

REPORT

OF

THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
December 2, 1861.

SIR: Respecting the operations and condition of this department, during the past fiscal year, ending June 30, 1861, I have the honor to report as follows:

APPOINTMENT OFFICE.

The operations of the appointment office for the year ending June 30, 1861, show the following result:

The whole number of post offices in operation on the 30th June, 1860, was 28,498.

The whole number on the 30th June, 1861, was 28,586.

The net increase of post offices during the year ending the 30th June, 1861, is 88.

The total number of post offices at which appointments are made by the President of the United States, on the 30th June, 1861, was 434.

The table (No. 1) annexed to this report shows the number of each class of offices in the several States and Territories of the Union.

The whole number of cases acted upon during the last official year, including the appointments ordered by the President of the United States, was 10,638. The whole number of appointments made by the department during that year for all causes was 9,235. The number of appointments ordered by the President during the same period was 337. The classification of these changes by States will appear in the table (No. 2,) and a summary of them in the table (No. 3,) annexed to this report.

The whole number of post offices in operation in the United States on the 1st day of December, 1861, excluding those discontinued by special order, and including those suspended by the general orders of May and June last, was 28,620.

SPECIAL AGENTS, ROUTE AGENTS, AND LOCAL AGENTS.

The number of special agents in the employment of the department on the 30th of June last was sixteen. The extraordinary condition of the country and the exigencies of the service in certain States rendered it necessary to increase this number, up to the present time, to twenty.

During the last fiscal year the number of route agents in the service was four hundred and seventy-four, at an annual cost of \$372,240.

The number of local agents was forty, at an annual cost of \$25,479.

At the close of the year, on the 30th of June last, the number of route agents was reduced to three hundred and ninety-two, at a cost of \$294,460.

The number of local agents was reduced to thirty-five, at a cost of \$19,719.

These agents are paid salaries generally ranging from four to eight hundred dollars per annum, and from the large proportion of railroad transportation have become an important and indispensable branch of the service in distributing and despatching the mails. The special agents are the eyes and hands of the department, to detect and arrest violators of the law, and to render the mails a safe and rapid means of communication. In their selection I have endeavored to secure the qualities of integrity, sagacity, and efficiency. While the duties of route agents are different, they are always of greater importance and more onerous than is commonly apprehended, and require, to a great degree, the qualities of character above described.

FOREIGN MAIL SERVICE.

The aggregate amount of postage (sea, inland, and foreign) on mails exchanged with the United Kingdom was

was	\$786,274 67
Do.....do.....Prussia ...	266,275 38
Do.....do.....France....	220,394 31
Do.....do.....Hamburg..	41,260 95
Do.....do.....Bremen ...	36,943 29
Do.....do.....Belgium...	10,888 10

Total postages on European mail.....	1,362,036 70
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Being a decrease from the amount reported for the preceding year of.....

\$14,365 55

The sea conveyance of these mails was performed as follows, viz:

By United States mail packets.

Of the New York and Havre Steamship Company	\$105,057 58	
Of Vanderbilt's European line	56,894 16	
Of the North Atlantic Steamship Company	41,706 25	
Total		\$203,657 99

By foreign steamers employed as United States packets.

Of the Canadian line	\$169,803 42	
Of the Liverpool and New York and Philadelphia Steamship Company ..	131,071 51	
Of the North German Lloyd Company ..	112,748 18	
Of the New York and Hamburg Steamship Company	65,761 00	
Total		479,384 11

By British contract mail packets.

Of the Cunard line	\$650,310 81	
Of the Galway line	28,683 79	
Total		678,994 60
		<u>1,382,036 70</u>

Of this amount \$814,444 39 was collected in the United States, and \$547,592 31 in the United Kingdom, Prussia, France, Hamburg, Bremen, and Belgium.

Excess of collections in the United States, \$266,852 08.

The cost of collecting which, in commissions at United States post offices, at an estimated average of 40 per cent., would amount to \$106,740 83.

The number of letters and newspapers exchanged in the mails between this country and Europe was as follows:

Letters sent from the United States	3,086,121	
Letters received from Europe	3,059,700	
Total		<u>6,145,821</u>
Newspapers sent from the United States	2,484,357	
Newspapers received from Europe	1,033,633	
Total		<u>3,517,990</u>

It appears that the number of letters sent to Europe exceeds the number received from Europe by 26,421.

The excess in the number of papers sent from the United States over those received from Europe is 1,450,724.

The amount of letter postage on mails *sent* to Great Britain was \$375,754 36; to Prussia, \$141,612 07; to France, \$106,469 92; to Hamburg, \$27,089 04; to Bremen, \$19,713 31; and to Belgium, \$5,358 59. *Total sent*, \$675,997 29.

On mails *received*, from Great Britain, \$410,520 31; from Prussia, \$124,563 31; from France, \$113,924 39; from Hamburg, \$14,171 91; from Bremen, \$17,229 98; and from Belgium, \$5,529 51. *Total received*, \$686,039 41.

The excess of postage on mails *sent* from the United States to different countries of Europe over that accruing on mails received from the same countries was as follows:

Prussia	\$16,948 76
Hamburg	12,917 13
Bremen	2,483 33
<i>Total</i>	<u>32,349 22</u>

The excess of postages accruing on mails *received* over those *sent* was as follows:

Great Britain	\$34,765 95
France	7,454 47
Belgium	170 92
<i>Total</i>	<u>42,391 34</u>

The weight of *closed letter* mails was as follows: Prussian closed mails *received*, 133,774½ ounces; *sent*, 149,572½ ounces. Total, 283,347 ounces. British closed mails for Canada, 42,058½ ounces; Canada closed mails for Great Britain, 25,000½ ounces. Total, 67,059 ounces. British and California closed mails *received*, 24,328½ ounces; *sent*, 6,412¾ ounces. Total, 30,741¼ ounces. British closed mails for Havana, 8,922½ ounces. British closed mails for Mexico, 824½ ounces.

The amount paid Great Britain for the sea and territorial transit of United States and Prussian closed mails through the United Kingdom, was \$121,408 55½; and the amount received from Great Britain, for the sea and territorial transit of British closed mails through the United States, was \$38,322 53½.

Balance due Great Britain, on adjustment of accounts, for the year ending June 30, 1861	\$149,935 24½
Balance due to France, (first, second, and third quarters, 1860)	24,782 13
Balance due to Prussia, for the year ending June 30, 1860	41,252 47
Balance due to Bremen	18,073 13½

balance due to Hamburg	\$15,749 63½
balance due the United States, on adjustment of accounts with Belgium, for the first, second, third, and fourth quarters of 1860, and first quarter of 1861.....	5,159 71

The amounts paid to the different lines of transatlantic steamships employed by this department, for services performed during the year, under the provisions of the existing law, which limits the compensation to the sea and inland postages on the mails transported, if the conveyance is by an American steamer, and to sea postage only, if by a foreign steamer, will appear by the table (No 4) annexed to this report. The total cost of this service was \$392,887 63. Of this amount, \$157,174 09 was earned by American steamers, performing 23 round trips, at the sea and United States inland postages, and \$235,713 54 by foreign steamers, performing 86 round trips, at the sea postage only.

The aggregate amount of postages on the mails exchanged between the United States and the British North American provinces during the year was \$186,900 50; of which \$96,304 07 was collected in this country, and \$90,596 43 in the British provinces.

The United States postages on the West India mails was \$59,544 48; all of which has been paid to the different lines of American steamships conveying the mails to and from Havana, Matanzas, and St. Thomas, respectively.

The United States postages on mails forwarded to, and received from Vera Cruz, Mexico, amounted to \$4,370 08, which has been, in like manner, paid to the steamers and sailing vessels performing the sea transportation between New Orleans and Vera Cruz.

The United States postages on the correspondence forwarded to and received from Central and South America, and Acapulco, (Mexico,) by the California line of steamers, via Panama, during the year, amounted to \$12,100 35. The entire California mail service was transferred from the Isthmus to the overland route on the 1st of July last; but the Isthmus, Central and South American mails are still conveyed by the California line of steamers, under the existing law, which limits the compensation to the United States postages on the mails transported, Cornelius Vanderbilt, esq., the proprietor of the line, having consented "to carry them for the postages until Congress meets, and has the opportunity of making some more permanent provision." It is claimed by him that the postages on these mails fall far short of a fair and proper remuneration for the service performed in their transportation. In view of the importance of keeping up a direct mail communication with the Isthmus of Panama, and the countries on the Pacific coast of Central and South America, I respectfully recommend the subject to the early consideration of Congress.

Additional articles to the United States and French postal convention of the 2d March, 1857, have been mutually agreed upon, establishing new exchanging offices, on the side of the United States, at Portland, Detroit, and Chicago, respectively; and on the side of

France, at Paris; and providing for an exchange of mails by the Canadian mail packets plying between Liverpool and Portland, or between Liverpool and River du Loup; a copy of these articles accompanies this report, (No. 5.) Additional articles to the postal convention with Prussia, of the same character, have also been agreed upon with the general post office at Berlin, establishing, on the part of the United States, new offices of exchange at Portland, Detroit, and Chicago, respectively; to exchange closed mails with Aachen, (Aix-la-Chapelle,) through England, by means of the Canadian line of mail packets, a copy of which is annexed to this report, (No. 6.) These arrangements have greatly expedited the transmission of European correspondence to and from the western States, and give entire satisfaction to that portion of the country.

I have had the satisfaction of arranging the terms of a postal convention with Mexico, which was concluded with the Mexican minister on the 31st of July last, subject to ratification, within six months from that date, by the President of the United States by and with the advice and consent of the Senate, and by the President of the republic of Mexico with the approval of the Mexican congress. This convention was approved by the Senate of the United States on the 6th of August last; but no official information has yet been received of the action of Mexico thereupon. Its principal provisions are:

1st. The establishment of direct mail steamship service between New York and Vera Cruz, either direct or via Havana, the expense of which is to be borne equally by the respective post departments of the two countries.

2d. A uniform rate of postage between the two countries of 25 cents for a single letter under half an ounce in weight, and an additional charge of 25 cents for each additional fraction of half an ounce; pre-payment of which is obligatory and each country to retain all the postage it collects, which dispenses entirely with any postage accounts between the two countries.

3d. With respect to printed matter of every kind, each country is to levy and collect its own postage only at the established domestic rates, and the despatching country is to charge and collect, in addition to its regular domestic inland rate, a sea rate of one cent on each newspaper, and one cent per ounce on pamphlets and other kinds of printed matter.

4th. Each country grants to the other the territorial transit of closed mail bags through its territories, free from all duties, tax, detention, or examination; the means of transporting such bags to be furnished, and the cost thereof to be paid, by the country to which they may respectively belong; and the carriages, cattle, and men, exclusively employed in the service, to be free from arrest, charges, or molestation of any kind whatever, except for some flagrant violation of the laws of the country through which the closed bags are conveyed.

If this convention should be ratified by Mexico, special legislation will be necessary to provide for the portion of the expenses to be paid by this department in maintaining a regular line of mail packets

between New York and Vera Cruz; as the provisions of the existing laws limit the compensation for sea service to the postages, which will be wholly inadequate to sustain such a line of packets.

A special appropriation from the treasury will be required to enable the Postmaster General to carry this convention into operation. It is not only important as a postal arrangement, in view of the present interruption of mail communication *via* New Orleans, but it is also regarded as a measure of great political and commercial importance to the respective countries.

Propositions have been submitted for postal arrangements with the governments of Costa Rica and Guatemala, respectively, which are now under consideration; and the department has other arrangements in contemplation for improvements in our postal intercourse with foreign countries by the reduction of rates of postage and increased certainty and efficiency in the transportation of the mails.

The negotiations with the British office for a reduction of postage, which have been pending since 1857, were unsuccessful, chiefly, as I understand it, because of the difference of the offices as to whether the steamers employed should receive a greater or less proportion of the postage remaining, after deducting the United States inland rate of three cents. This point did not seem to me to be of sufficient significance to be allowed to defeat a measure of so much importance to the commerce of both countries as the reduction of 50 per cent. of the rate of postage. Although fully concurring with my predecessors that the basis proposed by this department was the more just as it recognized and was founded upon the inland rates established by the laws of the two countries, I have, on a review of the whole subject, concluded to accept the division of rates as proposed, which grants to the United Kingdom the same rate of inland postage, rather than longer delay an arrangement so desirable as that sought to be attained by the proposed reduction of the international letter postage from 24 to 12 cents the single rate. I have, therefore, formally accepted the basis for international letters as originally proposed by the British office on the 13th of February, 1857, that the benefit of the reduction may accrue to the written correspondence between the two countries as early as practicable. The other propositions relating to printed matter and territorial transit charges are held for further consideration and arrangement as soon as the respective departments find it practicable to give them attention. I trust that a review of these subjects by the respective postal administrations may result in further advantages to the people engaged in this intercourse.

MEXICAN MAILS ON THE PACIFIC COAST.

I commend to the consideration of Congress the propriety of an appropriation to sustain a reliable mail communication on the coast between San Francisco and the several ports of the Mexican republic on the Pacific.

CONTRACT OFFICE—TRANSPORTATION STATISTICS.

In consequence of the defection of the insurrectionary States, and the termination of the mail service in those States on the 31st of May last, under the act of Congress approved February 28, 1861, (with the exception of service in Western Virginia,) it becomes necessary to present the transportation statistics in two divisions. These are shown in tables A and B attached to this report.

Table A exhibits the service as it stood on the 30th of June last in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, Western Virginia, Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Minnesota, Kentucky, Tennessee, California, Oregon, and Kansas, and the Territories of New Mexico, Utah, Nebraska, and Washington, at which time there were in operation in those States and Territories 6,340 mail-routes, the number of contractors being 5,644. The length of these routes was 140,399 miles, and the mode of service divided as follows, viz:

Railroad	22,018
Steamboat	5,339
Coach	30,733
Inferior	82,309

The annual transportation of mails was 54,455,454 miles, costing \$5,309,454, divided as follows, viz:

Railroad	23,116,823 miles, at \$2,543,709, about 11 cents a mile.
Steamboat ...	1,830,016 " 290,559, " 157 " "
Coach	10,655,783 " 1,171,295, " 11 " "
Inferior modes,	18,852,832 " 1,303,891, " 7 " "

The number of route agents in the service was 392, at a compensation of	\$294,460 00
The number of local agents was 35, costing	19,719 00
The number of mail messengers was 1,532, costing ...	188,936 89
The number of railroad baggage masters in charge of the express mails was 48, costing	5,760 00
	508,875 89
This sum, added to the cost of service in operation on the 30th of June	5,309 38 00
Makes the total on the 30th of June last	5,818,383 89

The lettings of new contracts for the term commencing July 1, 1861, and ending June 30, 1865, embrace the routes in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island,

Connecticut, and New York, and the following shows the service under those lettings for the first quarter of the contract year ended 30th of September last:

Railroad.....	6,546 miles,	7,553,070 miles annual transportation,	\$753,814 cost
Steamboat.....	463 "	253,362 " "	16,463 "
With "celerity, certainty, and security".....	16,533 "	5,964,562 " "	263,730 "
	<u>23,542</u>	<u>13,800,994</u>	<u>1,034,007</u>

Compared with the service on the 30th June last the length of routes is diminished fifty-seven miles; but from the increase of trips, especially upon railroads, the annual transportation is increased 447,173 miles, and the cost, \$24,154.

Table B shows the length of routes in the States of Virginia, (exclusive of Western Virginia,) North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Arkansas, Louisiana, and Texas, on the 31st of May last, to have been 96,015 miles, divided as follows :

Railroad.....	6,886
Steamboat.....	7,716
Coach.....	12,711
Inferior modes.....	68,702

The total annual transportation was 24,122,711 miles, as follows :

Railroad.....	5,701,093 miles, at	\$976,910
Steamboat.....	1,721,850 "	574,699
Coach.....	4,769,740 "	824,393
Inferior modes.....	11,930,028 "	863,179
		<u>\$3,241,181</u>
To which add 121 route agents, costing.....	86,400	
7 local agents.....	3,760	
180 mail messengers.....	28,115	
		<u>118,275</u>

Making the total cost of the service in those States, discontinued on the 31st of May.....	3,359,456
To this add the cost of the service in Tennessee as it stood on June 30, 1861.....	250,232
Also the amount of compensation to route agents at the same date.....	12,300
Local agents.....	1,000
Mail messengers.....	3,739
	<u>26,727</u>

OVERLAND CALIFORNIA MAIL.

By the 9th section of an act of Congress approved March 2. 1861, entitled "An act making appropriations for the service of the Post Office Department during the fiscal year ending June 30, 1862," authority is given to the Postmaster General to discontinue the mail service on the southern overland route, (known as the "Butterfield" route,) between St. Louis and Memphis and San Francisco, and to provide for the conveyance, by the same parties, of a six-times-a-week mail by the "central route;" that is, "from some point on the Missouri river, connecting with the east, to Placerville, California." In pursuance of this act, and the acceptance of its terms by the mail company, an order was made on the 12th of March, 1861, to modify the present contract, so as to discontinue service on the southern route, and to provide for the transportation of the entire letter mail six times a week on the central route, to be carried through in twenty days eight months in the year, and in twenty-three days four months in the year, from St. Joseph, Missouri, (or Atchison, Kansas,) to Placerville, and also to convey the entire mail three times a week to Denver City and Salt Lake; the entire letter mail to California to be carried, whatever may be its weight, and in case it should not amount to 600 pounds, then sufficient of other mail to be carried each trip to make up that weight, the residue of all mail matter to be conveyed in thirty-five days, with the privilege of sending it from New York to San Francisco in twenty-five days by sea, and the public documents in thirty-five days; a pony express to be run twice a week until the completion of the overland telegraph, through in ten days eight months, and twelve days four months, in the year, conveying for the government, free of charge, five pounds of mail matter; the compensation for the whole service to be one million of dollars per annum, payable from the general treasury, as provided by the act; the service to commence July 1, 1861, and terminate July 1, 1864. The transfer of stock from the southern to the central route was commenced about the 1st of April, and was completed so that the first mail was started from St. Joseph on the day prescribed by the order, July 1, 1861. While the carriages have, it is believed, departed regularly since that time, the mail service has not been entirely satisfactory to the department. The causes of complaint, however, it is hoped will be removed by the measures now in progress. The route selected is that by Salt Lake City, so that that office has now the advantage of a daily mail, and Denver City is supplied three times a week. The overland telegraph having been completed, the running of the pony express was discontinued October 26, 1861. By the terms of the law the contractors were required to convey only the California letter mail on each trip by the short schedule, and this they were to do whatever might be its weight; but by voluntary agreement they stipulated that in case it should fall short of 600 pounds on any occasion they would take other mails so as to make that weight. As the letter mails are seldom or never equal to

POSTAGE STAMPS AND STAMPED ENVELOPES.

The number of each denomination of postage stamps issued to postmasters during each of the four quarters of the year ending June 30, 1861, was as follows, viz:

Quarter ending--	1-cent.	3-cent.	5-cent.	10-cent.	12-cent.	24-cent.	30-cent.	90-cent.
September 30, 1860.....	12,756,100	36,512,700	146,920	922,150	384,800	170,000	103,860	11,960
December 31, 1860.....	14,778,085	39,171,800	178,649	1,154,910	243,825	201,150	105,960	6,200
March 31, 1861.....	14,174,768	41,922,956	223,000	852,900	232,405	147,325	65,040	4,110
June 30, 1861.....	12,184,839	33,615,600	128,640	995,730	192,875	132,125	65,140	2,010
Total.....	53,893,792	151,223,056	677,200	3,925,690	1,053,900	650,600	340,000	24,280

The number of stamped envelopes issued during the above period was as follows, viz:

Quarter ending--	3 cents, note size.	3 cents, letter size.	10 cents, letter size.	6 cents, official.	1 cent, letter size.	4 cents, letter size.	3 cents, note size, ruled.	3 centz, letter size, ruled.	1 cent, letter size, ruled.	4 cents, letter size, ruled.
September 30, 1860....	189,250	5,777,950	27,750	10,250	-----	-----	28,450	668,750	-----	-----
December 31, 1860....	146,050	3,763,200	15,350	14,650	594,500	35,000	40,350	1,657,750	412,000	35,000
March 31, 1861.....	82,150	3,657,600	50,150	5,800	536,250	-----	66,350	2,541,150	627,750	-----
June 30, 1861.....	53,900	2,456,700	38,500	9,750	403,500	-----	31,800	1,778,700	271,000	-----
Total.....	471,350	15,655,450	131,750	40,450	1,534,250	35,000	166,950	6,646,350	1,310,750	35,000

600 pounds in weight, some papers are conveyed in connexion with the letter mails each trip by the short schedule, while others are necessarily delayed. This has occasioned complaint, and complaints have also been made of other delays, and that bags of printed matter have been thrown off *en route* for the admission of passengers and express matter. These charges are denied by the contractors; but while the conditions of the contract, fixed by law, allow a longer time for the transit of some mails than others, complaint and disappointment must of necessity occur.

At the commencement of threatening disturbances in Missouri, in order to secure this great daily route from interruption I ordered the increase of the weekly and tri-weekly service then existing between Omaha and Fort Kearney to daily, and an increase of pay thereon of \$14,000 per annum. By that means an alternative and certain daily route between the east and California was obtained through Iowa, by which the overland mails have been transported when they became unsafe on the railroad route in Missouri.

In sending them from Davenport, through the State of Iowa, joining the main route at Fort Kearney, in Kansas, the only inconvenience experienced was a slight delay, no mails being lost so far as known.

NEW YORK AND BOSTON NIGHT MAIL.

This important addition to the facilities for conveying correspondence between these cities, announced in the last annual report as having been commenced as a three months experiment, proved to be so satisfactory and successful that the arrangement was continued with the same companies, viz.: those composing the inland line, through Hartford and Springfield, until the 1st of August last, when negotiations with those corporations failing to secure a renewal of their services, the mail was transferred to the "shore line," from New Haven, through New London, Stonington, and Providence, over which line it is now carried with great regularity, and much to the satisfaction of the citizens interested and of the department.

NIGHT MAIL FROM NEW YORK TO WASHINGTON.

This mail leaves New York at 11 in the evening, and arrives at Washington by 9.30 the next morning. Connexions are thus made at New York with railway trains from Montreal, Ogdensburg, Buffalo, &c., arriving at 10.30 p. m., and by a recent change in the hour of departure of the express train at Boston from 3 to 2 p. m., connecting with that train also, so that mails and passengers leaving Boston at 2 p. m. arrive at Washington by 9.30 a. m., or in less than twenty-three hours.

This is about the time occupied by the other lines, but it constitutes the *third* daily direct and unbroken line of travel for mails and passengers from city to city, and at hours causing the least loss of business time.

FINANCE OFFICE.

The details of the financial operations of this department during the fiscal year ending June 30, 1861, are fully exhibited in the accompanying very elaborate and interesting report of the Auditor for this department, from which the following statement is derived:

Revenue and expenditures.

The expenditures of the department in the fiscal year ending June 30, 1861, amounted to \$13,606,759 11, viz:

For transportation of inland mails, including payments to route agents, local agents, and mail messengers..	\$8,406,652 51	
For transportation of foreign mails, to wit:		
Between New York, Southampton, and Havre	\$266,549 05	
Between New York, Queenstown, and Liverpool	44,733 31	
Between New York, New Orleans, and Havana	4,803 23	
Between New York and Havana	37,597 64	
Between New Orleans and Havana	10,422 27	
Between Portland and Liverpool	76,418 52	
		440,524 02
Between New York and San Francisco..	299,239 99	
Mails across the Isthmus of Panama....	25,000 00	
Expenses of government mail agents at Panama	1,857 36	
		326,097 35
For compensation to postmasters		2,514,157 14
For clerks in post offices		947,206 31
For ship, steamboat, and way letters		12,007 06
For office furniture for post offices		2,177 55
For advertising		40,752 70
For mail-bags		66,966 61
For blanks		79,859 18
For mail-locks, keys, and office stamps		8,650 14
For mail depredations and special agents		47,837 22
For postage stamps and stamped envelopes		92,772 70
For wrapping paper		50,920 96
For payments to letter-carriers		149,073 62
For repayments for dead letters		9 48
For interest under act of February 15, 1860		4,699 54
For miscellaneous payments		271,446 61
For payments for balances due on British mails		120,507 82
For payments for balances due on French mails		24,440 59
Actual expenditure for 1861		13,606,759 11

The expenditures for the year ending June 30, 1860, were	\$14,874,772 89
The expenditures for the year ending June 30, 1861, were	13,606,759 11
Decrease in 1861	<u>1,268,013 78</u>

The gross revenue for the year 1861, including receipts from letter-carriers and from foreign postages, amounted to \$8,349,296 40, as stated below:

Letter postage	\$346,498 14
Registered letters	19,305 66
Stamps sold	6,864,791 43
Newspapers and pamphlets	571,209 28
Fines	20 00
Receipts on account of emoluments	94,563 45
Receipts on account of letter-carriers	149,073 62
Miscellaneous receipts	3,834 82
	<u>8,349,296 40</u>

The balance to the credit of the department, on the books of the Auditor, June 30, 1860	\$1,211,860 17
The receipts of the department from all sources dur- ing the year 1861	8,349,296 40
Balance on credit accounts closed by suspense	5,902 90
Amount of various appropriations drawn from the treasury during the year, as specifically shown by the Auditor, was	4,645,994 40

Total receipts	14,213,053 87
The whole amount of expenses in the year	\$13,606,759 11
Add amount of accounts closed by bad debts	407 17
	<u>13,607,166 28</u>

Leaving to the credit of the revenue account	<u>605,887 59</u>
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The expenditure for 1861, inclusive of bad debts, and exclusive of credit balance, on accounts closed by suspense, as exhibited	13,601,263 38
Deduct the revenue for 1861	\$8,349,296 40
Add the earnings of this department in carrying free mail matter	700,000 00
	<u>9,049,296 40</u>

Deficiency	<u>4,551,966 98</u>
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The estimated deficiency of means for 1861, as presented in the annual report from this department, December 3, 1859, was

\$5,988,424 04

Deduct actual deficiency

4,551,966 98

Excess of estimated deficiency over actual deficiencies

1,436,457 06

The revenue from all sources during the year 1860 amounted to

9,218,067 40

The revenue from all sources during the year 1861 amounted to

9,049,296 40

Decrease of revenue for 1861

168,771 00

Statement of gross and net proceeds from post offices in the loyal and disloyal States for the fiscal years ending June 30, 1860 and 1861.

