429.723	6,856 (2
Providence, Rhode Island	213.769	2,101	33,426	249.298	4,463 53
5t. Louis, Missouri	14×.637	***************************************	17,448	166,085	3.059 9~
* New Orleans, Louisiana	87.10·	3,290	6,545	96,915	1,807 52
TLowell, Massachusetts	51,902		5,914	57.×16	1.067 90
Manchester, New Hampshire	30.2⋉3	***************************************	2,116	32,399	616 24
Roxbury, Massachusetts	32,410	******************************	4.767	37,177	673 (13)
Harrisburg, Pennsylvania	41,510	••••••	9.297	50,807	576 68
	10, 162, 517	1,177,119	1.502,226	12.841.862	१५ अह. अष्ट

\* No returns received for first quarter of 1860.
† No returns received for first and second quarters of 1860.
† No returns received for fourth quarter of 1859, and second quarter of 1860.

#### REPORT OF THE

Amount of letter postage on British mails received in and sent from the United States during the fiscal year ending June 30, 1860.

	Unpaid	l <b>.</b>	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$68,750 10,255 5,434 2,609 4,405 5,230	60 55 31 48	\$78,439 52 24,335 54 14,354 20 6,604 88 11,111 15 7,497 32	\$50,145 27 7,745 55 3,520 96 1,639 14 2,998 68 3,431 34	\$60,164 62 16,534 23 8,846 62 3,992 61 7,240 16 4,791 15	\$257,500 16 58,870 92 32,165 33 14,845 94 25,755 47 20,950 54
ship Company	271	46	556 75	263 17	437 84	1,529 22
Total	96,957	88	142,899 36	69,753 11	102,007 23	411,617 58
Amount received	239,857	24	••••••••	171,760 34	•••••	•••••
Sent.	Paid.		Paid distributed.	Unpaid.	·	Total.
Cunard line	\$29,472 1,661 4,021 2,658 4,926 3,508	82 71 21 30 22	\$97,272 71 12,745 26 21,076 18 13,288 26 25,886 24 17,120 76 2,257 77	\$87,352 98 6,647 96 12,527 24 8,246 42 15,246 89 9,701 98 1,182 70		\$214,097 69 21,055 04 37,625 13 24,192 89 46,059 43 30,330 96 3,452 89
Total	46,260	68	189,647 18	140,906 17	•••••	376,814 03
Amount sent	235,907	86	••••••	140,906 17		•••••

Amount of letter postage on Prussian mails received in and sent from the United States during the fiscal year ending June 30, 1860.

Received.	Unpaid.	Unpaid dis- tributed.	Paid.	Paid distributed.	Total.
Cunard line	\$13,063 53 1,140 77 2,900 29 1,564 57 2,449 45 1,474 85	\$36,023 00 4,933 24 11,945 38 6,391 19 9,699 05 6,843 80	\$5,564 18 488 70 1,155 00 670 80 921 30 628 80	\$9,946 05 1,193 41 2,960 98 1,509 58 2,401 47 1,770 15	\$64,596 76 7,756 12 18,961 65 10,136 14 15,471 27 10,719 60
ship Company	165 29	631 93	72 30	173 05	1,042 57
Total	22,760 75	76,467 59	9,501 08	19,954 69	128,684 11
Amount received	99,228 34		29,455 77		•••••
Sent.	Paid.	Paid distributed.	Unpaid.		Total.
Cunard line	\$6,952 45 114 35 1,294 91 293 44 1,723 30 1,043 17	\$35,945 37 715 43 8,962 67 5,001 28 11,333 13 8,357 74 886 36	\$44,644 09 620 01 8,648 12 1,529 38 10,517 73 7,432 60 749 56		\$87,561 91 1,449 79 18,905 70 6,824 10 23,574 16 16,833 51 1,635 92
<b>T</b> otal	11,421 62	71,201 98	74,161 49		156,785 09
Amount sent	82,623 60	••••••	•	••••	••••••
Amount collected in Unit	ted States	•••••	••••••	• • • • • • • • • • • • • • • • • • • •	103,617 26
Excess collected in Unite	WAI: 1010111111111111111111111111111111111				

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Amount of letter postage on French mails received in and sent from the United States during the fiscal year ended June 30, 1860.