LOYAL STATES.

Year.	Gross proceeds.	Compensation to post-masters and incidental expenses.	Net proceeds.
1860.....	\$6,692,012 25	\$3,003,321 69	\$3,688,690 56
1861.....	6,890,097 20	3,088,610 12	3,801,487 08
		Increase in 1861	112,796 52

DISLOYAL STATES.

Year.	Gross proceeds.	Compensation to post-masters and incidental expenses.	Net proceeds.
1860.....	\$1,517,540 55	\$696,994 04	\$820,546 51
1861.....	1,241,220 05	563,513 35	677,706 70
		Decrease in 1861	142,839 81

The decrease in 1861 from the net proceeds of 1860 in all the States appears to be \$30,043 29.

Statement of the receipts and expenditures of the disloyal States, and amount alleged to be due to contractors; also, the amount actually paid to contractors from July 1, 1860, to May 31, 1861.

Total expenditures

\$3,699,150 47

Total gross receipts

1,241,220 05

Excess of expenditures over receipts ..

2,457,930 42

Amount alleged to be due to contractors for transportation	\$3,135,637 12
Amount actually paid for transportation	2,323,061 63
Leaving amount alleged to be due and unpaid . .	812,575 49

The tabular statement of the auditor, marked No. 3, exhibits in detail the receipts from, and the expenditures in, the post offices in all the States during the fiscal year, together with the amount paid, and reported to be due, to contractors for the transportation of the mails.

No. 4 presents a similar exhibit for the disloyal States alone, with a statement of the whole amount of "transportation" accrued therein, which includes not only the amount actually paid, but also the cost of the service known to have been performed, payment for which is withheld, and the additional amount which would be due on the assumption that the postal service was uninterrupted until discontinued by the Postmaster General.

Estimates for 1862.

The estimates of receipts and expenditures for the fiscal year ending June 30, 1862, and of the resulting deficiency for the same year, which were submitted in the last annual report from this department, were based on the existence of postal service throughout the Union.

Should such service remain suspended, during the year, in States where it is now wholly or partially discontinued, the estimated deficiency of \$5,210,426 63 would be reduced to \$2,747,000, according to the ratio of receipts and expenditures in that section in 1860.

The amount appropriated by the 3d section of the act approved March 2, 1861, to supply deficiencies in the revenue for the year 1862, was \$5,391,350 63; and, if the cost of a daily mail on the central route is to be paid out of the resources of this department, there will be an unexpended balance of this appropriation July 1, 1863, of about \$1,600,000.

Sections 9 and 11 of the act approved March 2, 1861, (chapter 73,) seemed clearly to authorize this payment out of the treasury for mail service six times a week on the central route to California. But the word "daily," used in the 11th section, in connexion with the appropriation, has induced the adoption of a different construction at the treasury.

Estimate of receipts and expenditures for 1863.

EXPENDITURES.

For transportation of the mails inland	\$6,961,000 00
For compensation of postmasters	2,234,000 00
For clerks of post offices	846,000 00
For ship, steamboat, and way letters	12,000 00

For office furniture for post offices	\$2,000 00
For advertising	36,000 00
For mail bags	75,000 00
For paper for blanks	50,000 00
For printing blanks	12,000 00
For wrapping paper	45,000 00
For mail locks, keys, and stamps	56,000 00
For mail depredations and special agents	15,000 00
For miscellaneous payments	187,000 00
For postage stamps and stamped envelopes	90,000 00
For payments of balances due to foreign countries ..	230,000 00
For payments of letter carriers	152,000 00
	11,063,000 00

To the above estimate must be added the cost of transportation of "foreign mails," which was formerly paid out of the appropriation of the 5th section of the act approved June 14, 1858, but which the Secretary of the Treasury, on the 6th of August, 1861, decided not to be payable therefrom, since the passage of the act of June 15, 1860.

Estimate for the transportation of foreign mails for 1863.

Between New York, Southampton, and other European ports	285,000 00
Between New York, Queenstown, and Liverpool	50,000 00
Between Portland and Liverpool, and Quebec and Liverpool	80,000 00
Between United States, Havana, Cuba, and other West India ports	50,000 00
	11,528,000 00

The estimate for the transportation of the mails inland does not include the sum of \$1,000,000, which it was presumed that Congress intended to appropriate from the treasury by the 9th section of the act of March 2, 1861, for a daily mail on the central route; but by a decision of the First Comptroller of the Treasury, dated October 31, 1861, it is declared that this sum was not thus appropriated.

Unless, therefore, a specific appropriation for this object be made by Congress, the above estimates will be subject to a further addition of

Expenditures for 1863	1,000,000 00
Expenditures for 1863	12,528,000 00

MEANS FOR 1863.

The gross revenue for the year 1863, including foreign postages, fees paid in by letter carriers, and miscellaneous receipts, is estimated at an increase of four per cent. on the revenues of 1861, making..		\$8,683,000 00
Estimated deficiency of revenue, compared with estimated expenditure		3,845,000 00
Deduct appropriations made by the acts of March 3, 1847, and March 3, 1851, for carrying free mail matter		700,000 00
Which would make the whole amount estimated to be required from the treasury for 1863		3,145,000 00
Exclusive of the earnings of the department for carrying free matter under the acts of March 3, 1847, and March 3, 1851		700,000 00

The estimate of the total expenditures for 1863 is somewhat less than those for previous years heretofore submitted. This difference arises from the fact that only partial estimates are made for the cost of postal service in States where it is now suspended.

It is assumed that the restoration of such service in these States will take place gradually, and that in the process many expensive and evil routes, from which but little revenue has been derived, may be curtailed or discontinued.

Most of the estimates for expenditures in the disloyal States for 1863 are calculated at a fixed proportion of the amount expended in that section of the country under the various heads of appropriation while its relations to this department were undisturbed, which amount was about one quarter of the expenditure for the whole Union.

The estimates for blanks and wrapping paper are nearly the same as in former years, as in case of the resumption of postal service in the disloyal States a large quantity of blanks, wrapping paper, and other supplies furnished by blank agents would undoubtedly be required, as the post offices within the limits of these States would be entirely without such supplies.

For reasons stated below, there has been no diminution in the estimates for the cost of mail bags, locks and keys, for the year 1863.

Since the discontinuance of the postal service in eleven States of the Union, the expenditure for mail bags has been greater than during any corresponding period of the preceding year. The causes are as follows :

1st. The abstraction in those States, immediately preceding open rebellion, of considerable quantities of mail bags from the general supply in circulation on the principal routes between the north and

the south, by withholding, in disregard of an established rule, the return of extra bags, which by the course and exchanges of mail matter, always accumulate in the southern States, and by exchanging, and sending back with the mails old bags nearly unserviceable for new ones received.

2d. The vast increase of mailable matter incident to the war.

3d. The difficulty (arising from the rebellion and the exigencies of war) in procuring mail bags, made as heretofore, of cotton sack or canvas, in sufficient quantities, thereby rendering necessary the purchase to a great extent of such as are made of leather.

During the fiscal year ending 30th June, 1861, there were purchased, under contract, and put into the service 7,787 locked pouches and bags, (used for the transmission of letters,) which cost \$26,697 51, being about 37 per cent. more in number, and about 75 per cent. more in cost, than the locked pouches and bags procured during the year next preceding; also, 22,964 canvas sacks, (used for the transmission of newspapers and other printed matter,) which cost \$20,305 78, being slightly more in number, and about 5½ per cent. less in cost, than the canvas sacks procured during the same period.

The amount of \$30,000, for mail locks and keys, would be a sufficient estimate for the wants of the mail service within its present limits only, including the cost of an entirely new issue of mail locks and keys, rendered indispensable for the safety of the mails, in consequence of the rebellion existing within a large portion of the former limits of the service, where the locks and keys of this department are still in use.

After due advertisement, I have made a contract for new locks and keys, which in respect to the quality and price of the articles to be furnished is more favorable than any hitherto made by this department.

Assuming the re-establishment of the mail service throughout the States now under insurrectionary control, the additional supply requisite to cover that extent of service will, it is believed, cost \$20,000 more, making the total sum requisite in that case \$50,000, as estimated.

Although the revenue of 1861, as compared with that of 1860, shows a diminution of nearly two per cent., yet it is anticipated that the revenue of 1863 will exhibit an increase of four per cent. on that of 1861, or nearly two per cent. on that of 1860. This estimate is justified by a comparison between the proceeds of the larger offices during the quarter ending September 30, 1860, and the corresponding quarter of the present year, which shows a small excess of revenue during the latter period.

In the appendix will be found a detailed statement of the annual revenues and expenditures from 1853 to 1861, inclusive, together with estimates for 1862 and 1863.

POST OFFICES.

The number of post offices in operation during the year was 28,586, and the number of quarterly returns received therefrom was 105,066.

The number of post offices in disloyal States which have made no

returns for the third quarter of 1861 is 8,535. In the State of Virginia 167 offices continue to send in their quarterly accounts regularly.

DRAFTS AND WARRANTS.

The whole number of drafts and warrants issued during the year in payment of balances reported by the Auditor to be due mail contractors and other creditors of the department, was 21,977. The warrants were drawn on eighteen United States depositories, and the drafts on thirty post office depositories and postmasters at draft offices, with whom it is necessary for this purpose to keep summary cash accounts, as well as with 987 depositing offices.

At the depositories and draft offices \$2,796,011 76, which is more than three-fifths of the net revenue of the department, was concentrated and disbursed during the year. The remainder was collected by mail contractors by means of orders on postmasters at "collection offices," prepared and sent out by the Auditor.

From the 11th of July to the 13th of September, thirty-one hundred and seventy-seven treasury notes, bearing six per cent. interest, and payable two years after date, were registered and paid to contractors and others. The aggregate amount of these notes was \$1,016,800.

Whole number stamps, 211,788,518; value	\$5,908,522 60
Whole number stamped envelopes, 26,027,300; value	781,711 13
Total amount for 1861	<u>6,690,233 73</u>
Total value of postage stamps and stamped envelopes issued during the year ended June 30, 1860	6,870,316 19
Decrease during 1861	<u><u>180,082 46</u></u>

The aggregate value of the envelopes included in the above statement is \$781,711 13; but this sum does not give a correct idea of the real amount of postage represented, inasmuch as it includes the cost of the envelopes as well as the value of the stamps.

The postage represented is	\$734,354 50
Leaving as the cost of the envelopes and of their distribution	<u><u>47,356 63</u></u>

The above decrease in the issues of postage stamps and stamped envelopes is contrary to all former experience, and is to be attributed to the then anticipated interruption of mail communication with the disloyal portion of the country, as the amount of each distributed continued steadily to increase up to the commencement of the second quarter of 1861, at which time orders from postmasters in that section were wholly or partially suspended. It was not deemed advisable to fill orders from postmasters in States which claimed to have "seceded," without first ascertaining their disposition to hold themselves personally responsible for such amounts as might be sent them. With this view, a circular was prepared, about twelve hundred copies of which were addressed to different postmasters upon the receipt of their orders. Nine hundred replies were received, all but twenty of which avowed the personal responsibility of the writers for all revenues accruing at their respective offices, and their regret at the action of their State authorities. Stamps were accordingly sent them until June 1, when it appeared that the postal service could no longer be safely continued. The balance of stamps and stamped envelopes remaining unaccounted for in the hands of postmasters in disloyal States on the 1st of October, amounted to \$207,000, without reference to commissions and allowances which may be placed to their credit in the future settlement of their accounts.

The total amount of postage stamps and stamped envelopes sold during the year was	\$6,864,791 43
Amount used in prepayment of postage and cancelled was	<u>6,459,622 05</u>
Leaving afloat and in the possession of purchasers, and being used to some extent as currency	<u><u>405,169 38</u></u>

The contract for the manufacture of postage stamps having expired on the 10th of June, 1861, a new one was entered into with the

National Bank Note Company, of New York, upon terms very advantageous to the department, from which there will result an annual saving of more than thirty per cent. in the cost of the stamps.

In order to prevent the fraudulent use of the large quantity of stamps remaining unaccounted for in the hands of postmasters in the disloyal States, it was deemed advisable to change the design and the color of those manufactured under the new contract, and also to modify the stamp upon the stamped envelopes, and to substitute, as soon as possible, the new for the old issue. It was the design of the department that the distribution of the new stamps and envelopes should commence on the first of August, but, from unavoidable delays, that of the latter did not take place until the 15th of that month.

The number of postage stamps of the new style issued up to the 9th of November was 77,117,520, and the number of new stamped envelopes 8,939,650. All post offices in the loyal States, with the exception of certain offices in Kentucky and Missouri, have been supplied therewith. Those of the old issue have been exchanged and superseded. The old stamps on hand, and such as were received by exchange, at the larger offices, have been to a great extent counted and destroyed, and those at the smaller offices returned to the department. It is proper to state that, in anticipation of the substitution of the new stamps and envelopes for the old issue, but limited supplies of the latter were sent to postmasters during June and July, so that the amount thereof remaining in their hands was comparatively small.

The additional expense incurred by the change is very inconsiderable, in view of the greatly diminished cost of the new stamps as compared with that of the old, while the prevention thereby of the use of stamps unaccounted for in the hands of disloyal postmasters saves the department from severe loss. Although the enumeration and destruction of the old stamps and envelopes is not yet completed, there is ample evidence that few received in exchange were sent from disloyal States.

Envelopes of official size, at higher rates of postage, viz: 12 cents, 24 cents, and 40 cents, have been prepared during the past year, for the purpose of mailing large packages and for foreign correspondence. The aggregate number of these issued was 20,100. Of the patent ruled envelopes, nearly 2,500,000 have been distributed to postmasters, together with 79,150 letter sheets and envelopes combined, and 186,700 newspaper wrappers. The demand for the latter has of late rapidly increased.

It is believed that a change of the present system of issuing postage stamps and envelopes would prove to be highly advantageous. Instead of being delivered, as at present, on orders from postmasters, and charged to their account, the latter might be required to purchase a sufficient quantity to meet the wants of their respective offices. This would simplify the accounts of the department, expedite the collection of its revenues, obviate losses from bad debts, and supersede the necessity of litigation for their recovery. It is, therefore, respectfully recommended to the consideration of Congress.

DEAD LETTERS.

The whole number of ordinary dead letters received and examined during the year was about 2,550,000.

The number of these letters containing money which were registered and sent out during the year ending June 30, 1861, was 10,580.

The number containing deeds, bills of exchange, drafts, and other articles of value, was 10,235.

For details, see Tables (Nos. 7 and 8) hereto appended.

There have been received and examined 125,000 letters which could not be forwarded to their destination, because of unpaid postage or carriers' fees, or because misdirected, &c. Of these there were sent out 53,934.

From the 1st of June to the 1st of November there were received at the dead letter office, in consequence of the suspension of postal communication, 76,769 letters, originating in loyal States, and addressed to residents of disloyal States. Of this number, there were returned to the writers 26,711.

During the same period 34,792 foreign letters, destined for that section, were returned as "dead," and 2,246 of them were delivered in the loyal States to authorized agents of the parties addressed, making the whole number sent out 103,886, which is considerably more than three times the quantity sent out during the previous year, when the number was unusually large.

In addition to the above, about 40,000 letters from disloyal States, addressed to parties in the loyal States, were sent to the dead letter office after the suspension of the postal service, a large proportion of which were forwarded to their destination. The last three classes are not embraced in the above enumeration of ordinary dead letters.

FOREIGN LETTERS.

The number of dead letters returned unopened to foreign countries during the fiscal year was 111,147, divided as follows:

Returned to England	58,069
Returned to France	10,088
Returned to Prussia	11,584
Returned to Hamburg	2,813
Returned to Bremen	3,302
Returned to Belgium	113
Returned to Canada	22,337
Returned to Nova Scotia	1,125
Returned to New Brunswick	1,533
Returned to Prince Edward's Island	183
Total	<u>111,147</u>

Which added to the number of domestic letters (103,886) sent out as above, gives the whole number sent out from the dead letter office for the year 215,033.

During the same period the sum of \$53,565 90 in money, and bills of exchange, drafts, checks, and negotiable notes to the amount of \$2,436,546, found in dead letters, were returned to the owners or writers thereof.

In consequence of the great accumulation, after the suspension of mail service, of letters originating in or addressed to the disloyal States, the attention of the clerical force of the dead letter office was necessarily diverted from its accustomed duties, hence the causes of the non-delivery of valuable letters were not ascertained to so great an extent as was intended, or as could be wished.

The result of successful investigation in 7,560 cases, however, confirms the past experience of the department that the failure of a letter to reach its destination is, in the vast majority of instances, the fault alone of the writer or sender. Out of the above 7,560 valuable dead letters, 3,095 were directed to the wrong office; 467 were imperfectly addressed; 612 were directed to transient persons; 257 to parties who had changed their residences; 821 were addressed to fictitious persons or firms; 83 were uncalled for; 10 without any directions; 2,136 were not mailed for want of postage stamps; 79 were missent; and for the failure of postmasters to deliver 133 no satisfactory reason was assigned. The department, therefore, can justly be held responsible for the non-delivery of but 212 of these letters.

In the examination of 110,457 letters not mailed for want of postage or carriers' fees, or because misdirected, &c., (of which number 60,231 were contributed by the offices at the twenty-four largest cities in the country,) it was found that 82,582 were detained for non-payment of postage, 6,119 for want of carrier's fee, 5,947 were misdirected, and 366 were destitute of address or direction.

Of the above letters 1,339 contained money, amounting to \$7,372 50, and 1,353 checks, drafts, or negotiable paper, the value of which was \$259,716 59. Letters of the last class were generally from mercantile firms or from bankers, by whom they were carelessly mailed either without the proper address or without a postage stamp.

It is worthy of remark that out of 76,769 letters, before alluded to, originating in the loyal States, and addressed to residents of disloyal States, 40,000 could not be returned, either because the signature of the writer was incomplete, or because the letter contained no clue to his residence. The experience of the department shows that a large proportion of domestic letters written by educated persons, and particularly by women, are deficient in one or both of these respects.

The 6th section of the act approved February 27, 1861, authorizes the application of the unclaimed money from dead letters to promote the efficiency of the dead letter office, by providing for a more careful examination of letters, and the return of a larger number to the writers, with or without valuable enclosures.

By virtue of the authority thus granted, from the 10th of April to the 10th of October the average number of clerks employed per month was nine, and the average compensation paid each per month was \$68 52½, which, together with incidental expenses, (\$21 38,)

amounted to \$4,544 11, leaving a balance to the credit of the dead-letter fund on the 31st of October of \$755 89.

As stated above, the suspension of postal communication with the disloyal States produced an unprecedented accumulation of dead letters, which rendered the employment of these clerks in the examination, registration, and delivery of such letters an absolute necessity. It is, however, the earnest desire of the department that the dead-letter fund should be exclusively devoted to increasing the number of ordinary dead letters returned to the writers, and to insuring the utmost promptness in their delivery.

Notwithstanding the manifest advantages of the law of February 27, 1861, requiring more frequent returns of dead letters to the department, the majority of postmasters, particularly those at the smaller offices, fail to comply with the necessary regulations under that law, although duly notified thereof. In order to carry out the salutary reform contemplated by Congress, every postmaster who is delinquent in this respect is reminded of what the law requires, and his immediate compliance therewith requested. This correspondence, and the consequent return of a larger amount of letters to the owners, involves much additional labor, tending to increase the efficiency of the dead letter office.

According to the experience of the last year, it would appear that the proportion of the dead letters sent out which would be received by the writers is much larger than was formerly estimated by this department. Out of 53,934 dead letters held for postage, misdirected, &c., which, though not containing valuable enclosures, were sent out for delivery, but 4,466, less than one-twelfth, were not delivered, because refused, or for other causes, and were again returned to the dead letter office. It is true that with dead letters of all kinds the proportion returned a second time to the department would be somewhat larger; but if it were increased to one-fourth of all dead letters sent out, the return to the writers of all such correspondence, susceptible of restoration, would involve no additional expense to the department, while it would be generally gratifying and often extremely useful to the public. About 2,500,000 dead letters are annually received, and, excluding letters without the signature or address of the writers, and those containing circulars and manifestly worthless matter, it is estimated that 1,500,000 could be returned to the post office of the writer. If one-fourth of these were refused or uncalled for, the department, under existing law, would receive from postages on the remaining 1,125,000 the sum of \$33,750.

The number of clerks required to examine and send out 1,500,000 letters would not exceed twenty-five, and their compensation, at \$800 per annum, which is deemed sufficient for the nature of the service to be performed, would amount to \$20,000, leaving a net revenue to the department of \$13,750.

In view of the encouraging results already attained, by the partial use of the unclaimed dead letter money for this purpose, I would respectfully recommend that authority be granted by Congress to

employ the proposed clerks, and that \$20,000 be appropriated therefor, in addition to the ordinary appropriation for officers and clerks in this department.

I would also suggest that valuable dead letters, when returned to their owners should be charged with treble the ordinary rate of postage, comprising one rate for return transportation to the dead letter office, one rate for registration there, and one rate for return transportation to the writers or owners. It has already been shown that the failure of such letters to reach their destination is rarely attributable to the department, while in their restoration much time and labor are expended, for which the ordinary letter postage is scarcely a sufficient recompense.

For the same reasons unregistered letters thus returned might be charged with double rates.

PRE-PAYMENT OF POSTAGE.

My predecessor called attention to the fact that large numbers of unpaid letters continued to be posted, notwithstanding the act of March 3, 1855, making pre-payment compulsory, and stated that the practice of notifying the parties addressed that such letters would be forwarded on receipt of postage, had been abandoned, because it appeared, after trial of more than five years, that the evil continued unabated, showing a determination on the part of many correspondents using the mails to evade the postal laws. By immediately sending this class of letters to the dead letter office, it was expected that a proper compliance with the law would be enforced, but so far from this being the case, the number after one year's trial exceeds ten thousand each month, and the attention they require imposes considerable additional labor and expense on this department.

The practical result of this decision of my predecessor is so different from what was anticipated, that I have been induced to revive the former regulation, requiring postmasters to notify persons to whom unpaid letters are directed, that they will be forwarded on receipt of the postage enclosed in a *paid* letter to the postmaster. Thus the number returned to the dead letter office will be reduced at least two-thirds.

The detailed statement of the expenditures, under the head of miscellaneous payments, required by the act approved June 15, 1860, will be found appended to this report, as furnished by the Auditor's office.

MISCELLANEOUS.

APPROPRIATIONS FOR CALIFORNIA OVERLAND MAIL.

I have in a previous part of this report alluded to the refusal at the treasury to pay the appropriation for the overland mail service to California. It seems to me so evidently to have been the purpose of Congress to require the payment of the amount stipulated from the treasury, under the 9th and 11th sections of the act, that I again call the attention of Congress to the subject for such further legislation as may be required. It certainly cannot be supposed that a con-

tract of that magnitude could be required by postal interests alone. The general interests of the country required it, and the compensation should therefore be made by a general appropriation from the treasury, as this department presumes to have been the intention of the law.

THE POST OFFICE BUILDING AT NEW YORK.

Owing to the extraordinary demands upon the treasury for the maintenance of the higher interests of the country, I have not deemed it prudent to proceed, at present, with the erection of a new building for the New York post office.

The balance of the appropriation heretofore made for that purpose, after paying for the site purchased, remains therefore unexpended.

THE POST OFFICE BUILDING AT PHILADELPHIA.

In view of the pressing need of improvements in the post office accommodations at Philadelphia, and in connexion with the structure designed for both post office and United States court rooms, the commission invited plans and proposals for adapting to these uses the building which has been already purchased. This has resulted in the offer of a plan which appears to me satisfactory; and which, in my judgment, will answer the purposes proposed for many years to come, and will also meet the demands of good taste and convenience, at a cost not exceeding \$30,000, for which the existing appropriation is sufficient. The question of its acceptance is now pending before my associates, as provided by law of the last Congress.

BOSTON POST OFFICE.

I have made arrangements by which the post office in the city of Boston has been restored to its former site, on State street, without additional expense to the department. It was done the more cheerfully because it enabled me to signify my reprobation of the conduct of a public officer using the influence of his official position to promote his private ends, in disregard of the public interest. This order, it is also believed, was in accordance with the wishes of a decided majority of the business interests affected by it. In connexion therewith I was able to terminate the claim on the fund of \$12,600, formerly deposited by certain parties, for the return of which, after deduction of the expenses of one removal each way, Congress passed an act approved March 2, 1861. The sum of \$9,584 84. was required to cover the double rent accrued during the period when the first removal was suspended. In my judgment this was to be deducted, as it was expressly understood it should be at the time of the contract of indemnity. The settlement was effected on this basis, and the sum of \$3,015 16 was returned under that provision of law, and the account closed.

PROPOSED AMENDMENTS OF THE LAW.

By the act of Congress, approved July 2, 1836, (5 Stat., p. 84, sec. 33,) it is provided that the appointment of postmasters at offices where the commissions allowed to postmasters amounted to one thousand dollars or upwards in any one year, terminating on the 30th day of June, should be made by the President, with the advice and consent of the Senate. In several cases offices which have once earned that amount in one year have subsequently fallen below it, and become permanently reduced in value. Doubts have existed whether, by the letter of the law referred to, the appointment nevertheless did not continue to be presidential. It is recommended that this doubt be removed by an amendment to the law providing that the appointment shall cease to be presidential whenever such commissions shall have been ascertained to be less than the sum of one thousand dollars for the fiscal year next preceding an appointment.

THE POSTMASTERS FRANKING PRIVILEGE.

The franking privilege is in this country greatly extended. In the United Kingdom, the only other country in which very low rates of inland postage prevail, it appears to be limited to addresses and petitions to the Queen, and petitions to either house of Parliament. All other mailable matter is chargeable with postage. Hence, in part, the success there of the low postage system in point of revenue.

In this country, however, it is extended to cover a large class of postmasters, probably the majority.

By the first section of the act approved March 2, 1847, each deputy postmaster, whose compensation for the last preceding year did not exceed two hundred dollars, may send through the mails all letter-written by himself, and receive all addressed to himself on his private business, free of postage, the weight not exceeding a half ounce.

This privilege is greatly abused, and ought to be revoked. If other compensation is due to a postmaster beyond his commissions, it should be in the discretion of the Postmaster General, not exceeding ——— per cent. additional to that now allowed, that it may go to the intelligent and faithful, not to the shrewd and unscrupulous, as it chiefly does under the existing law. Privileges resting in the conscience of the recipient, as to their extent, are dangerous.

I recommend the repeal of this clause, conferring the franking privilege on postmasters whose commissions do not exceed two hundred dollars; only letters certified to be on post office business shall be allowed to be sent or received by postmasters, free of postage, and this enforced by proper penalties.

COLLECTION OF POSTAGE ON PRINTED MATTER.

Great losses to the postal revenue arise from the neglect of postmasters to collect the postage, as required by law, on printed matter, both transient and periodical, sent through the mails. It is known to have been left in arrear for years.

The rates on transient printed matter, and on that sent to regular subscribers, are different, being higher on the former.

The evil, it is believed, will be greatly remedied by an enactment providing that each copy of printed matter upon which the postage for at least one quarter shall not have been prepaid, either at the office of mailing or of delivery, shall be rated as transient matter, and the postage thereon collected on the delivery of each copy.

Power should also be given to the department to fine, at the discretion of the Postmaster General, not exceeding the sum of five dollars for each offence, any postmaster who shall deliver, without payment of postage as required by law, any printed matter arriving through the mails at the office of delivery, and to charge the same in his account, to be deducted from his commissions. It is believed that by these two provisions a large amount of revenue, now lost, will be saved to the department.

NAVAL LETTERS.

It is suggested for the consideration of Congress whether the privilege, by the act of the late session, conferred upon soldiers, to send letters without prepayment of postage, should not be extended to sailors and marines in the actual service of the United States, under such regulations as the department shall provide.

MAIL-CARRIER'S FEE.

By the act approved March 3, 1825, (section 20,) it is provided that a mail-carrier shall receive and deliver for mailing at the next office any letter delivered to him for that purpose more than a mile from such office. He is entitled for such carriage to demand and receive one cent from the postmaster for this service. Under the prepayment system now adopted, this provision should be amended so as to allow him to demand this fee of the writer, in money, and of the postmaster only when the letter shall bear a prepaid stamp for one cent additional to the postage.

NEWSPAPERS.

By the existing law, (section 16 of act approved March 3, 1845,) "newspapers" are declared to embrace printed matter issued by numbers, and published monthly, and are entitled to the same privilege of free exchanges and low rates of postage as daily and weekly newspapers enjoy. It is ascertained that this classification is abused by the publication of monthly issues of printed matter chiefly designed as an advertising circular, or to procure free exchanges for the proprietor, and they are often sent gratuitously.

I recommend that the definition of a newspaper, as given by that act, be amended by substituting the words, *published at short stated intervals of not more than one week*, for the words, "published at short stated intervals of not more than one month." Also, that the privilege of free exchange of publications be limited to news-

papers as thus defined, and literary, educational, or religious periodicals, published not less frequently than once a month.

It is found that considerable frauds are perpetrated upon the revenues of the department by publishers of newspapers, who include, mingled with the packages sent to their regular subscribers, numbers of their issues which are not sent to their regular subscribers, and which are, therefore, subject to postage as transient matter.

To remedy this evil, I recommend that discretion be given to the head of this department to exclude, temporarily, from the mails any newspaper or periodical whose proprietors or agents shall send any of their issues without prepayment of postage to other than *bona fide* subscribers; or, otherwise, that an express penalty be imposed for such act.

CONGRESSIONAL POST ROUTES.

It is frequently found expedient, in connexion with the progress of railroad communications or changes of principal transportation routes, to change the termini of congressional mail-routes intersecting them.

I suggest, for the consideration of Congress, the propriety of expressly authorizing this department to change the termini and lines of congressional mail-routes, intersecting principal routes on which the mails are carried daily, whenever the postal service can be thereby improved.

ADDITIONAL MAILABLE MATTER.

The 12th section of the act of 1861 declares sundry additions to matter which may be sent through the mails. Various applications have been made to include other like matter, not expressly named therein, as mailable matter.

It is suggested whether it would not be expedient to invest the department with the discretion to allow such other matter to be transmitted through the mails, at corresponding rates of postage, as the Postmaster General shall by order designate and allow. The public convenience and the revenues of the department would derive benefit from such discretionary power.

CARRIER'S FEE.

I renew the recommendation of my predecessor, that power be given to the department to regulate the carrier's fee, not exceeding the amount of two cents for the delivery of each letter. It cannot be sustained in some of the cities and districts without an increased rate. So long as it is discretionary with the party addressed to employ the services of the carrier or not, no just reason is perceived why the former discretion should not be given for the purpose of facilitating so important a branch of the postal service.

BRANCH OFFICES.

Requests have been made from several cities for the establishment of branch offices for the receipt and delivery of letters auxiliary to the city post office. I have been unwilling to establish them without some provision being made to meet the additional expense, for which the same fee allowed to carriers, one cent, would be sufficient. By the law authorizing their establishment (1847, chapter 63, §10) no charge is permitted for this additional service. I respectfully suggest, for the consideration of Congress, the propriety of amending that law and of granting this authority; and also of investing this department with the authority to erect in any city box-pillars for the receipt of letters to be mailed, to be thence collected by carriers, for which the fee of one cent each letter shall be prepaid by stamps.

CODIFICATION OF POSTAL LAWS.

A revised code of the postal laws, bringing together in proper arrangement the various statutes now gathered only by the examination of the legislation of many years, would greatly facilitate the performance of their duties by the numerous officers and agents attached to this department. This subject is respectfully commended to the attention of Congress.

RAILROAD SERVICE.

In the last annual report of my predecessor mention is made of the refusal or neglect of a large number of railroad companies engaged in the conveyance of mails to execute the contracts required by law of all contractors for the performance of their duties. This abuse continues. When a railroad is constructed through a district of country, competition in the conveyance of passengers, mails and merchandise, ceases on the route. Demand is immediately made for the mails, and without reference to the importance of the offices to be supplied, at a compensation much above that previously paid for coach and horse service. Increased speed is the only advantage which the service gains, although with respect to private business this is invariably accompanied with a great reduction of cost. The subject demands attention from Congress, and that measures be adopted to enable the government to contract on fair terms with these companies. The existing rates of compensation are in my judgment too high, and even at such rates the government is at the mercy of the companies. The government has the power to compel them to carry the mails at fair rates, as it has the right to the use of all private property necessary for its purposes, upon making just compensation; and provision should be made to resort to this power when fair arrangements cannot be made by way of contract. This would enable the department to deal with the companies on equal terms.

CHANGE OF CONTRACTS FOR DISLOYALTY.

Soon after the commencement of my term of office the country felt the shock of internecine arms. In view of the great crime attempted against the existence of the nation, it became the duty of this, in common with the other departments of the government, to put forth all its energies to prevent the consummation of that crime. By the existing laws all postmasters and mail-carriers, and all other persons engaged in handling the mails of the United States, or in clerical service, were required to take the usual oath of allegiance to this government, as well as for the faithful performance of their duties. Whenever it was made apparent by their declarations, or by their conduct, that there was a practical repudiation of the obligation of this oath, whether the party was a postmaster or a postal contractor, I ordered a removal from office in the one case and the deprivation of contract in the other. Not only was it unsafe to intrust the transportation of the mails to a person who refused or failed to recognize the sanctions of an oath, but to continue payment of public money to the enemies of the government and their allies, was to give direct aid and comfort to treason in arms. I could not thus permit this branch of government to contribute to its own overthrow. No other course could have reasonably been expected by such contractors. The *bona fide* observance of that oath, and the duty of allegiance itself, entered into and became a condition, a part of the consideration, of the contract itself. This failing, the department was equitably and legally discharged from its literal obligations. Protection on the part of government, and allegiance on the part of the citizen, are correlative, and are conditions mutually dependent in every contract, and the highest public interest demanded the rigid enforcement of this rule of action. Occasional local and transient inconvenience resulted of necessity, but far less than would reasonably have been expected. Loyal men, everywhere, sustained this action, and speedily furnished the requisite means for continuing the service without increased expense. These changes were mainly called for in parts of Virginia and Maryland, and in Kentucky and Missouri.

In the same, and in neighboring districts, the duties of the appointment office have been very onerous, from the great number of changes required in post offices, according to changing phases of public sentiment, individual action, and military occupancy. It is believed that these positions, with rare exceptions, are now held by men of unquestioned loyalty. Where such men could not be found, the offices have been discontinued rather than they should be held by repudiators of public faith, and used for purposes hostile to the perpetuity of our national institutions.

DISLOYAL PUBLICATIONS EXCLUDED FROM THE MAILS.

This department was also called upon to act upon another question, alike novel and important. Various newspapers, having more or less influence within the sphere of their circulation, were represented to

be, and were in fact, devoting their columns to the furtherance of the schemes of our national enemies. These efforts were persistently directed to the advancement of hostile interests, to thwart the efforts made to preserve the integrity of the Union, and to accomplish the results of open treason without incurring its judicial penalties. To await the results of slow judicial prosecution was to allow crime to be consummated, with the expectation of subsequent punishment, instead of preventing its accomplishment by prompt and direct interference.

The freedom of the press is secured by a high constitutional sanction. But it is freedom and not license that is guaranteed. It is to be used only for lawful purposes. It cannot aim blows at the existence of the government, the Constitution, and the Union, and at the same time claim its protection. As well could the assassin strike his blow at human life, at the same time claiming that his victim should not commit a breach of the peace by a counter blow. While, therefore, this department neither enjoyed nor claimed the power to suppress such treasonable publications, but left them free to publish what they pleased, it could not be called upon to give them circulation. It could not and would not interfere with the freedom secured by law, but it could and did obstruct the dissemination of that license which was without the pale of the Constitution and law. The mails established by the United States government could not, upon any known principle of law or public right, be used for its destruction. As well could the common carrier be legally required to transport a machine designed for the destruction of the vehicle conveying it, or an innkeeper be compelled to entertain a traveller whom he knew to be intending to commit a robbery in his house.

I find these views supported by the high authority of the late Justice Story, of the Supreme Court of the United States. He says, in commenting on that clause of the Constitution securing the freedom of the press :

“That this amendment was intended to secure to every citizen an absolute right to speak or write or print whatsoever he might please, without any responsibility, public or private therefor, is a supposition too wild to be indulged in by any rational man. This would be to allow to every citizen the right to destroy at his pleasure the reputation, the peace, the property, and even the personal safety, of every other citizen. A man might, out of mere malice or revenge, accuse another of the most infamous crimes; might excite against him the indignation of all his fellow citizens by the most atrocious calumnies; might disturb, nay, overturn all his domestic peace, and embitter his parental affections; might inflict the most distressing punishments upon the weak, the timid, and the innocent; might prejudice all a man's civil and political and private rights; and might stir up sedition, rebellion, and treason, even against the government itself, in the wantonness of his passions, or the corruption of his heart. Civil society could not go on under such circumstances. Men would then be obliged to resort to private vengeance to make up the deficiency of

the law; and assassinations and savage cruelties would be perpetrated with all the frequency belonging to barbarous and cruel communities. It is plain, then, that the language of this amendment imports no more than that every man has a right to speak, write, and print his opinions upon any subject whatever, without any prior restraint, so always that he does not injure any other person in his rights, person, property, or reputation; *and so always that he does not thereby disturb the public peace, or attempt to subvert the government.*"

Of the cases presented for my action, upon the principles above named, I have, by order, excluded from the mails twelve of these treasonable publications, of which several had been previously presented by the grand jury as incendiary and hostile to constitutional authority.

I have the honor to be, &c., &c., your obedient servant,
M. BLAIR, *Postmaster General.*

To the PRESIDENT of the United States.

APPOINTMENT OFFICE.

No. 1.—Table showing the number of each class of post offices in the several States and Territories.

States and territories.	By the President.	By the Postmaster General.	Total.
Alabama.....	8	867	875
Arkansas.....	2	728	730
California.....	18	355	373
Colorado.....	-----	23	23
Connecticut.....	14	363	377
Dakota.....	-----	7	7
Delaware.....	1	70	71
District of Columbia.....	2	2	4
Florida.....	3	171	174
Georgia.....	12	881	893
Illinois.....	31	1,443	1,474
Indiana.....	13	1,247	1,260
Iowa.....	9	952	961
Kentucky.....	8	892	900
Kansas.....	2	234	236
Louisiana.....	5	383	388
Maine.....	15	757	772
Maryland.....	5	413	418
Massachusetts.....	34	602	636
Michigan.....	17	778	795
Minnesota.....	4	461	465
Mississippi.....	8	658	666
Missouri.....	9	1,114	1,123
Nebraska.....	2	101	103
Nevada.....	-----	2	2
New Hampshire.....	10	370	380
New Jersey.....	10	441	451
New Mexico.....	-----	22	22
New York.....	59	2,454	2,513
North Carolina.....	7	1,178	1,185
Ohio.....	32	1,902	1,934
Oregon.....	2	95	97
Pennsylvania.....	37	2,348	2,385
Rhode Island.....	4	87	91
South Carolina.....	4	630	634
Tennessee.....	6	1,014	1,020
Texas.....	4	919	923
Utah.....	-----	57	57
Vermont.....	7	409	416
Virginia.....	15	1,766	1,781
Washington.....	-----	64	64
Wisconsin.....	15	892	907

No. 2.—*Total operations of appointment office for the year ending June 30 1861, arranged by States.*

States and Territories.	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites.	Resigned.	Removed.	Deceased.	Total cases.	Whole number of post offices in the United States June 30, 1861.
Alabama.....	29	46	7	4	116	8	10	216	875
Arkansas.....	48	39	16	7	121	9	4	237	730
California.....	32	15	2	.....	59	66	1	175	373
Colorado.....	2	.....	.....	.....	2	2	.....	6	23
Connecticut.....	2	.....	1	1	37	129	4	173	377
Dakota.....	2	.....	.....	.....	4	.....	.....	6	7
Delaware.....	1	2	1	1	11	15	2	32	71
District of Columbia.....	1	1	1	1	2	2	1	8	4
Florida.....	11	20	5	3	37	4	1	78	174
Georgia.....	29	67	5	2	135	7	4	247	893
Illinois.....	51	34	19	12	227	343	15	689	1,474
Indiana.....	51	39	14	8	258	250	9	621	1,260
Iowa.....	54	40	8	4	173	190	7	472	961
Kentucky.....	44	56	17	13	171	58	16	362	900
Kansas.....	31	9	3	2	73	28	1	145	236
Louisiana.....	14	17	2	1	45	8	8	94	388
Maine.....	4	6	2	.....	68	98	11	189	772
Maryland.....	13	12	7	6	62	71	3	168	418
Massachusetts.....	7	4	2	1	39	187	3	242	636
Michigan.....	18	18	10	8	136	150	10	342	795
Minnesota.....	33	26	1	1	83	63	2	208	465
Mississippi.....	31	41	15	8	94	8	5	194	666
Missouri.....	93	59	27	19	210	98	20	537	1,123
Nebraska.....	12	5	1	.....	21	10	.....	49	103
Nevada.....	.....	.....	.....	.....	1	1	.....	2	2
New Hampshire.....	3	1	.....	.....	31	115	2	152	380
New Jersey.....	9	5	1	1	32	84	6	137	451
New Mexico.....	4	3	.....	.....	3	1	.....	11	22
New York.....	19	21	8	5	205	815	15	1,083	2,513
North Carolina.....	46	34	6	4	117	10	4	217	1,183
Ohio.....	38	47	11	9	363	414	20	893	1,934
Oregon.....	7	6	2	1	20	9	.....	44	97
Pennsylvania.....	68	29	19	19	241	426	16	799	2,385
Rhode Island.....	3	1	1	.....	.....	17	.....	30	91
South Carolina.....	14	65	3	2	36	2	3	123	634
Tennessee.....	42	52	18	13	171	23	6	312	1,020
Texas.....	50	43	12	8	142	11	12	270	923
Utah.....	11	6	.....	.....	7	1	.....	25	57
Vermont.....	4	2	1	1	37	107	4	155	416
Virginia.....	77	70	20	12	254	70	20	511	1,781
Washington.....	17	5	1	1	6	1	.....	30	64
Wisconsin.....	35	26	9	6	140	138	6	354	907
	1,060	972	278	184	4,028	4,049	251	10,638	28,586

No. 3.

Classifying changes made in the appointment office during the year ending June 30, 1861.

	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites	Resigned.	Removed	Deceased.	Total number.
Whole number of cases acted upon during the year ending June 30, 1861, including appointments made by the President of the United States.....	1,060	972	278	184	4,028	4,049	251	10,638
Number of appointments made by the Postmaster General during the year ending June 30, 1861.....	1,060			184	4,028	3,712	251	9,235
Number of appointments made by the President of the United States during the same period								337
Whole number of post offices in operation on the 1st of December, 1861.....								

No. 4.

Table showing the postage earnings of the different trans-atlantic steamship lines, conveying the United States mails, during the year ending June 30, 1861.

The New York and Havre Steamship Company, 13 round trips between New York, Southampton, and Havre, at sea and United States inland postages.....	387, 104 12
Vanderbilt's European line, 5 outward and 6 inward trips between New York, Southampton, and Havre, at sea and United States inland postages.....	36, 495 70
The North Atlantic Steamship Company, 4 outward and 5 inward trips between New York, Southampton, and Havre, at sea and United States inland postages.....	33, 574 27
The Montreal Ocean Steamship Company, (Canadian mail packets,) 52 outward and 51 inward trips, between Portland and Liverpool, Quebec and Liverpool, at the sea postage only.....	100, 676 48
The Liverpool and New York and Philadelphia Steamship Company, (British steamers,) 18 outward and 17 inward trips, between New York, Queenstown, and Liverpool, at the sea postage only.....	75, 143 38
The north German, Lloyd's line of Bremen steamers, 12 round trips, between New York and Southampton, at the sea postage only.....	41, 540 26
The Hamburg American Packet Company, (Hamburg mail packets,) 6 outward and 4 inward trips, between New York and Southampton, at the sea postages only.....	18, 353 42
Total.....	392, 887 63

No. 5.

Additional articles to the postal convention of March 2, 1857, between the General Post Office of the United States of America, and the General Post Office of France.

ARTICLE I.

Independently of the correspondence which shall be exchanged between the post offices of the two countries, by the routes pointed out in article 1, of the convention of March 2, 1857, those offices shall mutually forward from one to the other letters, newspapers, and printed papers of all kinds, by the Canadian mail packets plying between Liverpool and Portland, or between Liverpool and River du Loup.

ARTICLE II.

The provisions of articles 2, 6, 7, 8, 9, 10, 11, 12, 14, 15, and 16, of the convention of March 2, 1857, concerning letters exchanged between the French post office and the United States post office by British packets and other British steam vessels performing regular service between the ports of Great Britain and the ports of the United States, shall apply to letters which shall be exchanged between the two post offices by the route pointed out in the preceding article.

ARTICLE III.

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

On the side of France.

- | | |
|-----------|--|
| 1. Havre. | 3. The travelling office from Paris to |
| 2. Paris. | Calais. |

On the side of the United States.

- | | |
|------------------|--------------|
| 1. New York. | 4. Portland. |
| 2. Boston. | 5. Detroit. |
| 3. Philadelphia. | 6. Chicago. |

ARTICLE IV.

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

1st. The Havre office shall correspond with the New York, Boston, and Philadelphia offices as well by the packets and other steam vessels plying between Havre and New York, as by the United States mail packets, the British packets, and other British steam vessels, and the Canadian packets performing regular service between the ports of Great Britain and the ports of the United States, or River du Loup; and with the Portland, Detroit, and Chicago offices, by the Canadian packets plying between Great Britain and Portland, or River du Loup.

2d. The Paris office and the travelling office from Paris to Calais shall correspond with the New York, Boston, and Philadelphia offices by the United States mail packets, the British packets and other British steam vessels, and the Canadian packets performing regular service between the ports of Great Britain and the ports of the United States, or River du Loup; and with the Portland, Detroit, and Chicago offices by the Canadian packets plying between Great Britain and Portland, or River du Loup.

ARTICLE V.

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

It is understood that the provisions of the aforesaid table may be modified, by correspondence between the two offices, whenever those two offices mutually see the necessity for such modification.

ARTICLE VI.

The present articles shall be considered as additional to the postal convention of the 2d of March, 1857, and shall come into operation on the 1st day of April, 1861.

Done in duplicate, and signed at Washington, the 22d of February, and at Paris the 8th of March, 1861.

HORATIO KING,	[SEAL.]
<i>Postmaster General of the United States.</i>	
STOURM,	[SEAL.]
<i>Postmaster General of France.</i>	

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

SCHEDULE I.—MAILS FROM FRANCE.

Names of the exchange post offices of transmission.	Names of the exchange post offices of destination.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Havre.....	New York...	* Havre to New York.	All France, Algeria, and the foreign countries to which France serves as an intermediate point.	All the United States, (except the cities of Boston and Philadelphia,) the Territories of the United States, Mexico, Cuba, and Sandwich Islands.
		Bremen to N. York, viz Southampton.	The city of Havre.....	do.
		Liverpool to N. York.	do.....	do.
		Liverpool to Boston.	do.....	The city of New York....
	Boston	Liverpool to Portland, or to River du Loup.	do.....	The city of New York, the States of California and Oregon, the Territory of Washington, Mexico, Cuba, and the Sandwich Islands.
		* Havre to N. York..	All France, Algeria, and the foreign countries to which France serves as an intermediate point.	The city of Boston,.....
		Bremen to N York, via Southampton.	The city of Havre.....	do.
		Liverpool to N. York.	do.....	do.
	Philadelphia.	Liverpool to Boston.	do.....	All the United States, (except the cities of New York and Philadelphia,) the Territories of the United States, Mexico, Cuba, and the Sandwich Islands.
		Liverpool to Portland, or to River du Loup.	do.....	The city of Boston.....
		* Havre to N. York...	All France, Algeria, and the foreign countries to which France serves as an intermediate point.	The city of Philadelphia.
		Bremen to N. York, via Southampton.	The city of Havre.....	do.
	Portland.....	Liverpool to N. York.	do.....	do.
		Liverpool to Boston.	do.....	do.
Detroit	do.....		do.....	All the United States, (except Michigan, Ohio, Indiana, Kentucky, Illinois, Wisconsin, Minnesota, Iowa, Missouri, California, and Oregon, and the cities of New York, Boston, and Philadelphia,) and the Territories of the United States, (except the Territories of Kansas, Nebraska and Washington.)
	do.....		do.....	The States of Michigan, Ohio, Indiana, and Kentucky.

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

A—Continued.

SCHEDULE I.—MAILS FROM FRANCE.

Names of the exchange post offices of transmission.	Names of the exchange post offices of destination.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Havre	Chicago	Liverpool to Portland, or to River du Loup.	The city of Havre	The States of Illinois, Wisconsin, Minnesota, Iowa, and Missouri, and the Territories of Kansas and Nebraska.
		Bremen to N. York, via Southampton.	All of France, (except the departments de l'Aisne, des Ardennes, du Nord, de l'Oise du Pas de-Calais, de la Seine Inferieure, et de la Somme,) Algeria, and the foreign countries to which France serves as an intermediate point, (except Belgium, the Low Countries, Prussia, Hanover, the Grand Duchies of Mecklenburg-Schwern, Mecklenburg-Strelitz and Oldenburg, the Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.)	All the United States, (except the cities of Boston and Philadelphia,) the Territories of the United States, Mexico, Cuba, and the Sandwich Islands.
	New York...	Liverpool to N. York	do.....	do.....
		Liverpool to Boston	do.....	The city of New York...
Boston		Liverpool to Portland, or to River du Loup.	do.....	The city of New York, the States of California and Oregon, the Territory of Washington, Mexico, Cuba, and the Sandwich Islands.
		Bremen to N. York, via Southampton.	do.....	The city of Boston.....
		Liverpool to N. York.	do.....	do.....
		Liverpool to Boston.	do.....	All the United States, (except the cities of New York and Philadelphia,) the Territories of the United States, Mexico, Cuba and the Sandwich Islands.
Paris.....		Liverpool to Portland, or to River du Loup.	do.....	The city of Boston.....
		Bremen to N. York, via Southampton.	do.....	The city of Philadelphia..
		Liverpool to N. York.	do.....	do.....
		Liverpool to Boston.	do.....	do.....
	Philadelphia.	Liverpool to Portland, or to River du Loup.	do.....	do.....
	Portland.....	do.....	do.....	All the United States, (except the States of Michigan, Ohio, Indiana, Kentucky, Illinois, Wisconsin, Minnesota, Iowa, Missouri, California, and Oregon, and the cities of New York, Boston, and Philadelphia,) and the Territories of the United States, (except the Territories of Kansas, Nebraska and Washington.)
	Detroit	do.....	do.....	The States of Michigan, Ohio, Indiana, and Kentucky.
	Chicago	do.....	do.....	The States of Illinois, Wisconsin, Minnesota, Iowa and Missouri, and the Territories of Kansas and Nebraska.

A—Continued.