Received.	Unpaid.	Unpaid distributed	Paid.	Paid distrib- uted.	Total.
Cunard line	\$17,560 98 927 07 3,537 93 1,028 83 3,158 95 784 09	\$22,759 15 1,743 86 4,697 32 1,850 30 4,429 31 1,694 60 270 87	\$15,557 94 631 80 2,509 51 807 24 2,181 61 523 55	\$21,586 42 1,509 73 3,335 96 1,394 20 3,045 30 1,234 07	\$77,464 49 4,812 46 14,080 72 5,080 57 12,815 17 4,236 31 828 61
Total	27,239 35	37,445 41	22,358 74	32,274 83	119,318 33
Amount received	64,684 76		54,633 57	•••••	•••••••
Sent.	Paid.	Paid distrib- uted.	Unpaid.		Total.
Cunard line	9,403 48 232 25 1,759 68 911 60 1,922 08 939 00 136 89	21,300 31 916 85 5,065 73 2,927 02 5,594 47 3,567 88 840 94	32,148 95 885 40 6,207 06 3,854 95 7,168 45 3,758 47 942 99		62,852 74 2,034 50 13,032 47 7,693 57 14,685 00 8,265 35 1,920 82
Total	15,304 98	40,213 20	54,966 27	•••••	110,484 45
Amount sent	55,518 18		54,966 27	••••••	
Amount collected in the Amount collected in Fran					\$120,202 94 109,599 84
Total				•••••	229,802 78
Excess collected in the U	nited States.	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	•••••	10,603 10

 $\frac{1}{1+(1+\frac{1}{2})} = \frac{1}{1+(1+\frac{1}{2})}  

Amount of letter postage on Belgian mails received in and sent from the United States from January 24, to June 30, 1860.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distrib- uted.	Total.
Cunard line	<b>\$166</b> 05	<b>\$143</b> 91	<b>\$3</b> 80 84	\$278 63	<b>\$</b> 969 43
Canadian line	10 80	" 11 61	20 25	21 60	64 26
Havre line	17 28	21 87	32 94	34 02	106 11
German Lloyd line	7 83	5 67	16 47	16 74	46 71
Vanderbilt line	20 52 25 11	20 25	27 00 47 52	38 61	106, 38
Miscellaneous lines  North Atlantic Steam-	25 11	35 91	4/ 52	56 16	164. 70)
ship Company	7 56	5 13	8 91	7 56	29 16
Total	255 15	244 35	533 93	453 32	1,486 75
Amount received	499 50		987 25	•••••	•••••
Sent.	Paid.	Paid distrib- uted.	Unpaid.		Total.
Cunard line	<b>\$</b> 122 88	\$252 42	\$1,000 12		\$1,375 42
Canadian line	54	6 75	22 01		29 30
Havre line	11 88	51 03	153 90		216 81
German Lloyd line	5 67	15 39	57 24	••••••	78 30
Vanderbilt line	24 03	59 13	167 13	••••••	250 29
Miscellaneous lines	18 90	57 24	160 11	•••••	236 25
North Atlantic Steam- ship Company	2 70	24 84	54 27	•••••	81 81
Total	186 60	466 80	1,614 78	••••••	2,268 18
Amount sent	653 40		1,614 78	•••••	•••••
Amount collected in the U					\$1,152 90 2,602 03
Amount collected in Belgi					
Amount collected in Belgi		•••••••	•••••	•••••	3,754 93

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Amount of letter postage on Bremen mails received in and sent from the United States during the fiscal year ended June 30, 1860.