SCHEDULE I.—MAILS FROM FRANCE.				
Names of the exchange post offices of transmission	Names of the exchange post offices of destination.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Travel'g office from Paris to Calais.	New York...	Bremen to N. York, via Southampton.	French departments of de l'Aisne, des Ardennes, du Nord, de l'Oise, du Pas-de-Calais, de la Seine Inferieure, (except Havre,) et de la Somme, Belgium, the Low Countries, Prussia, Hanover, the Grand Duchies of Mecklenburg-Schwerin, Mecklenburg-Strelitz and Oldenburg, the Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.	All of the United States, (except the cities of Boston and Philadelphia,) the Territories of the U. States, Mexico, Cuba, and the Sandwich Isl'ds.
		Liverpool to N. York.	do.	do.
		Liverpool to Boston.	do.	The city of New York.
		Liverpool to Portland, or to River du Loup.	do.	The city of New York, the States of California and Oregon, the Territory of Washington, Mexico, Cuba, and the Sandwich Islands.
		Bremen to N. York, via Southampton.	do.	The city of Boston.
		Liverpool to N. York.	do.	do.
		Liverpool to Boston.	do.	All the United States, (except the cities of New York and Philadelphia,) the Territories of the U. States, Mexico, Cuba, and the Sandwich Isl'ds.
	Boston	Liverpool to Portland, or to River du Loup.	do.	The city of Boston.
		Bremen to N. York, via Southampton.	do.	The city of Philadelphia.
		Liverpool to N. York.	do.	do.
	Philadelphia.	Liverpool to Boston.	do.	do.
		Liverpool to Portland, or to River du Loup.	do.	do.
		do.	do.	All the United States, (except the States of Michigan, Ohio, Indiana, Kentucky, Illinois, Wisconsin, Minnesota, Iowa, Missouri, California, and Oregon, and the cities of New York, Boston, and Philadelphia,) and the Territories of the United States, (except the Territories of Kansas, Nebraska and Washington.)
	Portland.....	do.	do.	The States of Michigan, Ohio, Indiana, and Kentucky.
	Detroit	do.	do.	The States of Illinois, Wisconsin, Minnesota, Iowa, and Missouri, and the Territories of Kansas and Nebraska
	Chicago	do.	do.	

A—Continued.

SCHEDULE II.—MAILS FROM THE UNITED STATES.

Names of the exchange post offices of destination.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Havre	New York to Havre*	All the United States, (except the cities of Boston and Philadelphia,) the Territories of the United States, Mexico, Cuba, and the Sandwich Islands.	All of France, Algeria, and the foreign countries to which France serves as an intermediate point.
	N. York to Bremen, via Southampton	do	The city of Havre
	N. York to Liverpool	do	do
	Boston to Liverpool	The city of New York	do
Paris	River du Loup or Portland to Liverpool.	The city of New York, the States of California and Oregon, the Territory of Washington, Mexico, Cuba, and the Sandwich Islands.	do
	N. York to Bremen, via Southampton.	All the United States, (except the cities of Boston and Philadelphia,) the Territories of the United States, Mexico, Cuba, and the Sandwich Islands.	All of France, (except the departments de l'Aisne, du Nord, de l'Oise, du Pas-de-Calais, de la Seine-Inférieure, et de la Somme,) Algeria, and the foreign countries to which France serves as an intermediate point, (except Belgium, the Low Countries, Prussia, Hanover, the Grand Duchies of Mecklenburg-Schwerin, Mecklenburg-Strelitz, and Oldenburg, the Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.)
	N. York to Liverpool	do	do
	Boston to Liverpool	The city of New York	do
Travelling office from Paris to Calais.	River du Loup or Portland to Liverpool.	The city of New York, the States of California and Oregon, the Territory of Washington, Mexico, Cuba, and the Sandwich Islands.	do
	N. York to Bremen, via Southampton.	All the United States, (except the cities of Boston and Philadelphia,) the Territories of the United States, Mexico, Cuba, and the Sandwich Islands.	French departments de l'Aisne, des Ardennes, du Nord, de l'Oise, du Pas-de-Calais, de la Seine-Inférieure, (except Havre,) et de la Somme, Belgium, Low Countries, Prussia, Hanover, Grand Duchies of Mecklenburg-Schwerin, Mecklenburg-Strelitz, and Oldenburg, the Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.
	N. York to Liverpool	do	do
	Boston to Liverpool	The city of New York	do
	River du Loup or Portland to Liverpool.	The city of New York, the States of California and Oregon, the Territory of Washington, Mexico, Cuba, and the Sandwich Islands.	do

* See note on page 590.

A—Continued.

SCHEDULE II. —MAILS FROM THE UNITED STATES.

Names of the exchange post offices of transmission.	Names of the exchange post offices of destination.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Philadelphia	Havre	New York to Havre*	The city of Philadelphia....	All of France, Algeria, and the foreign countries to which France serves as an intermediate point.
		N. York to Bremen, via Southampton.	do	The city of Havre
		N. York to Liverpool	do	do
		Boston to Liverpool	do	do
		River du Loup or Portland to Liverpool.	do	do
	Paris	N. York to Bremen, via Southampton.	do	All of France, (except the departments de l'Aisne, des Ardennes, du Nord, de l'Oise, du Pas-de-Calais, de la Seine-Inférieure, et de la Somme,) Algeria, and the foreign countries to which France serves as an intermediate point, (except Belgium, the Low Countries, Prussia, Hanover, the Grand Duchies of Mecklenburg-Schwerin, Mecklenburg-Strelitz, and Oldenburg, the Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.)
		N. York to Liverpool	do	do
		Boston to Liverpool	do	do
		River du Loup or Portland to Liverpool.	do	do
		N. York to Bremen, via Southampton.	do	French departments de l'Aisne, des Ardennes, du Nord, de l'Oise, du Pas-de-Calais, de la Seine-Inférieure, (except Havre,) et de la Somme, Belgium, Low Countries, Prussia, Hanover, Grand Duchies of Mecklenburg-Schwerin, Mecklenburg-Strelitz, and Oldenburg, Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.
	Travelling office from Paris to Calais.	N. York to Liverpool	do	do
		Boston to Liverpool	do	do
		River du Loup or Portland to Liverpool.	do	do
Portland	Havre	do	All the United States, (except the States of Michigan, Ohio, Indiana, Kentucky, Illinois, Wisconsin, Minnesota, Iowa, Missouri, California, and Oregon, and the cities of New York, Boston, and Philadelphia,) and the Territories of the United States, (except the Territories of Kansas, Nebraska, and Washington.)	The city of Havre

* See note on page 590.

A—Continued.

SCHEDULE II.—MAILS FROM THE UNITED STATES.

Names of the exchange post offices of transmission.	Names of the exchange post offices of destination.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Portland....	Paris	River du Loup or Portland to Liverpool.	All the United States, (except the States of Michigan, Ohio, Indiana, Kentucky, Illinois, Wisconsin, Minnesota, Iowa, Missouri, California, and Oregon, and the cities of New York, Boston, and Philadelphia,) and the Territories of the United States, (except the Territories of Kansas, Nebraska, and Washington.)	All of France, (except the departments de l'Aisne, des Ardennes, du Nord, de l'Oise, du Pas-de-Calais, de la Seine-Inferieure, et de la Somme,) Algeria, and the foreign countries to which France serves as an intermediate point, (except Belgium, the Low Countries, Prussia, Hanover, the Grand Duchies of Mecklenburg-Schwerin, Mecklenburg-Strelitz, and Oldenburg, the Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.)
	Travelling office from Paris to Calais.	do	do	French departments de l'Aisne, des Ardennes, du Nord, de l'Oise, du Pas-de-Calais, de la Seine-Inferieure, (except Havre,) et de la Somme, Belgium, Low Countries, Prussia, Hanover, Grand Duchies of Mecklenburg-Schwerin, Mecklenburg-Strelitz, and Oldenburg, Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.
	Havre.....	do	The States of Michigan, Ohio, Indiana, and Kentucky.	The city of Havre
	Paris	do	do ..	All of France, (except the departments de l'Aisne, des Ardennes, du Nord, de l'Oise, du Pas-de-Calais, de la Seine-Inferieure, et de la Somme,) Algeria, and the foreign countries to which France serves as an intermediate point, (except Belgium, the Low Countries, Prussia, Hanover, the Grand Duchies of Mecklenburg-Schwerin, Mecklenburg-Strelitz, and Oldenburg, the Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.)
Detroit	Travelling office from Paris to Calais.	do	do	French departments de l'Aisne, des Ardennes, du Nord, de l'Oise, du Pas-de-Calais, de la Seine-Inferieure, (except Havre,) et de la Somme, Belgium, Low Countries, Prussia, Hanover, Grand Duchies of Mecklenburg-Schwerin, Mecklenburg-Strelitz, and Oldenburg, Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.

A—Continued.

SCHEDULE II.—MAILS FROM THE UNITED STATES.

Names of the exchange post offices of transportation.	Names of the exchange post offices of destination.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Chicago	Havre.....	River du Loup or Portland to Liverpool.	The States of Illinois, Wisconsin, Minnesota, Iowa, and Missouri, and the Territories of Kansas and Nebraska. .....do	The city of Havre.....
	Paris	do		All of France, (except the departments de l'Aisne, des Ardennes, du Nord, de l'Oise, du Pas-de-Calais, de la Seine-Inférieure, et de la Somme,) Algeria, and the foreign countries to which France serves as an intermediate point, (except Belgium, the Low countries, Prussia, Hanover, the Grand Duchies of Mecklenburg-Schwerin, Mecklenburg-Strelitz, and Oldenburg, the Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.)
	Travelling office from Paris to Calais.	do		French departments de l'Aisne, des Ardennes, du Nord, de l'Oise, du Pas-de-Calais, de la Seine-Inférieure, (except Havre,) et de la Somme, Belgium, Low Countries, Prussia, Hanover, Grand Duchies of Mecklenburg-Schwerin, Mecklenburg-Strelitz, and Oldenburg, Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.

No. 6.

Additional articles agreed upon between the General Post Office of the United States of America and the General Post Office of Prussia.

In pursuance of the power granted by Article I. of the postal convention between the United States of America and the Kingdom of Prussia, signed at Washington on the 17th of July, and at Berlin on the 26th of August, 1852, to select additional or different offices of exchange in either or both countries, by mutual agreement of the two post administrations, the following additional articles are agreed upon, viz.:

ARTICLE I.

There shall be established, on the part of the United States, additional offices of exchange at Portland, Detroit, and Chicago, respectively, to correspond with Aachen (Aix-la-Chapelle) by closed mail through England, by means of Canadian mail packets, plying direct between Liverpool and Portland during the winter, and between Liverpool and River du Loup or Quebec, in summer.

ARTICLE II.

The description of letters, &c., which shall be comprised in the closed mails forwarded from the aforesaid United States exchange offices to Aachen (Aix-la-Chapelle) and *vice versa*, from the Prussian exchange office of Aachen (Aix-la-Chapelle) to Portland, Detroit, and Chicago, respectively, shall be from time to time arranged by correspondence between the Post Office Departments of the two countries.

ARTICLE III.

The respective Post Office Departments of the two countries are to account with each other for the international and other correspondence so exchanged by means of the Canadian mail packets, precisely in the same manner as if the sea transportation were performed by a United States packet between New York and Liverpool.

ARTICLE IV.

The present articles shall be considered as additional to the original articles of the postal convention between the United States and Prussia, signed at Washington the 17th July, and at Berlin the 26th August, 1852, and shall go into effect in each country at the expiration of fifteen days from the time that notice is received of their being concluded.

In witness whereof, the heads of the departments have fixed their names and seals of office to these presents, at the dates set opposite to each respectively.

[L. S.]

J. HOLT,

Postmaster General.

DECEMBER 28, 1860.

[L. S.]

VON DER HEYDT,

*Royal Prussian Minister of State,
for Commerce, Trades, and Public Works.*

BERLIN, April 24, 1861.

POST OFFICE DEPARTMENT.

November 30, 1861.

SIR: For a statement of the mail service for the contract year ended June 30, 1861, 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, in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, Western Virginia, Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Minnesota, Kentucky, Tennessee, California, Oregon, and Kansas; and the Territories of New Mexico, Utah, Nebraska, and Washington.

Table B exhibits a similar statement of the mail service in the States of Virginia, (exclusive of the western portion of the State,) North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Arkansas, Louisiana, and Texas, as it stood on the 31st of May.

Table C shows the number of mail routes in operation in the States set forth in table A, together with the number of contractors, the number of route agents, local agents, mail messengers, and railroad baggage masters in charge of the express mails on the 30th of June last, 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 States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, and New York, was put in operation, the first quarter of which expired on the 30th of September, 1861.

Tables D and E exhibit the service in these States as it stood at the close of the contract year, June 30, 1861, and at the close of the first quarter of the current year.

Table F exhibits the railroad service in said States, as in operation at the close of the first quarter of the current year.

Table G exhibits the railroad service in operation on the 30th of June, 1861, and the cost per mile in each State.

Table H exhibits the steamboat service for the current year, as it stood on the 30th of September, 1861.

Table I exhibits the mail routes and service upon which the contractors were reported to be disloyal; contracts annulled, and new contractors designated.

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

GEO. W. McLELLAN,

Second Assistant Postmaster General.

HON. MONTGOMERY BLAIR,

Postmaster General.

A.

Table of mail service in the following States and Territories for the year ended June 30, 1861, as exhibited by the state of the arrangements at the close of the year.

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

States and Territories.	Length of routes.	ANNUAL TRANSPORTATION AND COST.										Total annual trans- portation by mode not specified.	Total annual trans- portation by coach.	Total annual trans- portation by steam boat.	Total annual trans- portation by rail- road.	Total annual trans- portation.	Total annual cost.
		Mode not specified.		In coach.		In steamboat.		By railroad.									
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.								
Maine	4,466	1,952	19,962	2,000	32,059			494	49,693	473,584	704,184			415,740	1,593,508	107,534	
New Hampshire	1,797	729	7,276	509	6,754	60	839	429	36,750	195,921	171,600	18,730		828,848	714,792	51,609	
Vermont	2,215	407	5,104	1,317	16,440			491	57,363	118,350	504,270			321,672	914,192	78,937	
Massachusetts	2,736	514	11,092	825	14,346	240	7,250	1,297	160,710	257,608	321,622	140,400		1,306,540	2,118,426	193,448	
Rhode Island	363	138	2,192	88	1,152	28	400	109	14,255	52,208	35,152	17,472		136,984	231,216	18,408	
Connecticut	1,694	469	8,111	467	7,520			758	85,173	172,068	191,074			848,740	1,211,832	111,804	
New York	10,352	2,918	34,033	4,327	79,061	168	6,963	2,945	338,058	714,610	1,730,612	98,622		3,996,626	6,540,540	453,115	
New Jersey	9,124	1,558	29,849			50	4,038	511	64,482	613,678		44,361		583,472	1,251,454	98,373	
Pennsylvania	3,302	1,103	173,992			65	6,375	1,834	182,636	3,269,900		53,040		1,732,175	5,055,205	302,793	
Delaware	459	346	7,506					113	11,383	118,508				190,900	219,408	18,889	
Maryland	2,994	2,168	51,543			36	589	790	182,408	794,046		11,232		1,165,186	1,978,228	234,540	
Ohio	12,962	9,350	130,517			187	6,500	3,425	429,151	2,238,652		78,312		3,065,452	5,402,416	556,168	
Virginia	1,443	1,046	14,225	116	2,660	281	20,420			198,001	36,608	135,470			370,079	37,365	
Michigan	6,966	4,313	49,963	1,011	17,963	725	8,578	937	111,245	657,509	389,013	156,260		1,070,028	2,972,692	187,709	
Indiana	8,291	5,953	58,896	630	11,501			1,699	305,346	928,122	903,970			1,694,270	3,226,362	275,166	
Illinois	10,407	5,621	72,187	2,119	55,630			2,676	258,423	1,001,624	721,214			3,122,400	4,905,238	306,249	
Wisconsin	6,424	4,521	52,560	605	10,004	150	1,420	948	76,447	915,898	169,520	27,306		960,180	2,072,888	151,191	
Iowa	9,550	5,981	68,576	2,824	39,283	140	7,020	545	29,177	928,083	900,408	43,680		3,07,847	2,340,018	204,636	
Missouri	15,296	9,467	108,538	4,853	202,543	409	30,000	557	67,374	1,475,991	1,200,152	147,312		489,771	3,392,120	560,535	
Minnesota	5,212	3,642	52,894	1,514	38,663	620	24,100			518,440	314,630	161,200			994,270	124,507	
Kentucky	8,529	5,016	46,801	9,070	127,744	1,030	60,535	304	31,367	1,009,678	369,994			37,356	2,540,930	269,547	
Tennessee	8,129	5,777	55,334	1,277	53,478	21	4,300	1,044	137,224	962,780	446,228	13,104		119,230	2,241,342	250,262	
California	5,192	2,641	92,817	2,199	144,792	290	52,500	22	3,300	493,386	877,139	165,360		27,456	1,563,351	299,409	
Oregon	621	285	8,183	125	2,400	121	12,412			40,040					105,664	24,865	
Kansas	3,776	3,080	36,912	786	24,907					527,442	346,456				874,298	15,929	
New Mexico Territory	946	697	6,525	299	14,000					45,198	31,096				76,294	20,514	
Utah Territory	1,625	1,625	55,390							137,352					137,352	55,390	
Nebraska Territory	1,344	709	12,843	535	22,764					129,840	125,512				255,352	25,927	
Washington Territory	1,309	464	11,435	85	11,608	660	23,900			45,500	53,040	95,680			194,220	52,943	
Total	140,309	82,300	1,303,691	30,733	1,171,295	5,330	250,559	22,018	2,543,709	18,852,832	10,625,783	1,530,016		23,116,923	54,455,454	5,309,454	
Route and local agents, and mail messengers.																508,875	
																5,818,329	

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

* The Baltimore, Wilmington, and Philadelphia railroad is under a Maryland number.
† Refers to the service in Western Virginia alone.
‡ This includes steamboat service from Louisville to Cincinnati.

B.
Table of mail service in the following States, as it stood on the 31st of May, 1861, discontinued under act of Congress approved February 28, 1861.

States.	Length of routes.	Annual transportation and cost.								Total annual trans- portation by mode not specified.	Total annual trans- portation by coach.	Total annual trans- portation by steam- boat.	Total annual trans- portation by rail- road.	Total annual trans- portation.	Total annual cost.
		Mode not specified.		In coach.		In steamboat.		By railroad.							
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.						
Virginia	14,342	11,045	125,817	928	28,186	877	47,485	1,472	202,614	2,159,411	345,150	302,878	1,068,031	3,873,453	403,902
North Carolina	9,225	7,692	72,635	732	20,734	132	3,468	669	90,150	1,221,736	319,575	48,984	563,170	2,183,465	146,987
South Carolina	5,350	4,104	42,220	177	4,630	15	1,312	1,054	162,368	626,119	51,532	10,950	1,172,734	1,861,335	210,520
Georgia	6,971	4,789	65,187	506	13,846	332	15,000	1,344	186,933	923,520	192,649	69,056	1,157,180	2,342,365	280,966
Florida	3,788	1,587	25,713	206	11,178	1,685	85,000	310	22,741	230,648	37,856	161,048	286,734	626,286	145,432
Alabama	8,487	5,924	65,459	1,988	137,723	15	4,875	630	130,043	991,670	794,170	10,950	513,150	2,252,940	378,100
Mississippi	8,805	6,653	112,193	1,016	79,093	276	14,875	880	107,461	1,440,461	461,702	57,408	622,494	2,542,068	313,622
Arkansas	12,054	9,744	120,429	1,536	136,495	734	54,246	49	3,000	1,722,240	713,475	232,336	24,960	2,693,014	314,170
Louisiana	7,989	4,334	75,271	1,153	102,609	1,495	165,608	307	58,550	785,016	427,596	546,540	221,472	1,940,624	402,337
Texas	19,664	12,930	158,355	4,450	289,700	2,095	182,030	180	15,050	1,956,204	1,336,072	231,720	121,165	3,755,161	645,135
Total.....	96,615	62,702	863,179	12,711	824,393	7,716	574,699	6,886	978,919	11,930,028	4,769,740	1,721,850	3,701,093	24,122,711	3,241,181
Route and local agents and mail messengers															118,275
															3,359,456

GEO. W. McLELLAN, Second Assistant Postmaster General.

* This includes the route from New Orleans to Mobile, Ala.

C.—Number of mail routes, mail contractors, route agents, local agents, and mail messengers at the close of the contract year ended June 30, 1861.

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 express mails.	Compensation.	Total cost in each State.
Maine	247	230	8	\$6,350 00			32	\$2,558 00			\$8,908 00
New Hampshire	116	103	4	2,900 00			24	2,283 56			5,183 56
Vermont	128	118	3	2,200 00	1	\$144 00	33	2,393 75			4,727 75
Massachusetts	127	196	31	\$21,500 00			50	5,967 54			30,467 54
Rhode Island	28	29	2	1,300 00			5	470 00			1,770 00
Connecticut	133	123	16	11,900 00			60	6,878 75			18,778 75
New York	868	818	50	37,750 00	2	1,600 00	315	41,977 00	17	\$2,040 00	83,367 00
New Jersey	140	125	7	4,900 00			65	8,645 00			13,545 00
Pennsylvania	633	526	29	20,100 00	2	1,500 00	253	36,492 60	12	1,440 00	59,532 60
Delaware	20	21	2	1,400 00			23	3,855 00			5,255 00
Maryland	147	167	18	14,400 00	2	1,065 00	29	4,491 50	1	120 00	20,076 50
Ohio	527	437	55	42,200 00	9	6,650 00	186	16,492 25	18	2,160 00	67,502 25
Virginia†	58	48	3	960 00			13	3,791 00			4,751 00
Michigan	260	241	15	11,300 00	1	1,000 00	78	6,785 50			19,085 50
Indiana	343	302	29	23,250 00	8	2,600 00	81	7,514 87			33,424 87
Illinois	407	362	44	33,400 00	5	2,370 00	130	18,798 32			54,478 32
Wisconsin	272	232	14	10,000 00	8	620 00	69	6,850 00			17,480 00
Iowa	295	243	11	7,100 00	1	180 00	25	3,600 25			9,880 25
Missouri	373	332	18	13,800 00	1	1,000 00	9	1,261 00			16,061 00
Minnesota	133	132	6	4,200 00			3	136 00			4,336 00
Kentucky	305	272	11	8,250 00			23	5,025 00			13,275 00
Tennessee	316	273	16	12,300 00	1	1,000 00	34	3,739 00			17,039 00
California	135	126									
Oregon	35	32									
Kansas	101	84									
New Mexico Territory	8	7									
Utah Territory	12	9									
Nebraska Territory	47	36									
Washington Territory	22	20									
Total	6,310	5,614	392	294,460 00	35	19,719 00	1,532	188,936 89	48	5,760 00	508,275 89

GEO. W. McLELLAN, Second Assistant Postmaster General.

* Includes three express agents at \$800 per annum.

† Refers to the service in western Virginia alone.

D.

Mail service in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut.

	Annual trans- portation.	Annual cost.
<i>Service as in operation on September 30, 1861.</i>		
	<i>Miles.</i>	
Railroad	3,419,866	\$419,832
Steamboat	185,952	9,950
With "celerity, certainty, and security"	3,310,540	143,991
Total	6,916,358	573,773
<i>Service as in operation on June 30, 1861.</i>		
Railroad	3,438,574 miles.	\$412,974
Steamboat	176,592 "	8,879
Coach	1,928,108 "	85,161
Inferior modes	1,270,042 "	54,724
Total	6,813,316	561,738
Increase	103,042	12,035

GEO. W. McLELLAN,
Second Assistant Postmaster General.

E.

Mail service in the State of New York.

	Annual trans- portation.	Annual cost.
<i>Service as in operation on September 30, 1861.</i>		
	<i>Miles.</i>	
Railroad	4,133,204	\$343,982
Steamboat	97,410	6,513
With "celerity, certainty, and security"	2,654,022	119,739
Total	6,884,636	470,234
<i>Service as in operation on June 30, 1861.</i>		
Railroad	3,996,626 miles.	\$338,058
Steamboat	98,652 "	6,963
Coach	1,730,612 "	79,061
Inferior modes	714,610 "	34,033
Total	6,540,500	458,115
Increase	344,136	12,119

GEO. W. McLELLAN,
Second Assistant Postmaster General.

F.

Railroad service, as in operation on the 30th of September, 1861.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
MAINE.													
2	Augusta to Skowhegan.....	39	.....	6	3,343 00	.....	85 71	557 00	303 00	4,193 00	.....	106 29	.....
9	Waterville to Bangor.....	55	.....	6	6,875 00	.....	125 00	.....	948 50	7,117 50	.....	129 40	.....
26	Calais to Princeton.....	92	.....	6	550 00	.....	25 00	.....	.....	550 00	.....	5 98	.....
116	Portland to Portsmouth, N. H.....	52	.....	12	7,837 50	.....	150 72	.....	140 00	7,977 50	.....	153 41	.....
117	Portland to Augusta.....	73	.....	6	6,051 00	.....	83 00	1,043 00	426 00	7,500 00	.....	103 12	.....
118	Portland to Canada Line.....	48 117	.....	12 6	6,000 00 11,700 00	.....	125 00 100 00	1,800 00	545 00	19,245 00	.....	180 27	.....
119	Portland to Bar Mills.....	18	.....	6	900 00	.....	50 00	.....	.....	900 00	.....	50 00	.....
152	Danville Junction to Waterville.....	55	.....	6	6,875 00	.....	125 00	800 00	369 00	8,044 00	.....	146 12	.....
154	Leeds Junction to Farmington.....	32½	.....	6	1,912 50	.....	50 00	734 00	218 00	2,864 50	.....	78 41	.....
			517½	.....	54,052 00		.....	.....	.....	58,948 50	.....	113 80	.....
NEW HAMPSHIRE.													
251	Concord to Lowell, Mass.....	50	.....	12	7,500 00	.....	150 00	.....	530 00	8,030 00	.....	160 60	.....
252	Concord to Portsmouth.....	48	.....	12	2,650 00	.....	55 20	.....	.....	2,650 00	.....	55 20	.....
253	Concord to Wells River, Vt.....	93	.....	6	10,000 00	.....	107 52	1,304 30	.....	11,304 30	.....	121 85	.....
254	Concord to White River Junction, with branch to Bristol.....	83	.....	12	10,125 00	.....	191 98	.....	32 00	10,157 00	.....	122 37	.....
255	Concord to Bradford.....	26	.....	6	1,500 00	.....	57 69	234 74	.....	1,734 74	.....	66 34	.....
263	Contoocook Village to Hillsboro' Bridge.....	15	.....	6	750 00	.....	50 00	130 00	.....	880 00	.....	58 66	.....
266	Manchester to North Weare.....	20	.....	6	1,000 00	.....	50 00	.....	100 00	1,100 00	.....	55 00	.....
277	Nashua to Wilton.....	16	.....	6	900 00	.....	56 25	.....	.....	900 00	.....	56 25	.....
309	Dover to Alton.....	24	.....	6	1,400 00	.....	50 00	.....	86 00	1,486 00	.....	61 91	.....
310	Great Falls to Union.....	20	.....	6	1,000 00	.....	50 00	.....	.....	1,000 00	.....	50 00	.....
323	Littleton to Wells River, Vt.....	21	.....	6	1,050 00	.....	50 00	295 61	.....	1,345 61	.....	64 07	.....
			420	.....	27,875 00		.....	.....	.....	40,577 74	.....	96 60	.....
VERMONT.													
411	Burlington to Rouse's Point, N. Y.....	55½	.....	12	8,325 00	.....	150 50	800 00	648 00	9,773 00	.....	175 00	.....
449	White River Junction to Barton.....	91	.....	6	9,100 00	.....	100 00	1,900 00	767 50	11,767 50	.....	129 32	.....

No. of route.	Termin.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail including service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
VERMONT—Continued.													
458	Windsor to Burlington	119	Miles.	12	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
474	Rutland to North Bennington	57	Miles.	6	14,875 00	.....	125 00	1,306 00	630 25	16,811 25	.....	141 26	.....
480	Bellow's Falls to Windsor	25	Miles.	6	5,700 00	.....	100 00	700 00	562 00	6,962 00	.....	132 14	.....
481	Bellow's Falls to Burlington	120	Miles.	6	3,125 00	.....	125 00	517 00	150 00	3,792 00	.....	151 68	.....
487	Brattleborough to Bellow's Falls	24	Miles.	12	15,500 00	.....	129 16	1,635 00	39 00	17,174 90	.....	143 11	.....
					3,000 00	.....	125 00	445 00	330 00	3,775 00	.....	157 29	.....
			491			59,625 00					70,074 75		142 57
MASSACHUSETTS.													
601	Boston to Portsmouth, N. H.	54	Miles.	12	8,324 00	.....	154 14	1,376 00	25 00	9,725 00	.....	180 09	.....
602	Boston to South Berwick Junction, Branch, Rollinsford to Great Falls	75	Miles.	12	11,400 00	.....	146 15	2,400 00	216 00	14,016 00	.....	179 69	.....
603	Boston to Lowell	27	Miles.	12	4,050 00	.....	150 00	340 00	.....	4,390 00	.....	162 59	.....
604	Boston to Fitchburg	52	Miles.	12	8,900 00	.....	153 81	694 00	415 00	9,109 00	.....	175 17	.....
605	Boston to Worcester	45	Miles.	18	13,800 00	.....	306 66	532 00	1,500 00	15,832 00	.....	351 84	.....
606	Boston to Dover	18	Miles.	6	500 00	.....	50 00	.....	25 00	525 00	.....	51 38	.....
607	Boston to Blackstone	34	Miles.	6	2,607 00	.....	74 48	.....	.....	2,681 48	.....	74 48	.....
608	Boston to Providence, R. I.	46	Miles.	12	6,900 00	.....	150 00	1,600 00	75 00	8,575 00	.....	186 41	.....
609	Boston to Plymouth	37	Miles.	12	5,400 00	.....	144 00	117 00	.....	5,517 00	.....	147 12	.....
610	Boston to Medford	5	Miles.	6	275 00	.....	50 00	.....	.....	275 00	.....	50 00	.....
613	Boston to Watertown	3	Miles.	12	800 00	.....	114 28	.....	.....	800 00	.....	114 28	.....
614	Boston to Roxbury	2	Miles.	6	500 00	.....	100 00	.....	.....	500 00	.....	100 00	.....
615	Boston to Mattapan	8	Miles.	6	425 00	.....	50 00	.....	.....	425 00	.....	50 00	.....
616	Boston to West Lynn Depot	10	Miles.	12	500 00	.....	50 00	.....	.....	500 00	.....	50 00	.....
617	Boston to Dedham	11	Miles.	12	550 00	.....	50 00	.....	.....	550 00	.....	50 00	.....
618	Salem to Lowell	24	Miles.	6	1,200 00	.....	50 00	.....	.....	1,200 00	.....	50 00	.....
620	Salem to Marblehead	4	Miles.	6	200 00	.....	50 00	.....	.....	200 00	.....	50 00	.....
628	Lawrence to Manchester	28	Miles.	6	2,400 00	.....	100 00	243 47	315 00	3,358 47	.....	119 94	.....
630	Lowell to Lawrence	14	Miles.	6	1,050 00	.....	75 00	.....	.....	1,050 00	.....	75 00	.....
632	Winchester to Woburn	3	Miles.	6	150 00	.....	50 00	.....	.....	150 00	.....	50 00	.....
633	Porter's to Lexington	8	Miles.	6	374 00	.....	46 75	.....	.....	374 00	.....	46 75	.....
634	Lexington Depot to Bedford	4	Miles.	6	165 00	.....	11 25	.....	.....	165 00	.....	41 25	.....
636	South Acton Depot to Feltonville	9	Miles.	6	300 00	.....	33 33	.....	109 00	409 00	.....	45 44	.....
637	Groton Junction to Lowell	17	Miles.	6	900 00	.....	52 94	.....	.....	900 00	.....	52 94	.....
638	Groton Junction to Mason Village	23	Miles.	6	1,400 00	.....	60 85	.....	95 00	1,495 00	.....	65 50	.....
639	Auburndale Station to Newton Lower Falls	2	Miles.	6	100 00	.....	50 00	.....	.....	100 00	.....	50 00	.....
640	Natic to Saxonville	4	Miles.	6	200 00	.....	50 00	.....	.....	200 00	.....	50 00	.....
641	South Framingham to Northboro	15	Miles.	6	750 00	.....	50 00	.....	.....	750 00	.....	50 00	.....
642	South Framingham to Milford	12	Miles.	6	600 00	.....	50 00	.....	.....	600 00	.....	50 00	.....
645	Grafton to Milbury	5	Miles.	6	250 00	.....	50 00	.....	.....	250 00	.....	50 00	.....
657	South Braintree Junction to Fall River	42	Miles.	12	5,100 00	.....	121 42	224 00	.....	5,324 00	.....	126 76	.....
658	South Abington to Bridgewater	8	Miles.	6	250 00	.....	31 25	.....	.....	250 00	.....	31 25	.....
659	Braintree Depot to Cohasset	12	Miles.	12	900 00	.....	75 00	.....	.....	900 00	.....	75 00	.....
665	Middleboro' to Hyannis	47	Miles.	12	5,500 00	.....	117 00	459 00	.....	5,959 00	.....	126 78	.....
675	New Bedford to West Wareham	18	Miles.	12	1,700 00	.....	104 61	.....	.....	1,700 00	.....	104 61	.....
679	Taunton to Middleboro'	9	Miles.	6	600 00	.....	63 15	.....	.....	600 00	.....	63 15	.....
680	Taunton to Mansfield Junction	12	Miles.	18	1,200 00	.....	100 00	.....	115 00	1,315 00	.....	109 58	.....
681	Taunton to New Bedford	20	Miles.	18	2,625 00	.....	128 04	.....	.....	2,625 00	.....	128 04	.....
690	Hebronville to Seekonk	8	Miles.	6	400 00	.....	50 00	.....	.....	400 00	.....	50 00	.....
691	Worcester to Nashua	46	Miles.	6	4,625 00	.....	100 00	600 00	463 00	5,688 00	.....	122 88	.....
692	Worcester to Albany, N. Y.	54	Miles.	12	13,500 00	.....	250 00	1,868 00	1,215 00	15,603 00	.....	290 43	.....
695	Sterling Junction to Fitchburg	14	Miles.	12	1,400 00	.....	100 00	.....	.....	1,400 00	.....	100 00	.....
696	Fitchburg to Bellow's Falls	64	Miles.	6	7,509 00	.....	117 18	871 00	60 00	8,431 00	.....	131 73	.....
697	Fitchburg to Brattleboro'	77	Miles.	6	6,900 00	.....	77 00	700 00	472 00	7,152 00	.....	92 00	.....
703	Palmer to Amherst	20	Miles.	6	1,060 00	.....	53 00	.....	75 00	1,135 00	.....	56 75	.....
709	Springfield to Keene	50	Miles.	12	7,450 00	.....	100 67	911 00	1,045 00	9,406 00	.....	127 10	.....
710	Williamsett to South Hadley	6	Miles.	12	300 00	.....	50 00	.....	.....	300 00	.....	50 00	.....
717	Pittsfield to North Adams	21	Miles.	6	1,575 00	.....	75 00	.....	.....	1,575 00	.....	75 00	.....
			1,964			154,580 00					173,715 25		137 13
RHODE ISLAND.													
801	Providence to Worcester, Mass.	44	Miles.	12	5,900 00	.....	131 00	600 00	.....	6,500 00	.....	147 72	.....
802	Providence to Stonington, Ct.	50	Miles.	12	8,820 00	.....	176 40	900 00	364 50	10,084 50	.....	201 69	.....
803	Providence to Bristol	15	Miles.	6	855 00	.....	55 16	.....	.....	855 00	.....	55 16	.....
			109			15,575 00					17,439 50		159 26
CONNECTICUT.													
925	Allyn's Point to Worcester, Mass.	68	Miles.	12	7,260 00	.....	110 00	600 00	250 00	8,110 00	.....	123 87	.....
927	New London to Palmer, Mass.	30	Miles.	12	5,275 00	.....	79 92	600 00	1,000 00	6,875 00	.....	104 16	.....
935	Middletown to Berlin Depot	11	Miles.	12	1,000 00	.....	80 21	.....	80 00	1,080 00	.....	90 17	.....
939	New Haven to Stonington	63	Miles.	12	13,667 00	.....	200 00	600 00	843 75	14,110 75	.....	222 71	.....
940	New Haven to Springfield	63	Miles.	12	15,875 00	.....	250 00	1,040 00	1,334 50	18,250 00	.....	277 51	.....
941	New Haven to Granby, with branch to Collinsville	51	Miles.	6	4,075 00	.....	75 00	450 00	716 00	5,241 00	.....	85 94	.....
941a	Granby to Northampton	29	Miles.	6	2,212 50	.....	75 00	250 00	.....	2,462 50	.....	85 41	.....
942	New Haven to New York	78	Miles.	19	28,625 00	.....	375 50	2,300 00	624 00	31,449 00	.....	412 00	.....
944	Bridgeport to Winchester	62	Miles.	12	4,650 00	.....	75 00	700 00	555 00	5,915 00	.....	95 24	.....

* Includes mail messenger service at Brighton, Southboro', and Grafton.

REPORT OF THE POSTMASTER GENERAL

No. of route.	Terminal.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each mile.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
CONNECTICUT—Continued.													
945	Bridgeport to State Line, with branch to Pittsfield.	131		6	7,195 00		50 34	1,400 00	330 00	2,905 00		73 28	
947	North Newwalk to Danbury.	24			2,000 00		85 00		100 00	2,185 00		91 25	
954	Waterbury to Providence, & I.	124		6	9,300 00		75 00	2,000 00	350 00	11,650 00		93 55	
			7004			100,125 50					114,915 75		152 81
NEW YORK.													
1001	New York to Dunkirk.	40		19	22,000 00		200 00	5,000 00	1,000 00	28,000 00		700 00	
1002	New York to Albany.	144		10	22,000 00		225 00	4,000 00	1,917 00	27,917 00		193 14	
1003	New York to Chatham Four Corners.	1304		6	9,300 00		10 00	1,000 00	1,000 00	11,310 00		86 93	
1004	New York to Poughkeepsie.	11		6	2,000 00		14 51		100 00	2,114 51		192 25	
1007	Hempstead to Westbury.	13		12	1,000 00		24 32		1,000 00	2,024 32		155 71	
1008	Brooklyn to Greenport.	65		12	9,300 00		53 23	1,000 00	1,000 00	11,333 23		174 35	
1009	Suffern to Piermont.	15		6	775 00		42 72		100 00	917 72		61 18	
1010	Newburg to Chester.	19		6	814 00		42 72		100 00	956 72		63 79	
1012	Hudson to West Rockbridge, Mass.	35		6	1,750 00		50 00	5,000 00	4,710 00	11,460 00		327 43	
1073	Albany to Buffalo.	204		25	51,000 00		300 00	5,000 00	4,710 00	61,710 00		297 57	
1074	Albany to Junction.	12		12	1,000 00		25 75	375 00	100 00	1,500 75		125 06	
1075	Albany to Troy.	7		12	1,000 00		30 00	150 00	1,000 00	2,180 00		308 33	
1076	Schenectady to Ballston.	16		6	800 00		30 00	150 00	1,000 00	2,180 00		308 33	
1077	Troy to Schenectady.	23		12	1,000 00		25 00	150 00	1,000 00	2,275 00		344 44	
1085	Troy to North Bennington, Vt.	30		12	3,250 00		100 00	545 00	520 00	4,415 00		147 17	
1086	Troy to Saratoga Springs.	34		12	3,250 00		100 00	545 00	520 00	4,415 00		129 85	
1089	Poughkeepsie to Rotterdam, Vt.	62		12	6,250 00		100 00	421 00	100 00	6,771 00		109 35	
1094	Essex Bridge to North Adams, Mass.	21		12	1,912 50		75 00	100 00	1,000 00	3,087 50		147 00	
1099	Saratoga Springs to Castleton, Vt.	54		12	3,400 00		100 00	575 00	100 00	4,175 00		121 61	
1120	Pittsburg to Canada Line.	23		6	940 00		25 00	175 00	1,000 00	2,140 00		93 33	
1123	Knob's Point to Ogdensburg.	119		12	3,700 00		21 51	1,000 00	150 00	5,051 51		42 07	
1124	Knob's Point to Canada Line.	2		6	200 00		16 00	100 00	1,000 00	1,316 00		136 00	
1144	Watertown to North Platte.	76		6	2,700 00		50 00	100 00	1,000 00	3,800 00		50 00	
1151	Rockville Harbor to Piermont, Mass.	17		12	1,000 00		44 00	100 00	1,000 00	2,144 00		125 33	
1191	Utica to Brownville.	75		12	2,000 00		75 00	100 00	1,000 00	3,175 00		42 33	
1199	Rome to Cape Vincent.	73		12	2,000 00		75 00	1,000 00	304 00	3,6			

REPORT OF THE POSTMASTER GENERAL.

* \$1,500 of this amount is for mail messenger service.
† On 80 miles of this route the pay is but \$100 a mile.
‡ \$775 of this amount is for mail messenger service.

* \$1.50 additional is allowed when service is 12 times a week.
 * Only \$1.50 a mile is allowed when service is 6 times a week.

G.

Railroad service, as in operation on the 30th of June, 1861.

Number of route	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	MAINE.	Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
9	Waterville to Bangor.....	55		6	5,500 00		100 00	800 00	392 50	6,692 50		121 67	
106	Portland to Portsmouth, N. H.....	52		12	7,837 50		150 72	1,824 00	300 00	9,961 50		191 95	
109	Portland to Augusta, with branch, Brunswick to Bath.....	73		12	7,341 00		100 00	1,043 00	576 00	8,919 00		122 17	
100a	Augusta to Skowhegan.....	39		6	3,343 00		85 72	557 00	121 00	4,041 00		104 64	
110	Portland to State Line, Nt.....	48		12	16,500 00		100 00	1,600 00	523 00	18,623 00		113 23	
111	Portland to Bar Mills.....	117		6									
111	Portland to Bar Mills.....	18		6	800 00		44 44			800 00		44 41	
131	Danville Junction to Waterville.....	55		6	5,500 00		100 00	800 00	254 00	6,554 00		119 16	
150	Leeds Junction to Farmington.....	38		6	1,912 50		50 00	750 00	250 00	2,912 50		76 63	
			495			49,693 00					59,103 50		117 26
	NEW HAMPSHIRE.												
251	Concord to Lowell, Mass.....	50		12	7,500 00		150 00	653 00	530 00	8,683 00		173 66	
252	Concord to Portsmouth.....	48		12	2,650 00		55 50			2,650 00		55 20	
253	Concord to Wells River, Vt.....	95		6	10,000 00		105 26	1,352 00		11,352 00		119 40	
254	Concord to White River Junction, with branch, Franklin to Bristol.....	69		6	8,500 00		103 63	901 00	32 00	9,433 00		115 08	
255	Concord to Bradford.....	13		6									
255	Concord to Bradford.....	26		6	1,500 00		57 70	220 00		1,720 00		66 00	
261	Contoocook Village to Hillsboro' Bridge.....	15		6	750 00		50 00	244 00		994 00		66 26	
264	Manchester to Henniker.....	28		6	1,500 00		53 64	456 00	100 00	2,056 00		73 42	
274	Nashua to Wilton.....	16		6	900 00		56 25			900 00		56 25	
304	Dover to Alton Bay.....	28		6	1,400 00		75 00		26 00	1,486 00		53 07	
305	Great Falls to Union.....	20		6	1,000 00		50 00			1,000 00		50 00	
326	Littleton to Wells River, Vt.....	21		6	1,050 00		50 00	242 00		1,292 00		66 44	
			429			36,750 00					41,572 00		96 90
	VERMONT.												
410	Burlington to Rouse's Point.....	55		6	7,031 25		125 00	800 00	612 00	8,479 25		153 29	
445	White River Junction to Barton.....	91		6	8,350 00		91 75	1,900 00	817 50	11,097 50		121 95	
452	Windsor to Burlington.....	119		6	14,277 50		125 00	1,306 00	605 25	16,188 75		140 74	
465	Rutland to North Bennington, branch to Bennington.....	52		6	5,900 00		100 00	700 00	514 00	6,664 00		118 91	
471	Bellows Falls to Windsor.....	25		6	3,125 00		125 00	517 00	150 00	3,792 00		151 70	
472	Bellows Falls to Burlington.....	120		6	15,500 00		129 17	1,635 00	30 00	17,174 00		143 11	
477	Brattleboro' to Bellows Falls.....	24		12	3,000 00		125 00	445 00	350 00	3,775 00		151 37	
			491			57,393 75					67,650 50		138 00
	MASSACHUSETTS.												
601	Boston to Portsmouth, N. H.....	54		12	8,324 00		154 00	1,376 00	25 00	9,725 00		180 00	
602	Boston to South Berwick Junction, Me.....	75		12	10,525 00		135 00	2,400 00	216 56	13,141 56		168 48	
603	Branch, Rindisford to Great Falls.....	3		6									
604	Boston to Lowell.....	27		12	4,050 00		150 00	340 00		4,390 00		162 00	
604	Boston to Fitchburg.....	52		12	8,000 00		153 86	694 00	515 00	9,249 00		177 00	
605	Boston to Worcester.....	45		12	15,468 75		343 75	532 00	2,200 00	18,200 75		404 00	
606	Boston to Dover.....	18		6	900 00		50 00		25 00	925 00		51 40	
607	Boston to Blackstone.....	35		6	2,425 00		69 00			2,425 00		69 00	
608	Boston to Providence, R. I.....	46		12	6,900 00		150 00	1,600 00	75 00	8,575 00		186 60	
609	Boston to Plymouth.....	37		12	5,400 00		144 00	117 00		5,517 00		147 06	
610	Boston to Medford.....	54		6	275 00		50 00			275 00		50 00	
615	Boston to Mattapan.....	8		6	361 00		42 00			361 00		42 00	
616	Salem to Lowell.....	24		6	1,200 00		50 00			1,200 00		50 00	
617	Salem to Gloucester.....	16		12	800 00		50 00			800 00		50 00	
618	Salem to Marblehead.....	4		6	300 00		50 00			300 00		50 00	
619	Salem to Danvers.....	54		12	275 00		50 00			275 00		50 00	
620	Salem to Lawrence.....	20		6	800 00		40 00			800 00		40 00	
626	Lawrence to Manchester.....	28		12	2,497 00		100 00	380 00	315 00	3,492 00		124 46	
628	Lowell to Lawrence.....	14		12	1,050 00		75 00			1,050 00		75 00	
630	Worcester to Woburn.....	3		6	150 00		50 00			150 00		50 00	
631	Porter's to Lexington.....	8		6	400 00		50 00			400 00		50 00	
635	South Acton Depot to Fitchburg.....	9		6	500 00		55 55		109 00	609 00		67 00	
636	Groton Junction to Lowell.....	17		6	900 00		52 94			900 00		52 94	
637	Groton Junction to Mason Village.....	23		6	1,100 00		61 00		25 00	1,125 00		65 00	
638	Ashburda Station to Newton Lower Falls.....	2		6	100 00		50 00			100 00		50 00	
639	Fitchburg to Saxtonville.....	4		6	200 00		50 00			200 00		50 00	
640	South Framingham to Northboro'.....	15		6	750 00		50 00			750 00		50 00	
641	South Framingham to Milford.....	12		6	600 00		50 00			600 00		50 00	
644	Grafton Depot to Millbury.....	5		6	250 00		50 00			250 00		50 00	
647	Boston to Dedham.....	11		12	550 00		50 00			550 00		50 00	
649	North Wrentham to Medway.....	4		3	200 00		50 00			200 00		50 00	
656	South Braintree Junction to Fall River.....	42		12	5,100 00		121 43	224 00		5,324 00		126 76	
656a	South Abington to Bridgewater.....	8		6	250 00		21 00			250 00		31 00	
657	Braintree Depot to Cohasset.....	12		12	900 00		75 00			900 00		75 00	
663	Middleboro' to Hyannis.....	47		12	3,500 00		117 00	459 00		3,959 00		128 70	
673	New Bedford to West Wareham.....	16		12	1,700 00		106 25			1,700 00		106 25	
676	Taunton to Middleboro'.....	9		6	712 50		75 00			712 50		75 00	
677	Taunton to Mansfield Junction.....	12		19	1,200 00		100 00		115 00	1,315 00		109 58	
678	Taunton to New Bedford.....	21		19	2,400 00		114 24			2,400 00		114 24	
684	Hyannis to Beekunk.....	8		6	400 00		50 00			400 00		50 00	
685	Worcester to Nashua.....	46		6	4,625 00		100 00	600 00	463 00	5,688 00		122 57	

Number of route.	Terminal.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
MASSACHUSETTS—Continued.													
686	Worcester to Albany, N. Y.	55	18	18	18,000 00	18,000 00	325 58	1,860 00	1,215 00	40,014 85	253 25	253 25	253 25
689	Sterling Junction to Fitchburg	14	6	6	1,050 00	1,050 00	75 00	871 00	60 00	1,016 00	73 00	73 00	73 00
690	Fitchburg to Bellows Falls	64	6	6	7,500 00	7,500 00	117 90	769 00	452 40	8,431 00	131 00	131 00	131 00
691	Fitchburg to Brattleboro	77	6	6	8,000 00	8,000 00	77 00	769 00	452 40	9,152 00	91 50	91 50	91 50
696	Palmer to Amherst	80	6	6	1,000 00	1,000 00	53 00	75 00	75 00	1,135 00	56 00	56 00	56 00
702	Springfield to Keene, N. H.	50	12	12	7,450 00	7,450 00	50 00	911 00	482 00	8,843 00	119 50	119 50	119 50
703	Springfield to Chicopee Falls	34	6	6	300 00	300 00	50 00	75 00	75 00	300 00	50 00	50 00	50 00
730	Pittsfield to North Adams	21	6	6	1,575 00	1,575 00	75 00	75 00	75 00	1,575 00	75 00	75 00	75 00
737	Boston to West Lynn Depot	19	12	12	300 00	300 00	30 00	75 00	75 00	300 00	30 00	30 00	30 00
			1,297			160,710 50				160,950 46		136 87	
RHODE ISLAND.													
801	Providence to Worcester, Mass.	44	12	12	5,800 00	5,800 00	134 00	600 00	324 50	6,724 50	147 72	147 72	147 72
802	Providence to Stonington, Ct.	50	12	12	7,500 00	7,500 00	150 00	900 00	324 50	8,724 50	174 48	174 48	174 48
803	Providence to Bristol	15	6	6	855 00	855 00	55 16	75 00	75 00	855 00	55 16	55 16	55 16
			109			14,255 00				16,079 50		146 85	
CONNECTICUT.													
925	Allyn's Point to Worcester, Mass.	7	6	6	6,600 00	6,600 00	100 00	600 00	186 00	7,386 00	111 90	111 90	111 90
927	New London to Palmer, Mass.	30	12	12	5,000 00	5,000 00	75 75	600 00	950 00	6,550 00	99 94	99 94	99 94
934	Middleton to Berlin Depot	11	12	12	825 00	825 00	75 00	80 00	80 00	905 00	82 00	82 00	82 00
939	New Haven to New London	63	12	12	6,000 00	6,000 00	100 00	640 00	742 75	7,642 75	121 30	121 30	121 30
940	New Haven to Springfield, Mass.	61	18	18	22,000 00	22,000 00	275 00	1,044 00	1,768 50	24,832 50	372 34	372 34	372 34
941	New Haven to Northampton, with branch to Col- linsville	83	12	12	6,262 50	6,262 50	75 00	700 00	586 00	7,548 50	98 45	98 45	98 45
942	New Haven to New York	76	12	12	96,125 00	96,125 00	343 75	2,240 00	813 00	99,178 00	363 88	363 88	363 88
944	Bridgeport to Winchester	62	12	12	4,650 00	4,650 00	75 00	700 00	520 00	5,870 00	94 67	94 67	94 67