Received.	Unpaid.	Unpaid distributed.		Paid distrib- uted.	Total.
German Lloyd line Hamburg line	\$2,205 30 391 43	\$8,850 19 2,444 53	\$996 80 230 80	\$2,925 14 770 93	\$14,977 43 3,837 69
Total	2,596 73	11,294 72	1,227 60	3,696 07	18,815 12
Amount received	13,891 45		4,923 67		••••••
Sent.	Paid.	Paid distrib- uted.	Unpaid.		
German Lloyd line	\$1,521 66	<b>\$10,587 05</b>	<b>\$4,886 38</b>		<b>\$16,995 09</b>
Total	1,521 66	10,587 05	4,886 38		16,995 09
Amount sent	12,108 71		4,886 38		••••
Amount collected in the Amount collected in Brei	nen		••••	•••••	\$26,000 16 9,810 05 35,810 21
Excess collected in the U	Inited States.	••••••••	• • • • • • • • • • • • • • • • • • • •	••••••	16,190 11
Amount of letter po					
Received.	Unpaid.	Unpaid distributed.	Paid.	Paid;distri- buted.	Total.
		!			

Received.	Unpaid.	Unpaid dis- tributed.	Paid.	Paid distributed.	Total.
Hamburg line	\$2,166 43	\$4,887 91	\$1,287 00	\$1,920 38	\$10,261 72
Amount received	. 7,054 34		3,207 38		
Sent.	Paid.	Paid distributed.	Unpaid.		Total.
Hamburg line	\$2,788 12	\$15,190 05	<b>\$4</b> ,893 <b>63</b>		\$22,871 80
Amount sent	17,978 17		4,893 63		
Amount collected in Unit Amount collected in Han					
Total	• • • • • • • • • • • • • • • • • • • •	••••••	••••••	•••••	33,133 50
Excess collected in Unite	ed States	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	•••••	16,931 50

Number of letters and newspapers exchanged between the United States and United Kingdom, in British mails, during the fiscal year ended June 30, 1860.

	Number o	of letters.	Number of newspapers.		
	Received.	Sent.	Received.	Sent.	
Cunard line	127,110 57,216 102,841	926,425 86,410 153,943 98,950 154,465 224,533 14,224	784,280 50,786 94,087 46,450 75,589 45,415 4,943	906,268 49,523 213,006 139,206 215,840 180,324 21,308	
Total	1,714,476	1,658,950	1,101,550	1,725,475	

Number of letters and newspapers exchanged between the United States and Kingdom of Prussia, in closed mails, during the fiscal year ended June 30, 1860.

	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	209,954 25,507 61,637 32,744 50,335 35,240 3,488	286,168 4,752 62,221 22,746 77,328 55,565 5,375	14,767 1,805 6,593 3,837 5,679 3,664 379	36,140 1,079 12,028 4,958 12,482 9,802 978
Total	418,905	513,885	36,724	77,467

Number of letters and newspapers exchanged between the United States and France during the fiscal year ended June 30, 1860.

	Number of	f letters.	Number of newspapers.		
	Received.	Sent.	Received.	Sent.	
Cunard line	461,294 28,689 84,335 29,502 75,831	405,077 13,050 82,382 48,408 11,524	106,705 7,438 19,870 7,385 18,083	148,923 3,492 32,619 21,624 3,642	
Miscellaneous line North Atlantic Steamship Company	24,249 4,931	52,486 11,721	9,476 967	23,685 3,399	
Total	708,831	624,648	169,924	237,384	

Number of letters and newspapers exchanged between the United States and Belgium from January 24 to June 30, 1860.

`	Number of letters.		Number of newspapers.		
	Received.	Sent.	Received.	Sent.	
Cunard line	173 394	5,091 108 782 290 927 209 303	1,638 340 337 49 287 701	145 37 11 43 15	
North Atlantic Steam Ship Co  Total	5,503	7,710	3,462	263	

# Number of letters and newspapers exchanged between the United States and Bremen during the fiscal year ending June 30, 1860.

	Number	of letters.	Number of newspapers.		
	Received.	Sent.	Received.	Sent.	
German Lloyd line Hamburg line Total	117,421 29,364	127,075	11,995 704	31,479	
	146,785	127,075	12,699	31,479	

# Number of letters and newspapers exchanged between the United States and Hamburg during the fiscal year ending June 30, 1860.

Hamburg line.	Number	of letters.	Number of newspapers		
	Received.	Sent.	Received.	Sent.	
Total	78,479	161,122	13,848	55,802	

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Revenue to the United States, also to the United States Post Office Department, by Cunard line, for the fiscal year ended June 30, 1860.

Total postage on British mails by Cunard line	•••••	<b>\$471,597</b> 8	35
United States portion, being $\frac{5}{24}$ , for United States inland	698,149 55 18,125 36	\$116,274	=
The Post Office Department pays commission to postmasters on above, viz:  For distribution on unpaid distributed received, \$78,439 52, at 12½ per cent  For commission to postmasters at offices where delivered, \$78,439 52, at 30 per cent  For distribution on paid distributed received, \$60,164 62, at 12½ per cent  For commission to postmasters at offices where delivered, \$60,164 62, at 30 per cent  For distribution on unpaid sent, \$87,352 98, at 12½ per cent  For commissions to postmasters at New York, Boston, and Philadelphia on—  Unpaid received, \$68,750 75, at 15 per cent  Paid sent, \$29,472, at 15 per cent  Newspaper postage, \$18,125 36, at 50 per cent  For distribution on paid distributed sent, \$97,272 71, at 12½ per cent	9,904 94 23,531 85 7,520 57 18,049 38 10,919 12 10,312 61 4,420 80 9,062 68 12,159 08	105,781 0	
Revenue to the Post Office Department  Deduct United States inland on British mails	••••	10,493 8 98,149 5	一 第 5 5
Deficit to the Post Office Department		87,655 6	77

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### Closed mail account.

Letters.	Prussian, received.	Prussian, sent.	Canada, re- ceived.	Canada, sent.	California, received.	Carifornia, sent.	Havana, re-	Mexico, re- ceived.
Cunard line	Ounces. 71,541; 8,467; 17,767; 11,548; 13,400; 11,765 2,354;	Ounces. 90,346 1,575 19,564 7,287 24,573 17,482 1,817	Ounces. 59,9521 6581 7 51 81 41	Ourices. \$5,5253 82381 2381 25 1184 277	Ounces. 12,001? 1,034! 1,178 949! 758 656}	Ounces. 3,269; 223 406; 1,151; 812; 416;	Ounces. 11,179; 274; 289 251 399 285; 55	Ounces. 971 651 37 261 331 441
Total	136,845	162,6461	60.637	39,018}	24,442	6,279	12,733	1,183
Newspapers.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.
Cunard line	15,440 1,804 5,893 4,235 4,708 3,655 798	36, 162 829 12,008 4,966 13, 182 9,842 978	377,837 1,032	131,951 547 16 1	26,:56 2,585 3,754 3,160 2,972 2,470	914 42 120 341 177 157	ห. 462 332 235 195 485 345 134	1,020 94 34 29 31 24
Total	36,533	77,967	378,870	132,515	44.306	1,751	10,188	1,240

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Receipts and disbursements in closed mails between the United States and Prussia, during the fiscal year ended June 30, 1860.

RECEIPT*.			
Amount of postage on paid and unpaid sent	\$156,7K5 (19 36,583 15	4100 001	41
Amount of postage on paid and unpaid received	128,684 11 21,447 35	\$120,201	
Add newspaper postage on 77,467 newspapers sent, at 4 cents each		107,236 3,09e	
Total to the United States		230,537	
DISBURSEMENTS.			
Amount paid Great Britain for carrying 71,5414 ounces, at 614 cents	43,998 02		
Amount paid Great Britain for carrying 90,346; ounces, at 57;	51,949 23		
Amount paid Canadian line for carrying 10,0434 ounces, at 40 cents.  Amount paid Canadian line for carrying 2,633 newspapers, at	4,017 40		
2 cents	52 66 14,9 <b>32</b> 80		
Amount paid Havre line for carrying 17,901 newspapers, at 2	358 02		
Amount paid German Lloyd line for carrying 18,836 cunces, at 40 cents.  Amount paid German Lloyd line for carrying 9,201 news-	7.534 40		
papers, at 2 cents	184 02		
46 cents	15,180 40 357 80		
Amount paid miscellaneous for carrying 29,247 ounces, at 40 cents.	11,698 80		
Amount paid miscellaneous for carrying 13,497 newspapers, at 2 cents.	269 94		
Amount paid North Atlantic Steamship Company for carrying 4,1711 ounces, at 40 cents	1,668 60		
1,776 newspapers, at 2 cents. Commissions to United States postmasters	35 52 75,171 61		
Revenue to United States Post Office Department		227,41× 3,119	_