945	Bridgeport to Pittsfield, Mass.	110	6	6	7,186 00	7,186 00	50 40	1,400 00	873 00	8,859 00	73 14	73 14	73 14
947	Branch, V. Adamsville to State Line	11	6	6	1,725 00	1,725 00	73 40	1,000 00	180 00	1,925 00	81 00	81 00	81 00
947	South Norwalk to Danbury	23	6	6	5,500 00	5,500 00	69 22	2,000 00	309 00	10,809 00	86 00	86 00	86 00
957	Waterbury to Providence, R. I.	122	6	6									
			75			95,173 50				111,445 75		146 83	
NEW YORK.													
1001	New York to Dunkirk	460	19	19	92,000 00	92,000 00	900 00	5,600 00	7,970 00	105,570 00	229 50	229 50	229 50
1002	New York to Albany	144	19	19	32,400 00	32,400 00	225 00	4,200 00	7,917 00	44,517 00	309 14	309 14	309 14
1003	New York to Chatham Four Corners	130	6	6	6,525 00	6,525 00	50 00	1,400 00	1,672 00	9,797 00	74 88	74 88	74 88
1005	New York to Flushing	11	6	6	614 00	614 00	46 73	75 00	75 00	614 00	46 73	46 73	46 73
1007	New York to Greenport	65	12	12	8,925 00	8,925 00	83 93	1,400 00	1,842 00	11,467 00	116 83	116 83	116 83
1024	Stapleton to Bentley	13	6	6	895 00	895 00	74 58	75 00	75 00	895 00	74 58	74 58	74 58
1026	Sufferns to Piermont	18	6	6	772 00	772 00	42 86	75 00	75 00	772 00	42 86	42 86	42 86
1032	Newburg to Chester	19	6	6	814 00	814 00	42 86	75 00	75 00	814 00	42 86	42 86	42 86
1064	Hudson to West Stockbridge, Mass.	35	6	6	1,750 00	1,750 00	50 00	75 00	75 00	1,750 00	50 00	50 00	50 00
1073	Albany to Buffalo	228	25	25	51,600 00	51,600 00	200 00	5,600 00	4,718 00	61,918 00	207 78	207 78	207 78
1074	Albany to Troy	7	12	12	1,050 00	1,050 00	150 00	75 00	75 00	1,050 00	150 00	150 00	150 00
1075	Albany to Junction	19	12	12	1,029 00	1,029 00	85 75	379 00	400 00	1,808 00	150 00	150 00	150 00
1082	Troy to North Bennington, Vt.	3	12	12	3,250 00	3,250 00	100 00	545 00	534 00	4,329 00	133 90	133 90	133 90
1083	Troy to Schenectady	21	12	12	1,650 00	1,650 00	75 00	75 00	75 00	1,725 00	78 41	78 41	78 41
1084	Troy to Saratoga Springs	32	12	12	3,961 00	3,961 00	100 00	521 00	210 00	4,612 00	188 58	188 58	188 58
1091	Eagle Bridge to Rutland, Vt.	62	12	12	5,250 00	5,250 00	100 00	421 00	188 00	6,859 00	111 53	111 53	111 53
1099	Saratoga Springs to Castleton, Vt.	54	12	12	5,400 00	5,400 00	100 00	879 00	268 00	6,547 00	121 61	121 61	121 61
1122	Pittsburg to Canada Line	23	6	6	906 00	906 00	42 86	75 00	75 00	1,163 00	50 56	50 56	50 56
1123	Rouse's Point to Ogdensburg	119	12	12	9,700 00	9,700 00	81 51	1,400 00	152 00	11,252 00	91 57	91 57	91 57
1146	Watertown to Potsdam	76	6	6	3,800 00	3,800 00	50 00	800 00	523 00	5,123 00	67 40	67 40	67 40
1153	Sackett's Harbor to Herrepont Manor	18	6	6	792 00	792 00	44 00	75 00	75 00	792 00	44 00	44 00	44 00
1164	Schenectady to Ballston	16	6	6	800 00	800 00	50 00	75 00	75 00	800 00	50 00	50 00	50 00
1200	Utica to Boonville	35	12	12	2,625 00	2,625 00	75 00	75 00	350 00	2,984 00	85 25	85 25	85 25
1210	Rome to Cape Vincent	73	6	6	8,329 00	8,329 00	85 86	1,600 00	994 00	10,922 00	112 50	112 50	112 50
1228	Syracuse to Rochester	104	12	12	20,800 00	20,800 00	300 00	800 00	1,474 00	23,074 00	221 97	221 97	221 97
1229	Syracuse to Oswego	35	12	12	3,043 00	3,043 00	85 72	470 00	470 00	3,513 00	95 95	95 95	95 95
1230	Syracuse to Binghamton	81	6	6	3,429 00	3,429 00	42 86	1,600 00	223 00	5,252 00	73 15	73 15	73 15
1269	Canandaigua to Elmira	64	12	12	5,157 50	5,157 50	75 00	850 00	567 00	6,524 50	85 25	85 25	85 25
1270	Canandaigua to Niagara Falls	50	6	6	6,100 00	6,100 00	62 89	1,300 00	614 00	8,014 00	83 41	83 41	83 41
1275	Rochester to Niagara Falls	76	12	12	11,400 00	11,400 00	150 00	1,600 00	1,907 00	14,907 00	196 14	196 14	196 14
1276	Rochester to Avon	18	6	6	772 00	772 00	42 86	75 00	75 00	772 00	42 86	42 86	42 86
1300	Batavia to Attica	11	6	6	550 00	550 00	50 00	75 00	100 00	650 00	50 00	50 00	50 00
1312	Buffalo to Lockport	22	12	12	1,100 00	1,100 00	50 00	75 00	75 00	1,100 00	50 00	50 00	50 00
1313	Buffalo to Lewiston	29	12	12	1,450 00	1,450 00	50 00	75 00	110 00	1,540 00	53 79	53 79	53 79
1314	Buffalo to Hornellsville	91	12	12	6,825 00	6,825 00	75 00	800 00	32 00	7,657 00	84 14	84 14	84 14
1315	Buffalo to State Line	69	12	12	13,800 00	13,800 00	200 00	2,700 00	1,241 00	17,741 00	257 11	257 11	257 11
1369	Coming to Batavia	100	6	6	4,200 00	4,200 00	42 86	2,400 00	307 00	7,523 00	75 83	75 83	75 83

* \$1,500 of this amount is for mail messenger service.
† On 60 miles of this route the pay is only \$100 a mile.
‡ \$775 of this amount is for mail messenger service.

\$1,900 additional is allowed when 12-times-a-week service is performed.
Only \$50 a mile is allowed when service is six times a week.
Contractor to furnish mail messenger supply to the intermediate offices.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
NEW YORK—Continued.													
1375	Owego to Ithaca.....	33	Miles.	12	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1450	Suspension Bridge to Detroit, Mich.	229	.....	6	1,415 00	.....	42 86	700 00	128 00	2,313 00	.....	20 69	.....
1465	Avon to Mount Morris.....	16	.....	12	11,450 00	.....	50 00	.....	.....	11,450 00	.....	50 00	.....
1477	Salamanca to Jamestown.....	33	.....	6	650 00	.....	40 62	.....	.....	650 00	.....	40 62	.....
					1,414 00	.....	42 86	.....	.....	1,414 00	.....	42 86	.....
			1,945.31	.....	.....	338,058 50	.....	.....	.....	.....	412,858 50	.....	140 17
NEW JERSEY.													
9009	New York to Hackettstown.....	63	.....	12	6,300 00	.....	100 00	800 00	1,338 00	8,438 00	.....	133 93	.....
9003	New York to Easton.....	54	.....	12	6,400 00	.....	100 00	700 00	1,432 00	8,532 00	.....	133 31	.....
9004	New York to New Brunswick.....	36	.....	19	*13,500 00	.....	375 00	900 00	1,825 00	16,225 00	.....	452 38	.....
9015	New Brunswick to Philadelphia.....	54	.....	19	120,250 00	.....	375 00	1,440 00	972 00	22,662 00	.....	419 66	.....
9006	Waterloo to Newton.....	11	.....	12	550 00	.....	50 00	.....	50 00	600 00	.....	54 54	.....
9051	Trenton to Belvidere.....	64	.....	12	3,400 00	.....	50 00	800 00	841 00	5,491 00	.....	71 31	.....
	Branch to Flemington.....	13	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....
9065	Philadelphia to South Amboy.....	66	.....	6	7,462 00	.....	103 00	.....	366 00	7,828 00	.....	108 72	.....
	Branch, Bordentown to Trenton.....	6	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....
9075	Camden to Atlantic City.....	60	.....	1	3,000 00	.....	50 00	.....	525 00	3,525 00	.....	58 75	.....
9078	Burlington to Mount Holly.....	7	.....	12	350 00	.....	50 00	.....	.....	350 00	.....	50 00	.....
9086	Jamestown to Freehold.....	11	.....	6	572 00	.....	52 00	.....	.....	572 00	.....	52 00	.....
2088	New York to Permont.....	20	.....	6	1,154 00	.....	42 41	200 00	.....	1,354 00	.....	49 98	.....
2089	New York to Long Branch.....	15	.....	6	750 00	.....	50 00	.....	.....	750 00	.....	50 00	.....
2100	New York to Hackensack.....	15	.....	12	578 00	.....	25 50	.....	20 00	398 00	.....	26 52	.....
			511	.....	.....	64,486 00	.....	.....	.....	.....	76,735 00	.....	150 05
PENNSYLVANIA.													
2201	Philadelphia to Pittsburg.....	357	.....	14	71,515 00	.....	200 00	4,400 00	4,123 50	80,748 50	.....	222 29	.....
2202	Philadelphia to Pottsville.....	97	.....	12	14,218 00	.....	146 58	1,600 00	2,149 00	17,967 00	.....	185 22	.....
2203	Philadelphia to West Chester.....	29	.....	12	1,463 00	.....	50 00	600 00	725 00	2,788 00	.....	95 31	.....
2204	Philadelphia to Bethlehem.....	54.19	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Branch to Doylestown.....	10.11	.....	6	2,756 00	.....	42 86	700 00	625 00	4,081 00	.....	63 46	.....
2207	Philadelphia to Norristown.....	17	.....	6	500 00	.....	29 41	.....	.....	500 00	.....	29 41	.....
2210	Philadelphia to Darby.....	8	.....	6	400 00	.....	50 00	.....	.....	450 00	.....	50 00	.....
2243	Lancaster to Middletown.....	34	.....	6	1,450 00	.....	45 41	.....	550 00	2,000 00	.....	62 76	.....
2244	Strasburg to Lemon Place.....	5	.....	6	215 00	.....	43 00	.....	.....	215 00	.....	43 00	.....
2254	Reading to Harrisburg.....	54	.....	6	5,000 00	.....	100 00	700 00	720 50	6,420 50	.....	126 34	.....
2264	Port Clinton to Williamsport.....	119	.....	12	11,300 00	.....	100 00	1,200 00	2,306 00	15,511 00	.....	138 34	.....
2266	Schuylkill Haven to Freemont.....	30	.....	6	493 00	.....	24 85	.....	.....	493 00	.....	24 85	.....
2207	Bunbury to Mount Carmel.....	28	.....	6	1,400 00	.....	50 00	.....	.....	1,400 00	.....	50 00	.....
2212	Easton to Mauch Chunk.....	46	.....	6	2,300 00	.....	50 00	700 00	1,095 00	4,495 00	.....	97 71	.....
2225	Allentown to Reading.....	36	.....	6	1,400 00	.....	50 00	700 00	570 00	3,070 00	.....	85 27	.....
2226	Mauch Chunk to Jeanesville.....	23	.....	6	1,150 00	.....	50 00	400 00	.....	1,550 00	.....	67 30	.....
2217	Scranton to Northumberland.....	20.1	.....	6	4,015 00	.....	50 00	600 00	694 50	5,313 50	.....	65 21	.....
2254	Great Bend to New Hampton.....	133	.....	6	7,940 00	.....	60 00	1,400 00	1,787 00	11,187 00	.....	84 71	.....
2401	York to Columbia.....	13	.....	7	650 00	.....	50 00	.....	.....	650 00	.....	50 00	.....
2404	Harrisburg to Auburn.....	50	.....	6	1,770 00	.....	50 00	.....	74 00	1,844 00	.....	54 34	.....
2406	Harrisburg to Chambersburg.....	52	.....	12	5,300 00	.....	100 00	700 00	126 00	6,426 00	.....	117 26	.....
2428	Hanover Junction to Hanover.....	13	.....	6	1,350 00	.....	50 00	.....	35 00	1,435 00	.....	51 66	.....
	Branch to Littlestown.....	8	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....
2428a	Hanover to Gettysburg.....	17	.....	6	862 50	.....	50 00	.....	.....	862 50	.....	50 00	.....
2457	Bunbury to Williamsport.....	40	.....	14	6,000 00	.....	150 00	925 00	389 00	7,254 00	.....	141 35	.....
2475	Williamsport to Elmira.....	77	.....	12	11,550 00	.....	150 00	925 00	389 00	12,701 00	.....	144 99	.....
2476	Williamsport to Lock Haven.....	26	.....	6	1,325 00	.....	50 00	613 00	324 00	2,442 00	.....	92 15	.....
2499	Blueburg to Corning.....	40	.....	6	2,000 00	.....	50 00	700 00	224 00	2,924 00	.....	73 10	.....
2519	Huntingdon to Bopewell.....	30	.....	6	1,700 00	.....	50 00	900 00	32 00	1,932 00	.....	56 28	.....
	Branch to Coalport.....	4	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....
2534	Alton to Hollidaysburg.....	10	.....	7	500 00	.....	50 00	.....	360 00	860 00	.....	56 00	.....
2537	Blairsville to Indiana.....	20	.....	7	1,000 00	.....	50 00	.....	120 00	1,120 00	.....	56 00	.....
2542a	Connellsville to Uniontown.....	13	.....	6	650 00	.....	50 00	124 65	.....	774 65	.....	59 58	.....
2542	Pittsburg to Connellsville.....	60	.....	6	3,000 00	.....	50 00	575 00	425 00	4,000 00	.....	66 67	.....
2544	Pittsburg to Kittanning.....	43	.....	6	3,170 00	.....	73 25	700 00	902 00	4,052 00	.....	94 21	.....
2549	Washington to Wheeling, Va.....	32	.....	6	3,234 00	.....	100 00	400 00	.....	3,634 00	.....	113 57	.....
2584	Northville to Erie.....	20	.....	14	4,000 00	.....	20 00	.....	247 00	4,247 00	.....	212 35	.....
2707	Girard to Jamestown.....	41	.....	6	2,500 00	.....	35 00	.....	.....	2,500 00	.....	60 97	.....
2736	Erie to Warren.....	66	.....	6	3,300 00	.....	50 00	600 00	377 00	4,477 00	.....	67 83	.....
			1,821.26	.....	.....	142,426 50	.....	.....	.....	.....	222,113 91	.....	121 05
DELAWARE.													
3101	Wilmington to Salisbury.....	48.4	.....	12	*10,942 76	.....	125 00	1,400 00	3,255 00	15,568 76	.....	149 65	.....
3111	Harrington to Milford.....	55.74	.....	6	450 00	.....	62 50	.....	.....	450 00	.....	50 00	.....
			113.22	.....	.....	11,393 76	.....	.....	.....	.....	16,044 76	.....	141 74
MARYLAND.													
3201	Baltimore to Philadelphia.....	102	.....	19	127,500 00	.....	200 00	3,448 00	1,605 00	42,553 00	.....	417 15	.....
3204	Baltimore to Sunbury.....	86	.....	14	24,400 00	.....	200 00	3,361 00	727 50	29,490 50	.....	298 78	.....
3207	Baltimore to Wheeling, Va.....	154	.....	14	90,900 00	.....	200 00	4,000 00	3,564 50	102,464 50	.....	369 64	.....
3208	Baltimore to Washington, D. C.....	40	.....	26	12,000 00	.....	300 00	1,352 00	304 00	13,656 00	.....	341 40	.....
3264	Monocacy Bridge to Frederick.....	3	.....	7	300 00	.....	100 00	.....	.....	300 00	.....	100 00	.....

* Includes \$2,700, being 25 per cent. on \$900 a mile for night service and a third extra trip.
† Includes \$1,650, being 25 per cent. on \$6,600 a mile for night service and a third extra trip.
‡ Twelve times a week four months, six times a week eight months.
§ Railroad company furnished all mail messenger service.

Includes \$1,065 for mail messengers and route agents furnished by contractors.
* Includes \$1,400 for a daily mail to Philadelphia.
** Includes \$6,900 for ferry at night and accommodation for agents on night train.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
MARYLAND—Continued.													
3861	Grafton to Parkersburg	104	.....	6	10,400 00	.....	100 00	1,600 00	918 00	12,918 00	.....	124 31	.....
3862	Annapolis to Annapolis Junction	30	.....	13	2,858 00	.....	142 80	.....	.....	2,858 00	.....	142 80	.....
			790	.....	.....	182,408 00	.....	.....	.....	.....	804,188 00	.....	258 48
OHIO.													
9004	Bel Air to Columbus	137	.....	12	27,575 00	.....	900 00	1,600 00	467 00	29,642 00	.....	215 96	.....
9005	Steubenville to Newark	116	.....	6	8,740 00	.....	75 00	1,600 00	461 00	10,761 00	.....	92 76	.....
9009	Mans to Cadiz	8	.....	6	240 00	.....	30 00	.....	.....	240 00	.....	30 00	.....
9051	Pittsburg, Pa., to Chicago, Ill	469	.....	12	93,900 00	.....	200 00	5,600 00	1,730 50	101,230 50	.....	215 50	.....
9052	Pittsburg, Pa., to Bel Air, Ohio	95	.....	6	7,125 00	.....	75 00	700 00	141 00	7,969 00	.....	83 99	.....
9065	Erre, Pa., to Cleveland, Ohio	96	.....	13	21,000 00	.....	225 00	1,250 00	1,275 75	24,127 75	.....	251 33	.....
9 08	Cleveland to Wellsville	59	.....	12	13,087 50	.....	150 00	1,600 00	957 00	15,644 50	.....	154 80	.....
9 03	Cleveland to Sandusky	61	.....	6	3,650 00	.....	50 00	800 00	127 00	4,477 00	.....	65 10	.....
9104	Cleveland to Youngstown	67	.....	6	3,350 00	.....	50 00	800 00	323 00	4,473 00	.....	66 76	.....
9114	Had-on to Millersburg	62	.....	6	1,860 00	.....	10 00	800 00	275 00	2,935 00	.....	47 59	.....
9180	Bayard to New Philadelphia	32	.....	6	1,372 00	.....	42 86	800 00	51 60	2,221 00	.....	69 71	.....
9121	Oneida Mills to Carrollton	12	.....	6	384 00	.....	32 00	.....	.....	384 00	.....	32 00	.....
9146	Sandusky to Newark	124	.....	6	12,400 00	.....	100 00	1,400 00	744 00	14,544 00	.....	117 99	.....
9179	Columbus to Cleveland	138	.....	13	29,100 00	.....	210 86	2,400 00	865 00	32,365 00	.....	236 66	.....
9178	Columbus to Xenia	55	.....	13	12,375 00	.....	225 00	643 94	941 00	13,589 94	.....	247 11	.....
9179	Columbus to Union City	103	.....	6	10,350 00	.....	100 00	800 00	525 90	11,675 90	.....	119 94	.....
9191	Gallion to Union City	119	.....	12	17,850 00	.....	115 00	1,400 00	130 00	19,370 00	.....	162 77	.....
9229	Portsmouth to Reed's Mills	56	.....	6	2,800 00	.....	50 00	700 00	.....	3,500 00	.....	62 50	.....
9273	Toledo to Cleveland	114	.....	12	22,400 00	.....	200 00	1,600 00	542 00	24,542 00	.....	215 14	.....
9274	Toledo to State Line	243	.....	6	24,300 00	.....	100 00	2,400 00	1,374 50	27,074 50	.....	111 66	.....
9275	Toledo to Ekhart	133	.....	6	6,650 00	.....	50 00	1,600 00	292 00	8,542 00	.....	64 06	.....
9292	Cincinnati to Richmond	74	.....	6	4,693 00	.....	64 29	800 00	236 00	5,729 00	.....	78 48	.....
9293	Cincinnati to Dayton	60	.....	12	9,400 00	.....	150 00	608 66	894 00	10,560 66	.....	176 02	.....
9306	Cincinnati to Springfield	19	.....	6	16,585 00	.....	109 00	312 17	1,725 00	18,562 17	.....	220 00	.....
9310	Cincinnati to Marietta	67	.....	13	.....	225 00	.....	.....	.....	.....	.....	.....	.....
9325	Blanchester to Hillsboro'	197	.....	6	19,700 00	.....	100 00	2,100 00	1,074 60	22,874 60	.....	116 13	.....
9328	Morrow to Zanesville	21	.....	6	787 50	.....	37 50	.....	25 00	812 50	.....	38 66	.....
9329	Xenia to Dayton	133	.....	6	9,975 00	.....	75 00	1,600 00	818 00	12,393 00	.....	93 18	.....
		17	.....	12	2,125 00	.....	125 00	212 00	.....	2,337 00	.....	137 47	.....

9373	Dayton to Union City	48	.....	6	2,400 00	.....	50 00	500 00	.....	2,900 00	.....	62 25	.....
9375	Dayton to Toledo	149	.....	6	22,350 00	.....	150 00	1,600 00	408 50	24,358 50	.....	163 17	.....
9393	Springfield to Sandusky	132	.....	6	13,000 00	.....	100 00	1,400 00	219 50	14,519 50	.....	112 77	.....
9394	Springfield to Delaware	50	.....	6	2,143 00	.....	42 86	400 00	65 00	2,648 00	.....	52 16	.....
9396	Springfield to Dayton	24	.....	12	2,400 00	.....	100 00	266 66	235 00	2,901 66	.....	120 90	.....
9399	Carey to Findlay	16	.....	6	480 00	.....	30 00	.....	.....	480 00	.....	30 00	.....
9411	Freemont to Findlay	37	.....	6	740 00	.....	20 00	.....	.....	740 00	.....	20 00	.....
9400	Hamilton to Comersville	42	.....	6	1,764 00	.....	42 60	.....	.....	1,764 00	.....	42 60	.....
			3,425	.....	.....	429,151 00	.....	.....	.....	.....	463,717 00	.....	141 18
MICHIGAN.													
12501	Detroit to Chicago, Ill	282	.....	12	42,375 00	.....	150 00	2,400 00	1,246 00	46,021 00	.....	164 39	.....
12502	Detroit to Grand Haven	128	.....	12	12,800 00	.....	100 00	2,100 00	1,531 00	22,431 00	.....	119 31	.....
12503	Detroit to Toledo, Ohio	65	.....	12	6,500 00	.....	100 00	700 00	730 00	7,930 00	.....	122 00	.....
12504	Toledo, Ohio, to Chicago, Ill	242	.....	12	36,300 00	.....	150 00	3,200 00	2,172 00	41,672 00	.....	172 16	.....
12505	Adrian to Jackson	46	.....	6	2,300 00	.....	50 00	700 00	377 00	3,377 00	.....	73 41	.....
12506	Monroe to Adrian	36	.....	6	1,800 00	.....	50 00	700 00	.....	2,500 00	.....	69 44	.....
12507	White Pigeon to Three Rivers	13	.....	6	416 00	.....	32 00	.....	114 00	520 00	.....	40 78	.....
12508	Detroit to Port Huron	64	.....	6	2,754 00	.....	42 86	700 00	907 00	4,361 00	.....	67 39	.....
			937	.....	.....	111,945 00	.....	.....	.....	.....	129,922 00	.....	137 91
INDIANA.													
19001	Indianapolis to Cincinnati	113	.....	12	13,875 00	.....	122 24	1,600 00	422 00	15,897 00	.....	140 06	.....
19002	Indianapolis to Madison	87	.....	6	4,350 00	.....	50 00	800 00	225 00	5,425 00	.....	61 74	.....
19004	Indianapolis to Terre Haute	73	.....	12	9,125 00	.....	125 00	800 00	433 00	10,358 00	.....	141 00	.....
19007	Indianapolis to Lafayette	65	.....	12	9,643 75	.....	150 00	800 00	78 00	10,571 75	.....	161 00	.....
19010	Indianapolis to Evansville	78	.....	6	3,900 00	.....	50 00	800 00	153 00	4,853 00	.....	62 21	.....
19011	Indianapolis to Dayton	110	.....	12	13,612 50	.....	125 00	1,600 00	155 00	15,567 50	.....	140 54	.....
19020	Richmond to Logansport	110	.....	6	5,500 00	.....	50 00	800 00	143 00	6,443 00	.....	58 57	.....
19036	Rushville to Columbus	46	.....	6	1,810 00	.....	40 00	.....	.....	1,810 00	.....	40 00	.....
19064	Cincinnati, Ohio, to Illinois town, Ill	341	.....	12	76,725 00	.....	225 00	6,500 00	1,951 00	85,176 00	.....	250 07	.....
19081	Jeffersonville to Indianapolis	50	.....	12	11,850 00	.....	150 00	1,600 00	50 00	13,500 00	.....	125 00	.....
19091	New Albany to Michigan City	226	.....	6	22,600 00	.....	100 00	3,900 00	235 00	26,735 00	.....	111 92	.....
19122	Evansville to Rockville	133	.....	6	9,975 00	.....	75 00	1,600 00	485 00	11,940 00	.....	90 17	.....
19206	Union City to Indianapolis	85	.....	12	12,750 00	.....	150 00	1,000 00	214 00	13,954 00	.....	164 28	.....
19224	State Line to Logansport	61	.....	12	3,050 00	.....	50 00	744 20	.....	3,794 20	.....	62 20	.....
			1,699	.....	.....	305,846 25	.....	.....	.....	.....	231,534 45	.....	136 00
ILLINOIS.													
11501	Chicago to Milwaukee, Wis	86	.....	12	8,600 00	.....	100 00	1,400 00	96 00	10,096 00	.....	117 34	.....
11503	Chicago to Freeport	121	.....	12	12,100 00	.....	130 00	2,400 00	600 00	15,100 00	.....	124 79	.....
11504	Chicago to Fulton	136	.....	12	13,600 00	.....	100 00	1,600 00	570 00	15,770 00	.....	115 95	.....
11505	Chicago to Davenport, Iowa	183	.....	12	18,300 00	.....	100 00	2,400 00	1,002 00	21,702 00	.....	117 94	.....
11506	Chicago to St. Louis, Mo	284	.....	12	28,475 00	.....	100 00	3,200 00	2,700 00	34,375 00	.....	120 72	.....
11507	Chicago to Carthage	253	.....	12	25,300 00	.....	100 00	3,200 00	540 00	29,040 00	.....	114 78	.....
11508	Pekin to Virginia	54	.....	6	2,448 00	.....	35 00	.....	40 00	2,523 00	.....	46 88	.....
11509	Dunleith to Cairo	343	.....	12	51,000 00	.....	100 00	4,800 00	1,583 00	57,383 00	.....	138 61	.....
11510	Chicago to East Burlington	214	.....	12	21,400 00	.....	160 00	2,400 00	2,475 00	26,275 00	.....	123 06	.....