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Statement of letters and newspapers, with	the several postages, conveyed by various lines of ocean steamers, during the fiscal year ended June 30, 1860.	;

Names of lines.	Offices.	Letters.	Newspapers.	Postage on let- ters received.	Postage on let- ters sent.	Total postages.
New York and California via Aspinwall	New York	13,294	2,795,845 694,772 311,777 9,917 65,054	\$59,347 78 17,089 00 3,360 34 237 08 1,354 01	\$63,895 91 15,048 34 4,297 87 402 98 294 49	\$123,243 69 32,137 34 7,658 21 640 06 1,648 50
New York and California vis Tehuantepec	Chicago Cincinnati New Orleans New Orleans	18,555 26,441 13,486	64,500	710 79 757 55 .1,403 11	1,362 38 2,427 75 181 70	2,073 17 3,185 30 1,584 81
Total	•••••••	1,310,588	3,940,865	84,259 66	87,911 42	172,171 08
Add newspaper postage, at one cent						
Total postages	•••••••••••	•••••	••••••	••••••	•••••	211,579 73
Charleston and Havana	Charleston	884	1,058	116 95	11 31	128 26
Total	••••••	884	1,058	116 95	11 31	128 26
Add newspaper postage, at two cents	•••••		••••••	••••••	••••••	21 16
Total postages	••••••	•••••••	•••••	•••••		149 49
New Orleans and Vera CruzAdd newspaper postage, at two cents	New Orleans	10,513	•••••••	960 27	1,059 48	2,019 75
Total postages	••••••	•••••		•••••		2,019 75

West India Islands	Various offices	518,443	198,066	33,239 00	29,365 93	62,604 93 3,961 32
Add newspaper postages, at two cents		^	••••	•••••	••••••	66,566 25
Total postages					6,476 02	9,616 99 1,240 84
Panama and MexicoAdd newspaper postages, at four cents	Various offices			••••••		10,867 83
Total postages						291,182 98
Aggregate total postages			***************************************		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	

TO THE REPORT OF THE PROPERTY 
Amount of postages on mails exchanged between the United States and the British Provinces during the fiscal year ended June 30, 1860.

Amount on unpaid received	\$35,469 42 42,365 47	<b>477 09</b> <i>A</i>	90
Amount on unpaid sent	30,707 60 56,229 38	\$77,834 86,936	
Total amount	•••••	164,771	87
Amount collected in the United States		\$91,698 73,073	80 07
Balance in favor of the United States	***********	18,625	73

The United Kingdom of Great Britain and Ireland in account with the United States of America, for the fiscal year onded June 30, 1860, (service of the Post Office Department.)

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	COMMUNICATION AND A SECOND CONTRACT OF STREET, AND ASSESSMENT OF STREE		TO THE PARTY OF THE PROPERTY OF THE PARTY OF	Marine Control
MAILS SENT.			MAILS RECEIVED.	
For postage on (*) unpaid letters from United States for United Kingdom	\$62,781 25 4,007 20 30 24 43 21 10,532 88	\$77.394 78	For postage on (1) unpaid letters from United Kingdom for United States	84 98 24
MAILS RECFIVED.			MAILS SENT.	
For postage on (6) paid letters from United Kingdom for United States.  For postage on (7) paid registered letters from United Kingdom for United States, &c	7.410 16 14 23		For postage on (6) paid letters from United States for United Kingdom	591 81
For postage on (11) closed mails from the British office in transit through United States		110.053 07 20 74 6.071 17 130 27 193, 191 96	For postage on foreign ports' packet account	184, 134, 60, 6, 960, 62, 21, 90,, 1,287, 01, 1,56, 95
		:P45. HS1 1H4		386,861 99
			By butance	193.191 96

The Kingdom of Prussia in account with the United States of America from July 1, 1859, to June 30, 1860, (service of the Post Office Department.)