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
ILLINOIS—Continued.													
11511	Traer to St. Charles	7	7	6	2,100 00	2,100 00	300 00	600 00	250 00	2,950 00	2,950 00	42 72	115 00
11512	Edin to Geneva	42	42	6	2,100 00	2,100 00	300 00	600 00	250 00	2,950 00	2,950 00	42 72	115 00
11513	Edin to Little Blum	42	42	6	2,100 00	2,100 00	300 00	600 00	250 00	2,950 00	2,950 00	42 72	115 00
11514	Delaware to Greenville	37	37	6	2,100 00	2,100 00	300 00	600 00	250 00	2,950 00	2,950 00	42 72	115 00
11515	La Salle to Peru	62	62	6	2,100 00	2,100 00	300 00	600 00	250 00	2,950 00	2,950 00	42 72	115 00
11516	State Line to Mendota	194	194	12	12,000 00	12,000 00	1,500 00	3,000 00	1,125 00	15,625 00	15,625 00	79 51	185 00
11517	Terre Haute, Indiana, to St. Louis, Missouri	194	194	12	12,000 00	12,000 00	1,500 00	3,000 00	1,125 00	15,625 00	15,625 00	79 51	185 00
11518	Peru to Chubbuck	54	54	12	5,400 00	5,400 00	675 00	1,350 00	500 00	7,325 00	7,325 00	135 45	157 00
11519	Quincy to Quincy	100	100	12	10,000 00	10,000 00	1,250 00	2,500 00	900 00	13,750 00	13,750 00	137 50	164 00
11520	Quincy to Mendota	54	54	12	5,400 00	5,400 00	675 00	1,350 00	500 00	7,325 00	7,325 00	135 45	157 00
11818	Peru to State Line	111	111	12	8,520 00	8,520 00	1,065 00	2,130 00	760 00	11,415 00	11,415 00	103 05	124 00
WISCONSIN.													
12001	Milwaukee to La Crosse	201 1/2	201 1/2	18	30,150 00	30,150 00	3,768 75	7,537 50	2,600 00	40,456 25	40,456 25	201 1/2	97 94
12002	Milwaukee to Monroe	124	124	6	2,100 00	2,100 00	262 50	525 00	187 50	3,015 00	3,015 00	63 50	75 00
12003	Milwaukee to Prairie du Cheu	124	124	6	2,100 00	2,100 00	262 50	525 00	187 50	3,015 00	3,015 00	63 50	75 00
12004	Milwaukee to Cadiz	64	64	6	2,100 00	2,100 00	262 50	525 00	187 50	3,015 00	3,015 00	63 50	75 00
12005	Warren to Mineral Point	33	33	6	1,650 00	1,650 00	206 25	412 50	146 25	2,208 75	2,208 75	58 07	69 00
12006	Chicago to Appleton	133	133	18	18,240 00	18,240 00	2,280 00	4,560 00	1,600 00	25,400 00	25,400 00	190 54	226 00
12007	Benton to Berlin	30	30	6	1,800 00	1,800 00	225 00	450 00	160 00	2,430 00	2,430 00	75 00	89 00
12008	Benton to Prescott	43	43	6	2,100 00	2,100 00	262 50	525 00	187 50	3,015 00	3,015 00	63 50	75 00
12009	Ripon to Wisconsin	104	104	6	5,400 00	5,400 00	675 00	1,350 00	500 00	7,325 00	7,325 00	135 45	157 00
12010	Ripon to Rockford	31	31	6	1,650 00	1,650 00	206 25	412 50	146 25	2,208 75	2,208 75	58 07	69 00
12011	Harvard to Rockford	30	30	6	1,650 00	1,650 00	206 25	412 50	146 25	2,208 75	2,208 75	58 07	69 00
LOWA.													
10001	Kendall to Paddyville	9 1/2	9 1/2	6	4,025 00	4,025 00	503 12 1/2	1,006 25	351 50	5,382 87 1/2	5,382 87 1/2	64 30	77 00
10002	Marquette to Ottumwa	70	70	12	8,400 00	8,400 00	1,050 00	2,100 00	750 00	12,250 00	12,250 00	153 12 1/2	181 00
10003	Marquette to Wabasha	40	40	6	2,100 00	2,100 00	262 50	525 00	187 50	3,015 00	3,015 00	63 50	75 00
10004	Marquette to Moberly	95 1/2	95 1/2	6	4,920 00	4,920 00	615 00	1,230 00	430 00	6,580 00	6,580 00	81 00	97 00
MISSOURI.													
10005	Polina to Cedar Rapids	64	64	6	4,920 00	4,920 00	615 00	1,230 00	430 00	6,580 00	6,580 00	81 00	97 00
10006	Debeque to Cedar Falls	50 1/2	50 1/2	6	4,025 00	4,025 00	503 12 1/2	1,006 25	351 50	5,382 87 1/2	5,382 87 1/2	64 30	77 00
10007	Debeque to Ansonia	50 1/2	50 1/2	6	4,025 00	4,025 00	503 12 1/2	1,006 25	351 50	5,382 87 1/2	5,382 87 1/2	64 30	77 00
KANSAS.													
10008	St. Louis to Sedalia	125	125	14	20,370 00	20,370 00	2,546 25	5,092 50	1,790 00	27,252 50	27,252 50	218 02	261 00
10009	St. Louis to Pilot Knob	64	64	6	4,025 00	4,025 00	503 12 1/2	1,006 25	351 50	5,382 87 1/2	5,382 87 1/2	64 30	77 00
10010	Paris to R. H. A.	77	77	6	8,400 00	8,400 00	1,050 00	2,100 00	750 00	12,250 00	12,250 00	153 12 1/2	181 00
10011	Paris to Mineral Point	4	4	6	1,650 00	1,650 00	206 25	412 50	146 25	2,208 75	2,208 75	58 07	69 00
10012	Paris to Mineral Point	30	30	6	1,650 00	1,650 00	206 25	412 50	146 25	2,208 75	2,208 75	58 07	69 00
10013	St. Louis to Macon City	170	170	7	24,500 00	24,500 00	3,062 50	6,125 00	2,170 00	33,797 50	33,797 50	198 81	238 00
KENTUCKY.													
10014	Louisville to Lexington	94	94	12	9,400 00	9,400 00	1,175 00	2,350 00	820 00	12,675 00	12,675 00	134 73	161 00
10015	Louisville to Lexington	67 1/2	67 1/2	6	6,150 00	6,150 00	768 75	1,537 50	520 00	8,216 25	8,216 25	102 59	123 00
10016	Lexington to Bardonia	17	17	6	1,650 00	1,650 00	206 25	412 50	146 25	2,208 75	2,208 75	58 07	69 00
10017	Lexington to Bardonia	17	17	6	1,650 00	1,650 00	206 25	412 50	146 25	2,208 75	2,208 75	58 07	69 00
10018	Bowling Green to Junction	54	54	6	2,100 00	2,100 00	262 50	525 00	187 50	3,015 00	3,015 00	63 50	75 00
10019	Paducah to State Line	55	55	6	2,100 00	2,100 00	262 50	525 00	187 50	3,015 00	3,015 00	63 50	75 00
MISSOURI.													
10020	Nashville to Clarksville	69	69	6	3,100 00	3,100 00	387 50	775 00	265 00	4,162 50	4,162 50	51 50	61 00
10021	Nashville to Clarksville	69	69	6	3,100 00	3,100 00	387 50	775 00	265 00	4,162 50	4,162 50	51 50	61 00
10022	Nashville to Chattanooga	153	153	14	20,600 00	20,600 00	2,575 00	5,150 00	1,750 00	28,525 00	28,525 00	186 52	224 00
10023	Tellahanna to McMinnville	35	35	6	1,750 00	1,750 00	218 75	437 50	146 25	2,336 25	2,336 25	58 18	69 00
10024	Kentucky to Goodness	120 7/10	120 7/10	7	8,400 00	8,400 00	1,050 00	2,100 00	750 00	12,250 00	12,250 00	153 12 1/2	181 00
10025	Kentucky to Lexington and Chattanooga	120 7/10	120 7/10	7	8,400 00	8,400 00	1,050 00	2,100 00	750 00	12,250 00	12,250 00	153 12 1/2	181 00
10026	Reynolds to Junction	12	12	6	1,650 00	1,650 00	206 25	412 50	146 25	2,208 75	2,208 75	58 07	69 00
10027	Reynolds to Junction	12	12	6	1,650 00	1,650 00	206 25	412 50	146 25	2,208 75	2,208 75	58 07	69 00
10028	Payetteville to Decatur	39	39	6	1,650 00	1,650 00	206 25	412 50	146 25	2,208 75	2,208 75	58 07	69 00
10029	Payetteville to Decatur	39	39	6	1,650 00	1,650 00	206 25	412 50	146 25	2,208 75	2,208 75	58 07	69 00
10030	Clarksville to Paris	51 3/10	51 3/10	6	2,100 00	2,100 00	262 50	525 00	187 50	3,015 00	3,015 00	63 50	75 00
10031	Clarksville to Paris	51 3/10	51 3/10	6	2,100 00	2,100 00	262 50	525 00	187 50	3,015 00	3,015 00	63 50	75 00
10032	McKinnis to Hickman, Kentucky	57	57	6	12,250 00	12,250 00	1,531 25	3,062 50	1,050 00	16,363 75	16,363 75	216 81	261 00
10033	Jackson to Columbus, Kentucky	124	124	6	8,400 00	8,400 00	1,050 00	2,100 00	750 00	12,250 00	12,250 00	153 12 1/2	181 00
10034	Memphis to Evans	124	124	6	8,400 00	8,400 00	1,050 00	2,100 00	750 00	12,250 00	12,250 00	153 12 1/2	181 00
CALIFORNIA.													
10035	Sacramento City to Polson City	22	22	12	2,300 00	2,300 00	287 50	575 00	195 00	3,062 50	3,062 50	139 00	160 00

H.

Steamboat service, as in operation on September 30, 1861.

States and Territories.	Number of route.	Terminal.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Total annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
New Hampshire	317	Alton Bay to Wolfboro' and Centre Harbor and Meredith Village	10	.....	6	1,000 00	.....	{ During navigation between Centre Harbor and Meredith Village. During navigation.
	324	Wier's Bridge to Centre Harbor	20	.....	6	650 00	.....	
			30	60			1,650 00	
Massachusetts	671	Hyannis to Nantucket	30	.....	6	2,500 00	.....	Mails to be carried six times a week when boats run so often.
	674	New Bedford to Edgartown	30	.....	3	1,500 00	.....	
	684	Fall River to New York	180	.....	6	3,500 00	.....	
				240			7,500 00	
Rhode Island	814	Providence to Newport	48	.....	6	800 00	.....	
				28			800 00	
New York	1108	White Hall to Plattsburg	25	.....	(*)	4,800 00	.....	* Eleven times a week 8 months.
	1359	Ithaca to Cayuga	40	.....	6	1,713 00	.....	Part of a railroad contract.
				135			6,513 00	
New Jersey	2003	New York to Elizabeth	12	.....	12	1,900 00	.....	Under railroad contract.
	2065	South Amboy to New York	27	.....	6	2,338 00	.....	Do.
	2099	New York to Port Monmouth	20	.....	6	500 00	.....	Do.
				59			4,038 00	
Pennsylvania	2613	Pittsburg to Greensboro'	45	.....	6	6,375 00	.....	During navigation.
				25			6,375 00	
Maryland	3209	Baltimore to Queenstown	36	.....	3	589 00	.....	Do.
				36			589 00	
Ohio	9230	Portsmouth to Cincinnati	123	.....	3	2,500 00	.....	Do.
	9239	Cincinnati to Maysville	64	.....	6	4,000 00	.....	Do.
				157			6,500 00	
Virginia	4149	Old Point Comfort to Baltimore, Md.	185	.....	6	18,000 00	.....	
	4593	Wheeling to Parkersburg	96	.....	3	2,480 00	.....	
				281			20,480 00	
Michigan	12509	Detroit to Ontonagon	640	.....	3	3,000 00	.....	Do.
	12590	Grand Haven to Milwaukee, Wis.	85	.....	6	5,578 00	.....	Do.
				725			8,578 00	
Wisconsin	13071	Superior to Bayfield	90	.....	1	800 00	.....	During navigation, pay estimated.
	13167	Oshkosh to New London	60	.....	6	600 00	.....	During navigation.
				150			1,400 00	

Minnesota	13500	St. Paul to Prairie du Chien	247	.....	6	9,500 00	.....	During navigation, pay estimated.
	13501	St. Paul to Galena	373	.....	6	15,000 00	.....	Do.
				620			24,500 00	
Iowa	10903	Keokuk to Davenport	140	.....	3	7,020 00	.....	
				140			7,020 00	
Missouri	10407	St. Louis to Keokuk, Iowa	239	.....	6	20,000 00	.....	
	10696	St. Louis to Cairo, Ill.	170	.....	2	10,000 00	.....	
				409			30,000 00	
Kentucky	9501	Louisville to Cairo	201	.....	3	24,700 00	.....	
			196	.....	2	9,000 00	.....	
	9503	Louisville to Cincinnati	135	.....	2	2,000 00	.....	
	9503a	Cincinnati, Ohio, to Catterburg, Ky.	156	.....	2	2,000 00	.....	
	9672	Hawesville, Ky., to Cannelton, Ind.	2	.....	14	300 00	.....	
	9703	Paducah to Evansville, Ind.	140	.....	3	12,000 00	.....	
	9735	Bowling Green to Evansville, Ind.	225	.....	2	7,000 00	.....	
				1,055			55,700 00	
California	12503	San Francisco to Sacramento City	120	.....	6	30,000 00	.....	
	12506	San Francisco to Petaluma	35	.....	3	3,500 00	.....	
	12580	San Francisco to Stockton	120	.....	6	25,000 00	.....	
				275			58,500 00	
Oregon	12701	Astoria to Monticello	55	.....	2	3,300 00	.....	
	12733	Portland to Monticello	66	.....	6	9,014 00	.....	
				121			12,412 00	
Washington Territory	12778	Olympia to Victoria, British Possessions	230	.....	2	9,996 00	.....	
	12751	Portland to the Dalles	130	.....	3	4,000 00	.....	
				360			13,996 00	

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

I.—Table of mail-routes and service upon which the contractors were re

Number of route.	Termini of route.	Distance, in miles.	No. of trips a week.	Name of contractor reported to be disloyal, &c.	Compensation per annum.
MARYLAND.					
3270	Frederick to Mechanicstown	15½	3	Nathaniel Fisher	\$244 00
3274	Hagerstown to Bakersville	10	2	Robert Warner	140 80
3275	Hagerstown to Williamsport	6	6	Mealy & Coudy	300 00
VIRGINIA.					
4384	Kanawha C. H. to Point Pleasant	56	3	Robert B. Hackney	1,125 00
4398	Staunton to Weston	147	3	James J. A. Trotter	4,900 00
4438	Kanawha C. H. to Jackson C. H.	40	2	Jules L. Proglar	348 00
4518	Kerneysville, Va., to Boonsboro', Md.	15	*	James McIlvaigh	440 00
4527	Rowlesburg to Leadsville	40	1	Benjamin F. Walmoth	205 00
4539	Clarksburg to Buckhannon	32½	3	James J. A. Trotter	500 00
4540	Clarksburg to Weston	23	6	James J. A. Trotter	580 00
4542	West Milford to Oxford	38	1	Jacob Allender	194 00
4582	Barracksville to Blacksburg	20½	1	Henry Nichols	134 00
KENTUCKY.					
9565	Maysville to Catlettsburg	93	2	William Hampton	1,540 00
9616	Lancaster to Richmond	26	2	John Hoffman	350 00
9573	Grayson to Paintsville	50	1	Hiram F. Sturg	250 00
9558	Mount Sterling to Irvine	34	2 & 1	Jordan Toland	249 50
9562	Poplar Plains to West Liberty	61	1	S. M. Farish	350 00
9635	Columbia to Albany	40	2	John Miller	275 00
9502	Louisville to Shawneetown	196	3	J. W. Brannon	17,000 00
9547	Newport to Kane	26	3 & 1	Smith & Burns	377 00
9549	Alexandria to Augusta	34½	3 & 1	John Nelson	370 00
9675	Owensboro' to Russellville	91½	3	J. J. & G. F. Crittenden	2,299 00
9721	Providence to Caseyville	25	1	J. D. Barnhill	182 00
MISSOURI.					
10587	Bedalia to Clinton	45	2	Aaron T. Bush	1,093 00
10667	Farmington to De Soto	30	1	L. D. Walker	254 00
10590	Linneus to Kirksville	50	1	Joshua Weaver	350 00
10440	Fulton to Shelbyna	66	3	Aaron Wells	1,700 00
10665	Old Mines to Old Mines Station	4	3	M. M. Lynch	200 00
10455	Shelbina to Newark	23	1	John R. Gatewood	195 00
10449	Auburn to Clarksville	18	2	William H. Knight	189 00
10718	Fredericktown to Ironton	22	3	D. M. Fox	300 00
10481	Hannibal to Sharpsburg	25	1	J. T. B. Anderson	244 00
10471a	Lagrange to Monticello	14	3	Thomas M. Howard	200 00
10454	Paris to Kirksville	75	1 & 2	F. H. Parker	766 00
10499	Linneus to Trenton	31	1	W. E. Jett	175 00
10510	Trenton to Gallatin	26	1	W. E. Jett	175 00
10508	Princeton to Albany	47	1	James Lambert	220 00
10429	Saint Charles to Hannibal	109	3 & 6	R. F. Hawkins	4,895 00
IOWA.					
10910	Montrose to Salem	30	3	James Thompson	600 00
10939	Germanville to Butler	35	1	James Thompson	273 50
10920	Fairfield to Oskaloosa	48	2	James Thompson	616 00
10907	Fort Madison to Fairfield	47	3 & 6	James Thompson	1,190 00
10923	Sigourney to Ottumwa	31	1	James Thompson	280 00
WISCONSIN.					
13013	Waterford to Burlington	7½	6	Elijah O. Wheelock	360 00
Total					46,575 80

* Six times to Sharpsburg, and three times residue.

ported to be disloyal, contracts annulled, and new contractors designated.

Date of order to annual contract.	Name of new contractor designated for the service.	Distance, in miles.	No. of trips a week.	Compensation per annum.	Remarks.
1861.					
Sept. 24	John S. Pennill.....	15½	3	\$244 00	Commencing at Benevola.
Oct. 18	John Baker.....	7	6	200 00	
Aug. 20	John H. Cook.....	6	6	300 00	
May 31	John C. Gilmore.....	56	3	1,125 00	New contract, No. 4624.
31	A. Poundstone and L. Leonard.	56	3	1,870 00	Huttonsville to Weston, new contracts, Nos. 4615 and 4622.
31	George W. Hickie.....	40	2	348 00	New contract, No. 4626
Oct. 25	David Gilbert.....	15	*	440 00	Six times a week from Boonsboro' to Sharpsburg, and Virginia part omitted till further ordered.
Aug. 30	Thornton F. Hebb.....	19	1	125 00	Rowlesburg to St. George, new contract, No. 4627.
May 31	Benjamin S. Griffin....	32½	3	500 00	New contract, No. 4618.
31	William T. Kidd.....	23	6	1,000 00	New contract, No. 4617.
31	A. J. Smith Bee.....	38	1	194 00	New contract, No. 4619.
31	Thomas P. Boggess....	20½	1	134 00	New contract, No. 4616.
Aug. 23	Lemuel Stephenson....	93	2	1,540 00	
Sept. 11	James Buford.....	26	2	350 00	
28	A. J. Vaughn.....	50	1	250 00	
Oct. 9	J. P. Blevins.....	34	2 & 1	249 50	
10	John W. Schoolfield....	61	1	350 00	
10	Kellis Neothey.....	40	2	300 00	
17	Harny & Hughes.....	198	3	17,000 00	
Nov. 1	James Jenner.....	26	3 & 1	377 00	
1	Samuel J. Straube.....	34½	3 & 1	370 00	
8	James M. Henton.....	.....	.....	552 76	Service to Calhoun only, 22 miles, at pro rata pay.
11	Hiram Smith, Jr.....	25	1	182 00	
June 4	Moore & Parker.....	45	2	1,093 00	
Sept. 17	W. H. Murphy.....	80	1	254 00	
18	J. W. Cooper.....	50	1	350 00	Cooper declined; contract ordered with Marion Sanders, Nov. 16, 1861.
21	Thomas T. Shostman..	66	3	1,700 00	
Oct. 3	Robert Black.....	4	3	200 00	
9	John J. Highland.....	23	1	195 00	
9	John C. Givens.....	18	2	200 00	Service afterwards changed, and pay reduced to \$165 per annum.
10	Jacob Howell.....	22	3	400 00	
12	Stephen H. Meyer.....	25	1	244 00	
15	A. N. Anderson.....	14	3	200 00	
15	Julus M. Bourk.....	75	1 & 2	766 00	
Nov. 8	F. B. Cogswell.....	31	1	175 00	
8	F. B. Cogswell.....	26	1	175 00	
11	Joseph Ellis.....	47	1	220 00	
15	H. W. P. Wooten.....	109	3 & 6	4,695 00	
Sept. 14	E. S. Alvord.....	30	6	1,158 00	
Oct. 9	Basil Tracy.....	35	1	273 50	
9	Nathan Mendenhall..	48	2	616 00	
9	George Roberts.....	47	3 & 6	1,190 00	
11	John J. Laffer.....	31	1	220 00	
14	Benjamin Ackrill.....	7½	6	360 00	
.....	.....	.....	.....	42,885 76	

* Six times to Sharpsburg, and three times residue.

GEO. WM. McLELLAN, Second Assistant Postmaster General.

No. 7.

Statement of dead letters containing money registered and sent out for delivery to the writers or owners thereof, from July 1, 1860, to July 1, 1861.

	Number.	Amount.
Number of money letters sent out for delivery	10,580	.....
Aggregate contents of letters sent out		\$53,565 90
Number of letters delivered	8,998	.....
Aggregate amount of money restored in letters delivered		46,880 26
Number of letters returned unclaimed and filed	1,214	.....
Aggregate amount of money in letters returned unclaimed and filed		4,782 99
Number of letters outstanding	296	.....
Aggregate amount of money in letters outstanding		1,902 65
Number of letters in disloyal States included in letters outstanding	238	.....
Aggregate amount of money in letters outstanding in disloyal States		1,605 35
Number of letters properly rated as outstanding in loyal States	58	.....
Aggregate amount of money contained in letters properly rated as outstanding in loyal States		297 30

No. 8.

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, 1860, to July 1, 1861.

	Number.	Amount.
Number of letters sent out	10,235	.....
Number of letters delivered	9,552	.....
Number of letters unclaimed	475	.....
Number of letters outstanding	208	.....
Contents of letters sent out:		
Bills of exchange, drafts and letters of credit, bonds and notes of hand, checks, orders and treasury warrants, certificates of deposit, &c.		\$2,436,546 00
Deeds, mortgages, conveyances, and land titles	600	.....
Powers of attorney, contracts, and articles of agreement ..	257	.....
Certificates of stock, land warrants, patent and pension papers	132	.....
Miscellaneous, including daguerreotypes and jewelry	875	.....

No. 9.

The following is a statement of revenue and expenditures for nine years, from 1853 to 1861, inclusive, and estimates for 1862 and 1863, to wit:

Years.	Expenditures.	Revenues.	Deficiencies.
1853.....	\$7,982,756 59	\$5,940,724 70	\$2,042,031 89
1854.....	8,577,424 12	6,955,586 22	1,621,837 90
1855.....	9,968,342 29	7,352,136 13	2,626,206 16
1856.....	10,407,868 18	7,620,821 66	2,787,046 52
1857.....	11,507,670 16	8,053,961 76	3,453,718 40
1858.....	12,721,636 56	8,186,792 86	4,534,843 70
1859.....	14,964,493 33	7,968,484 07	6,996,009 26
1860.....	14,874,772 89	9,218,067 40	5,656,705 49
1861.....	13,606,759 11	9,049,296 40	4,557,462 71
1862.....	14,955,535 23	10,388,934 60	4,566,600 63
1863.....	12,528,000 00	9,383,000 00	3,145,000 00

AUDITOR'S REPORT.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT,
November 21, 1861.

SIR: I have the honor to submit the following report of the financial affairs of the Post Office Department, and of the operations of this bureau, for the fiscal year ending June 30, 1861, as exhibited by the books and accounts of this office:

The subjoined tabular statements exhibit in detail the nature and extent of the receipts and expenditures of the department, and the results of our postal intercourse with foreign nations.