CR.

For postage on (1) unpaid letters  For postage on (2) unpaid letters in transit through the United States  For postage on (3) missent, returned, and redirected letters		<b>9</b> 57,530 81	For postage on (4) paid letters for Prussia		
For postage on (4) paid letters	928 53	27,220 86	For postage on (1) unpaid letters from Prussia  For postage on (2) unpaid letters from States beyond the German-Austrian postal union.  For postage on (3) missent, returned, and redirected letters  For postage on dead letters returned to Washington  For overcharges  Balance	14,551 70 4,157 88 107 33	18,816 9 586 7: 3 8.
To balance	••••••	43,985 37		-	43,985 37 86,106 54

The General Post Office of France in account with the United States of America, quarters ended September 30 and December 31, 1859, (service of the Post Office Department.)

CR.

For postage on (1) unpaid letters from the United States for France and Algeria.  For postage on (2) unpaid letters from the United States for countries beyond France.  For postage on (3) letters not prepaid, &c., for France and Algeria.  For postage on (4) letters not prepaid, &c., for countries beyond France.  For postage on (5) letters badly directed by French post offices and returned, &c.  For postage on (6) letters resent, &c.	\$7,056 84 2,886 27 1,660 57 222 39 3 97 2 04	<b>\$</b> 11,832 08	For postage on (1) unpaid letters from France and Algeria for the United States  For postage on (2) unpaid letters from France and Algeria for countries beyond the United States  For postage on (3) letters not prepaid, &c., for the United States  For postage on (4) letters not prepaid, &c., for countries beyond the United States  For postage on (5) letters badly directed by the United States post offices and returned, &c.	\$9,311 91 4 14 11,736 25 2 45 71 79	<b>#</b> 21 <b>,126</b> 54	POST
For postage on (7) letters for United States, prepaid, &c., from France and Algeria	7,220 10 1,635 66 1,194 00 40 98	460 62	For postage on (7) letters for France and Algeria from the United States	••••••	16, 464 83 155 75 3 94 37,751 06	MASTER GENERAL.

REPORT OF THE

#### The post office of Bremen, Germany, in account with the United States of America, from July 1, 1859, to June 30, 1860, (service of the Post Office Department.) DR. Ck.

MAILS PENT.		,	MAILS ERCRIVED.	i	
or postage on unpaid letters from United States for Bremen or postage on unpaid letters from United States for states	\$1.289 <b>22</b>		For postage on unpaid letters from Bremen for United States.  For postage on unpaid letters from states beyond Bremen	<b>\$10,9</b> 07 79	
beyond Brenen	114 00	:	For postage on unpaid letters for countries beyond United	ì	
through United States for Bremen, &c	· 18 98 1 99		For postage on missent, redirected, returned, &c., letters	16 78	#10,924 5
		<b>#1.423 49</b>	MAILS PENT.		•
MAILS RECEIVED.			For postage on paid letters from United States for Bremen	633 91	
or postage on paid letters from Bremen for United States or postage on paid letters from states beyond Bremen for	1.405 72	į	For postage on paid letters from United States for states beyond Bremen	8.926 38	
United States or paid letters for countries beyond United States	145 02		For postage on paid letters from countries beyond United States for Bremen		
or pustage on paid newspapers from Bremen for United	101 76		For postage on paid newspapers from United States for Bremen	646 73	
or postage on paid pamphicts and magazines from Bremen for United States	21 40	1,673 90	For postage on paid pamphlets and magazines from Bremen for United States	40 16	10.042.1
or postage of loose letters collected on ships			For registered letters from United States for Breinen		10.247 1 179 6
alance		17.125 57	For postage on dead letters returned		
			For this amount paid Belgium and Prussia for inland transit on mails per "Ariel" to Havre, November, 1858		346 9
		90,997 64		-	90,997 6
			By balance		&17.195 5

#### The post office of Hamburg, Germany, in account with the United States of America, from July 1, 1859, to June 30, 1860, (service of the Post Office Department.) CR. DR.

MAILS SENT.			MAILS RECEIVED.	I	
For postage on unpaid letters from United States for Hamburg For postage on unpaid letters from United States for states beyond Hamburg For postage on unpaid letters from foreign countries in transit through United States for Hamburg, &c For postage on missent, redirected, returned, &c., letters	\$2,081 80 260 50 50 20 10 35	<b>62, 102</b> R5	For postage on unpaid letters from Hamburg for United states.  For postage on unpaid letters from States beyond Hamburg  For postage on unpaid letters for countries beyond United States  For postage on missent, redirected, returned, &c., letters	#4,959 15 1 65	<b>\$4,954</b> 8
		<b>4</b> 2 102 (2)	MAILS SENT.		
Matle Recrived.			For postage on paid letters from United States for Hamburg	889 20	
For postage on paid letters from Hamburg for United States For postage on paid letters from states beyond Hamburg for	1,396 75	ļ	For postage on paid letters from United States for states beyond Hamburg	11.320 50	
United States	94 75		For postage on paid letters from countries beyond United	178 73	
States	331 11		For postage on paid newspapers from United States for Hamburg	285 AI	
Blates	202 32	į	For poetage on paid pamphlets and magazines from Ham-!	86 94	
For postage on paid registered letters from Hamburg for United States	63 74		burg for United States	333 61	
For postage of loose letters collected on ships		2,018 67	For postage on loose letters collected on ships		13,471 8
For postage on dead letters returned	• • • • • • • • • • • • • • • • • • • •	153 85 13,87 <b>9 6</b> 3	For postage on dead letters returned		28 4
		18,455 00		<u> </u>	18,455 0
			By balance	=	\$13,879

Balances due the United Kingdom on the adjustment of accounte United States and United Kingdom, for the fiscal June 30, 1860.	
Third quarter, 1859  Fourth quarter, 1859  First quarter, 1860  Second quarter, 1860	\$47,417 68 51,480 93 47,832 78 46,460 57
Total	193,191 96
Balances due the United States on the adjustment of account the United States and Prussia, for the fiscal year end 1860.	
Third quarter, 1859.	<b>\$</b> 9,535 <b>0</b> 8
Fourth quarter, 1859	10,532 62
First quarter, 1860	12,268 61
Second quarter, 1860.	10,949 06
Total	43,285 37
Balances due France on the adjustment of accounts betwee States and France, for the fiscal year ended June 30 Third quarter, 1859.  Fourth quarter, 1860.  Second quarter, 1860.  Total	86,776 33 8,591 29
Balances due Bremen on the adjustment of accounts betwee States and Bremen, for the fiscal year ended June 3	en the United
Third quarter, 1859	<b>\$</b> 3,939 38
Fourth quarter, 1859	5,179 50
First quarter, 1860	
Second quarter, 1860	2,533 45
Total	17,125 57

Balances due Hamburg on the adjustment of accounts between the United States and Hamburg, for the fiscal year ended June 30, 1860.

Fourth quarter, 1859	\$3,665 2,694 2,941 4,578	04 14
Total	13,879	63 ==
Amount of postages accounted for on foreign dead letters so returnend to the United States, for the fiscal year end 1860.	nt from o	ınd 30,

United Kingdom to United States	\$1,287	01
Prussia to United States	586	
Bremen to United States	••••	
Hamburg to United States	28	40
France to United States	155	75
United States to United Kingdom	6,071	17
United States to Prussia	1,354	12
United States to Bremen	774	68
United States to Hamburg	153	85
United States to France	460	62

Amount reported as due the following lines, (being the sea and inland postages,) for the fiscal year ended June 30, 1860.

Vanderbilt line	94,489	77
Total	228,149	70

Amount reported as due the following lines, (being the sea postages.) for the fiscal year ended June 30, 1860.

Canadian line Miscellaneous line German Lloyd line	50,093	62
Total	147,085	34