The tabular statement numbered 1 exhibits the receipts of the department under their several heads.

That numbered 2 exhibits the expenditures under their several heads.

That numbered 3 exhibits the postal receipts and expenditures in the several States and Territories.

That numbered 4 exhibits the postal receipts and expenditures in the rebellious States.

That numbered 5 shows 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 named therein.

That numbered 6 shows the amount of letter postage on British mails received in and sent from the United States.

That numbered 7 shows the amount of letter postage on Prussian mails received in and sent from the United States.

That numbered 8 shows the amount of letter postage on French mails received in and sent from the United States.

That numbered 9 shows the amount of letter postage on Belgian mails received in and sent from the United States.

That numbered 10 shows the amount of letter postage on Bremen mails received in and sent from the United States.

That numbered 11 shows the amount of letter postage on Hamburg mails received in and sent from the United States.

That numbered 12 shows the number of letters and newspapers exchanged between the United States and the United Kingdom in British mails.

That numbered 13 shows the number of letters and newspapers exchanged between the United States and the Kingdom of Prussia in closed mails.

That numbered 14 shows the number of letters and newspapers exchanged between the United States and France.

That numbered 15 shows the number of letters and newspapers exchanged between the United States and Belgium.

That numbered 16 shows the number of letters and newspapers exchanged between the United States and Bremen.

That numbered 17 shows the number of letters and newspapers exchanged between the United States and Hamburg.

That numbered 18 exhibits the revenue to the United States, also to the United States Post Office Department, by Cunard line.

That numbered 19 exhibits the closed mail account.

That numbered 20 exhibits the receipts and disbursements in closed mails between the United States and Prussia.

That numbered 21 exhibits a statement of letters and newspapers, with the several postages, conveyed by various lines of ocean steamers.

That numbered 22 exhibits the amount of postages on mails exchanged between the United States and the British Provinces.

That numbered 23 exhibits the postal account of the United Kingdom of Great Britain and Ireland with the United States.

That numbered 24 exhibits the account of the Kingdom of Prussia with the United States.

That numbered 25 exhibits the account of the General Post Office of Belgium with the United States.

That numbered 26 exhibits the account of the General Post Office of France with the United States.

That numbered 27 exhibits the account of the Post Office of Bremen with the United States.

That numbered 28 exhibits the account of the Post Office of Hamburg with the United States.

Statements are likewise appended exhibiting the postal balances due to foreign governments; also statements showing the amounts due to the various lines of ocean steamers, for sea and inland postages.

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 Post Office Department on the 30th of June, 1860, was	\$1,211,860 1
The receipts of the department for the fiscal year ending June 30, 1861, as presented in the tabular statement herewith, numbered 1, were	8,349,296 40
The amounts placed in the treasury for the service of the department for the fiscal year, being "grants" in aid of the revenue, under the following acts of Congress, were as follows, to wit:	
Under the 12th section of the act entitled "An act to establish certain post routes, and for other purposes," approved March 3, 1847.—(9 Statutes at Large, 201)	200,000 00
Under the 8th section of the act entitled "An act to reduce and modify the rates of postage in the United States, and for other purposes," approved March 3, 1851.—(9 Statutes at Large, 591)	250,000 00
Under the 5th section of the act entitled "An act making appropriations for the transportation of the United States mail by ocean steamers, and otherwise, during the fiscal year ending the thirtieth of June, eighteen hundred and fifty-nine," approved June 14, 1858.—(11 Statutes at Large, 365)	331,240 86
Under the 3d section of an act entitled "An act making appropriations for the service of the Post Office Department during the fiscal year ending the thirtieth of June, eighteen hundred and sixty-one," approved June 15, 1860.—(Public Laws, 1st session 36th Congress, 39)	3,481,062 39
Under the act entitled "An act for the relief of the California Stage Company," approved June 22, 1860.—(Private Laws, 1st session 36th Congress, 35)	20,417 33
Under the act entitled "An act to supply deficiencies in the appropriations for the service of the fiscal year ending June thirty, eighteen hundred and sixty-one," approved February 19, 1861.—(Public Laws, 2d session 36th Congress, 133) ..	115,325 84

Under the act entitled "An act for the relief of Samuel S. Green," approved February 23, 1861.—(Private Laws, 2d session 36th Congress, 53)	\$12,443 83
Under the 6th section of the act entitled "An act making appropriations for the service of the Post Office Department during the fiscal year ending the thirtieth of June, eighteen hundred and sixty-two," approved March 2, 1861.—(Public Laws, 2d session 36 Congress, 205)	235,504 15
Total amount of "grants" drawn from the treasury	<u>4,645,994 40</u>
Aggregate of revenue and "grants"	14,207,150 97
The expenditures of the department for the fiscal year ending June 30, 1861, together with the arrearages of the previous years paid during the year 1861, as shown in the statement herewith, numbered 2, were	\$13,606,759 11
Add amount of accounts closed by being charged to "bad debt account"	407 17
	<u>13,607,166 28</u>
Deduct balance on credit accounts carried to the nominal account of "suspense"	5,902 90
	<u>13,601,263 38</u>
Leaving to the credit of the revenue account on the 1st July, 1861, the sum of	<u>605,887 59</u>
The excess of expenditures of all kinds over the revenue of the year, inclusive of the receipts and payments for foreign postages, and exclusive of the amount to the credit of the department on the 1st of July, 1860, and of the sums appropriated by the several acts of Congress out of the general revenues of the United States, was	<u>5,251,966 98</u>
The net revenue of the department from postages, being the aggregate amount of the balances due to the United States by postmasters, on the adjustment of their quarterly accounts for the year, after retaining their compensation, and deducting the expenses of their offices, was:	
For the quarter ending September 30, 1860	\$1,195,607 68
For the quarter ending December 31, 1860	1,173,706 98
For the quarter ending March 31, 1861	1,188,032 89
For the quarter ending June 30, 1861	1,008,267 60
Total net revenue from postages	<u>4,565,614 45</u>
The amount of letter postage paid in money, was:	
For the quarter ending September 30, 1860	159,182 10
For the quarter ending December 31, 1860	151,800 58
For the quarter ending March 31, 1861	179,512 77
For the quarter ending June 30, 1861	156,002 69
Total	<u>646,498 14</u>

The number of quarterly returns of postmasters, received and audited during the year, and on which the sum of \$4,565,614 45 was found due to the United States, was:

For the quarter ending September 30, 1860.....	27,109
For the quarter ending December 31, 1860.....	27,568
For the quarter ending March 31, 1861.....	27,521
For the quarter ending June 30, 1861.....	22,868
Total number	<u>105,066</u>

The gross amount collected as registration fees on valuable letters, was:

For the quarter ending September 30, 1860.....	\$5,320 45
For the quarter ending December 31, 1860.....	5,630 81
For the quarter ending March 31, 1861.....	5,009 90
For the quarter ending June 30, 1861.....	3,345 10
Total	<u>19,306 26</u>

The total amount of postage stamps and stamped envelopes sold during the year, was.....	6,864,791 43
The amount used in the prepayment of postage, and cancelled, was	6,459,622 05

Leaving in the possession of the purchasers.....	<u>405,169 38</u>
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Contractors' accounts.

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

On regular mail routes	5,329
On special mail routes.....	2,907
Of route and express agents	608
Of mail messengers and local agents.....	1,872
Total number of accounts	<u>10,716</u>

Aggregate of settlements of such accounts during the year.....	<u>42,864</u>
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Mail transportation account.

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 service on mail lines.....	\$8,269,732 67
For supply of "special offices".....	269,268 13
For salaries of "route agents"	342,775 62
	<u>8,881,776 42</u>

And for foreign mail transportation:

For New York, Southampton, and Havre mails	266,549 05
For mails across the Isthmus of Panama.....	25,000 00
For New York and New Orleans mails.....	4,803 23
For Liverpool, New York, and Philadelphia mails.....	44,733 31

For New York and Havana mails.....	\$37,597 64
For New Orleans and Havana mails.....	10,422 27
For Portland and Liverpool mails.....	76,418 52
For New York and San Francisco mails.....	299,239 99
For expenses of government mail agent at Panama.....	1,857 36

 9,648,397 79

The amount credited to "accrued transportation," and charged to contractors for over-credits, damages, &c., was..	\$33,110 35
Of "fines" imposed upon contractors.....	6,365 83
Of "deductions" from their pay.....	28,631 55

 68,107 73

Net amount to the credit of mail contractors and others.....	9,580,290 06
The amount actually paid and credited during the year for mail transportation was.....	9,173,273 88
Of which sum there was paid for mail transportation of previous years.....	14,768 63

Collection of Post Office revenues.

The number of post offices in operation during the year was 28,586, which are thus classified under the regulations adopted for the government of the department, chapter 26, sections 286 to 289, pages 107 and 108:

The following named offices—thirty in number—are denominated "depositories," and are required by the Postmaster General to receive and retain, subject to the drafts of the department, the funds of certain adjacent offices, as well as the revenues of their own:

Albany, N. Y.	Geneva, N. Y.	Providence, R. I.
Baltimore, Md.	Harrisburg, Pa.	Richmond, Va.
Bangor, Me.	Hartford, Ct.	Rochester, N. Y.
Batavia, N. Y.	Lexington, Ky.	Savannah, Ga.
Buffalo, N. Y.	Louisville, Ky.	Steubenville, Ohio.
Chicago, Ill.	Mobile, Ala.	Syracuse, N. Y.
Cincinnati, Ohio.	Nashville, Tenn.	Uniontown, Pa.
Cleveland, Ohio.	New Haven, Ct.	Utica, N. Y.
Columbus, Ohio.	Pittsburg, Pa.	Wheeling, Va.
Detroit, Mich.	Portland, Me.	Worcester, Mass.

693 are "draft offices," and, together with the foregoing offices, paid during the year 13,460 drafts, issued by the Postmaster General and countersigned, entered, and sent out by the Auditor, for sums amounting in the aggregate to \$1,360,690 35

987 are "deposit offices," and during the year deposited with the Treasurer and the assistant treasurers of the United States the sum of 1,517,924 12

In addition to which, they deposited with the 30 "depositories" named above \$200,398 98, which is embraced in the sum of \$1,360,690 35 paid on the drafts of the department by the said "depositories" and "draft offices."

22,697 are "collection offices," and paid on "collection orders" issued to mail contractors..... 1,247,998 53

4,779 are "special" and "mail messenger" offices, and derived their mail supplies by the payment of the revenues of their offices, amounting to..... \$269,268 13

Showing the amount paid into the treasury, "for the use and purposes of the Post Office Department," by postmasters, to have been 4,395,881 13

Revenue and balances uncollected.

For the fiscal year ending June 30—	Gross revenue.	Amounts still due to the United States not in suit.	Amounts still due to the United States in suit.
1846.....	\$3, 487, 199 35	85 32	\$3, 025 77
1847.....	3, 945, 892 98	116 08	728 06
1848.....	3, 371, 077 00	6 15	802 16
1849.....	4, 705, 176 28	33 57	1, 833 37
1850.....	5, 499, 984 86	124 58	1, 071 47
1851.....	6, 410, 604 33	483 91	2, 599 71
1852.....	5, 184, 526 84	784 40	2, 829 73
1853.....	5, 240, 724 70	12, 631 77	41, 816 27
1854.....	5, 255, 586 22	12, 400 51	12, 196 34
1855.....	6, 642, 136 13	6, 566 17	7, 491 33
1856.....	6, 920, 821 66	2, 761 00	14, 522 00
1857.....	7, 353, 951 76	16, 298 55	10, 041 76
1858.....	7, 486, 792 86	15, 759 69	19, 003 71
1859.....	7, 968, 484 07	15, 883 75	25, 600 55
1860.....	8, 518, 067 40	67, 225 00	195, 411 74
1861.....	8, 349, 296 40	395, 522 25	32, 853 43
Total	97, 340, 322 84	546, 602 70	371, 827 40

Total due the United States by late postmasters, to June 30, 1860.. \$490,054 42
Amount due for the last fiscal year..... 428,375 68

Total amount..... 918,430 10

NOTE.—In the sum of \$181,544 75, stated in the last annual report of this office as the "amount still due to the United States, and *in suit*," for the fiscal year ending June 30, 1860, is embraced the balance of \$170,947 67, due from Isaac V. Fowler, late defaulting postmaster at New York. It is proper to state that no suit has been instituted by *this office* for the recovery of said balance, the late Solicitor of the Treasury having, on the 12th day of May, 1860, proceeded with a view of collecting the same, by distress warrant, under the act of May 15, 1820, entitled "An act for the better organization of the Treasury Department."

Collections.

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

Of postmasters	28,586
Of late postmasters, whose terms of office expired between the 1st of July, 1845, and June 30, 1860	21,406
Of late postmasters of the last fiscal year	9,677
Total number	<u>59,669</u>

The number of changes of postmasters reported by the appointment office of the Post Office Department, during the year, requiring the final adjustment of their respective accounts, was 9,677; and the balances ascertained to be due to the United States thereon amounted to	\$675,947 98
Of which sum there was collected	\$247,121 34
Credited on vouchers	235 31
Charged to "suspense" account	215 65
	<u>247,572 30</u>

Amount remaining for collection	428,375 68
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Of which sum there is in suit	\$32,853 43
Amount due and not in suit	395,522 25
	<u>428,375 68</u>

The balances due to the United States by late postmasters whose terms of office expired between the 1st of July, 1845, and 30th June, 1860, uncollected and <i>not in suit</i> July 1, 1860, as stated in the last annual report of this office, was	\$235,190 00
Which was increased by "estimated postages"	7,436 59

Total for collection during the fiscal year ending June 30, 1861	242,626 59
Of which sum there was collected	\$40,834 15
Credited on vouchers	50,502 18
Closed by "suspense" account	179 69
	<u>91,516 02</u>

Amount uncollected, June 30, 1861	151,110 57
Of which there has been placed in suit	19,527 09
	<u>131,583 48</u>

Suits.

The amount due by late postmasters, whose terms of office expired between the 1st of July, 1845, and June 30, 1860, for the collection of which suits were instituted prior to June 30, 1860, as stated in the last annual report of this office, was	\$158,201 32
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Add amount of 145 new cases commenced during the last fiscal year, for the collection of balances due on accounts prior to June 30, 1860.....	\$19,527 09
Add, also, amount of 23 new cases on account of the last fiscal year	33,627 08
Amount in suit during the year.....	211,355 49
Amount collected during the year.....	9,279 57
Leaving still due, June 30, 1861.....	202,075 92

Of the said sum of \$202,075 92 there is due by late postmasters in California, on accounts prior to June 30, 1857, the sum of \$64,315 94, which, as is alleged in the last annual report of this office, may be regarded as lost to the United States, the defendants being insolvent.

In sixty-two of the suits instituted during the year judgments have been recovered in favor of the United States; thirty-three of them have been concluded, and this sum paid into the treasury.	\$4,475 46
The amount collected during the year on seventeen accounts, for the collection of which suit was commenced prior to June 30, 1860, was	4,804 11
Total.....	9,279 57

Summary of debts and collections.

The aggregate amount due the United States on the 30th June, 1860, by late postmasters, whose terms of office expired between July 1, 1845, and June 30, 1860, was	\$565,537 54
Add amount due by late postmasters of the last fiscal year....	675,947 98
Increased by "estimated postages," penalties, and other charges	27,901 00
Total for collection during the year.....	1,269,436 52
The amount collected and credited on accounts prior to June 30, 1860, was	\$96,379 22
On accounts of the past year.....	254,627 20
Total of collections and credits	351,006 42
Amount remaining due to the United States June 30, 1861	918,430 10
Of this sum there is in suit	371,827 40
And not in suit.....	546,602 70
	918,430 10

The above sum of \$371,827 40, alleged to be in suit, includes the balance of \$170,947 67 due from Isaac V. Fowler, late postmaster at New York, referred to in a former part of this report, as well as very large sums due by late postmasters at New Orleans, Louisiana, a late postmaster at Mobile, Alabama, and divers other late postmasters at offices in the rebellious States.

Balances due to late postmasters.

Balances apparently due to late postmasters between the 1st of July, 1845, and June 30, 1858, as stated in the last annual report of this office.....	\$218,842 13
Which has been increased by the allowance of additional vouchers.....	6,303 22
Add amount due to late postmasters of the last fiscal year.....	\$78,986 25
Increased by allowance of additional vouchers..	2,227 01
	81,213 26
Total amount of balances due to late postmasters.....	306,358 61
Amount paid or closed by adjustment during the year of balances due prior to June 30, 1860..	24,157 25
Amount paid on accounts of the last fiscal year..	4,972 29
Amount paid or closed during the year	29,129 54
Amount apparently due to late postmasters July 1, 1861.....	277,229 07

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, during the fiscal year ending June 30, 1861, viz:

Augusta, Ga.....	\$237 71	Dubuque, Iowa.....	\$79 59
Alexandria, Va.....	177 59	Des Moines, Iowa.....	14 21
Albany, N. Y.....	2,210 66	Erie, Pa.....	100 47
Austin, Texas.....	27 85	Evansville, Ind.....	135 82
Augusta, Maine.....	37 55	Fort Wayne, Ind.....	244 63
Alexandria, La.....	76 15	Frankfort, Ky.....	41 66
Alton, Ill.....	333 94	Frederick, Md.....	83 69
Ann Arbor, Mich.....	11 07	Galveston, Texas.....	806 79
Baltimore, Md.....	36 69	Grand Rapids, Mich....	35 40
Boston, Mass.....	14,300 93	Hartford, Conn.....	343 03
Brooklyn, N. Y.....	2,042 31	Harrisburg, Pa.....	1,587 67
Buffalo, N. Y.....	3,594 99	Hudson, N. Y.....	87 42
Bridgeport, Conn.....	4 19	Hagerstown, Md.....	121 29
Bath, Maine.....	85 91	Indianapolis, Ind.....	2,257 87
Binghampton, N. Y....	41 01	Jersey City, N. J.....	950 11
Bloomington, Ill.....	1 19	Jefferson City, Mo....	614 16
Columbus, Ga.....	4 75	Keokuk, Iowa.....	86 42
Cleveland, Ohio.....	2,912 43	Kensington, Pa.....	139 41
Columbus, Ohio.....	61 98	Kalamazoo, Mich.....	235 47
Chicago, Ill.....	8,043 04	Louisville, Ky.....	3,908 78
Charleston, S. C.....	845 22	Lowell, Mass.....	99 20
Cincinnati, Ohio.....	8,339 11	Lewistown, Maine.....	43 55
Cairo, Ill.....	287 71	Lancaster, Pa.....	61 13
Calais, Maine.....	37 71	Lockport, N. Y.....	49 29
Coxington, Ky.....	147 97	Lynchburg, Va.....	29 00
Cambridge, Mass.....	4 66	Montgomery, Ala.....	1,625 99
Chambersburg, Pa.....	34 65	Mobile, Ala.....	56 64
Detroit Mich.....	7,793 57	Macon, Ga.....	424 56
Dayton, Ohio.....	369 00	Memphis, Tenn.....	2,011 59

Milwaukie, Wis.....	\$821 71	Savannah, Ga.....	\$811 27
Manchester, N. H.....	148 63	St. Louis, Mo.....	16,162 37
Madison, Wis.....	823 49	Syracuse, N. Y.....	160 99
Middletown, Conn.....	2 69	Salem, Mass.....	15 01
New Bedford, Mass....	328 45	Springfield, Mass.....	601 67
Newark, N. J.....	748 31	Springfield, Ill.....	985 70
Nashville, Tenn.....	1,688 67	San Francisco, Cal....	9,137 27
New York, N. Y.....	89,469 03	Saratoga Springs, N. Y..	4 64
Norfolk, Va.....	41 61	Sandusky, Ohio.....	12 72
New Orleans, La.....	5,960 33	Schenectady, N. Y....	97 96
Norwich, Conn.....	47 15	St. Joseph, Mo.....	582 10
Newbury, N. Y.....	421 84	Selma, Ala.....	13 57
Nashua, N. H.....	191 80	San Antonio, Texas...	119 94
New Brunswick, N. J..	63 43	Toledo, Ohio.....	3,009 11
New Haven, Conn.....	1,230 58	Troy, N. Y.....	75 36
Oswego, N. Y.....	226 16	Trenton, N. J.....	163 48
Ottawa, Ill.....	44 56	Terre Haute, Ind.....	137 20
Old Point Comfort, Va..	128 38	Utica, N. Y.....	295 93
Portland, Me.....	1,371 57	Vicksburg, Miss.....	128 05
Philadelphia, Pa.....	11,069 26	Washington, D. C....	5,111 29
Petersburg, Va.....	496 87	Worcester, Mass.....	773 33
Providence, R. I.....	601 63	Wilmington, Del.....	14,016 78
Pittsburg, Pa.....	2,753 12	Wilmington, N. C.....	59 08
Poughkeepsie, N. Y...	306 10	Williamsburg, N. Y...	655 49
Pottsville, Pa.....	61 03	Watertown, N. Y.....	2 32
Patterson, N. J.....	21 97	White Horse, N. J....	138 63
Richmond, Va.....	2,156 04	Zanesville, Ohio.....	198 39
Rochester, N. Y.....	875 91		
Raleigh, N. C.....	386 93	Total.....	244,404 20
Rome, N. Y.....	11 01		
Richmond, Ind.....	59 91		

Summary of principal labors.

The following brief summary indicates, partially, the chief labors performed by the office during the last fiscal year:

The number of quarterly accounts adjusted, audited, and registered, was.....	105,066
The number of accounts of mail contractors audited and reported for payment.....	21,316
The number of accounts of special and route agents audited and reported for payment.....	2,432
The number of accounts of special contractors and mail messengers audited and reported for payment.....	19,116
The number of miscellaneous accounts audited and reported for payment.....	684
The number of suits commenced.....	168
The number of accounts of United States' attorneys and marshalls and of clerks of United States courts, adjusted and reported for payment.....	121
The number of collection orders issued to contractors.....	83,551
The number of collection drafts issued.....	4,526
The number of department drafts registered.....	13,460
The number of department warrants registered.....	8,517
The number of letters received.....	135,372

The number of letters prepared, recorded, and mailed.....	68,464
The number of folio-post pages of correspondence recorded, in the miscellaneous letter book.....	964
The number of pages recorded in the collection letter book.....	2,401
The number of pages recorded in the suit letter book.....	205
The number of pages recorded in the report letter book.....	133
The number of accounts on the ledgers.....	85,328
The number of corrected quarterly accounts of postmasters copied, repeated, and mailed.....	18,216

In addition to the foregoing, the compilation of that portion of the "Biennial Register" that pertains to the Post Office Department, which constituted nearly three-fourths of the last register, has been completed by this office. Numerous errors have occurred in the matter heretofore furnished by this office for that publication. Great pains have, therefore, been taken to have the material for the forthcoming "Blue Book" accurately compiled. Its preparation has consequently been attended with much labor.

The amount of money collected by this bureau during the last fiscal year, from late postmasters, amounting to \$297,235 06, greatly exceeds the sum collected in any previous year since the organization of the office, in 1836.

From the 1st of July last to the 10th instant, 2,673 "collection" drafts have been issued, for balances due by late postmasters of the last fiscal year, amounting, in the aggregate, to \$362,646 61, with the most flattering prospects of the speedy collection of the greater portion of that sum.

When I entered upon the discharge of the duties of this bureau, on the 22d of April last, the business of nearly every division was much in arrears. Since then competent and efficient clerks have, by appointment of the Secretary of the Treasury, taken the places of such as had proven to be derelict in duty and unfaithful to the trust committed to them; strict and salutary disciplinary rules and regulations have been adopted and enforced, and the business of the office, I am happy to state, is now in a most prosperous condition.

To the zeal, fidelity, and capacity of the clerical corps now employed in this bureau, I cheerfully acknowledge my indebtedness for the present satisfactory condition of the entire business of the office.

I have the honor to be, very respectfully,

G. ADAMS, *Auditor.*

Hon. M. BLAIR, *Postmaster General.*

A detailed statement of the expenditures made under the head of miscellaneous payments by the Post Office Department for the fiscal year ending June 30, 1861:

The following sums have been placed to the credit of postmasters and others, and charged to miscellaneous account, viz:

1860.

Oct. 6.	Postmaster at Fostoria, Ohio, for services in obtaining the property of the United States at the post office at Watson's Cross Roads.....	82 00
Oct. 22.	Postmaster at Elizabeth City, North Carolina, for expenses incurred in closing the post office at Camden.....	2 00
Nov. 5.	Postmaster at Red Bank, New Jersey, for expenses incurred in depositing moneys with the postmaster at Philadelphia.....	7 00
Nov. 5.	Postmaster at Columbia, South Carolina, for expenses incurred in collecting draft on W. R. Alexander, late postmaster at Yorkville.....	3 37
Nov. 6.	Postmaster at Detroit, Michigan, for collecting department drafts.....	92 50
Nov. 15.	Postmaster at Weiss Bluffs, Texas, for expenses incurred in removing the post office property at Duncan's Woods to his office.....	2 50
Dec. 4.	L. G. Alexander, (special agent,) for office expenditures while acting as postmaster at Keokuk, Iowa.....	152 99
Dec. 4.	Postmaster at Baltimore, Maryland, for printing post bills, suspended in second quarter, 1860.....	12 00
Dec. 5.	G. G. Wescott, late postmaster at Philadelphia, for letter-boxes attached to lamp-posts.....	354 55
Dec. 29.	Postmaster at Elizabethtown, North Carolina, for expenses incurred in obtaining the public property at the post office at Lyon's Store.....	2 50

1861.

Jan. 2.	Sundry late and present postmasters in California and Oregon, actual and necessary expenses incurred at their offices under the 4th and 5th sections of the act of July 27, 1854.....	58,074 25
Feb. 27.	Postmaster at New York, for compensation on box rents for quarter ending December 31, 1860.....	500 00
Feb. 13.	Postmaster at New York, for amount paid H. Dean November 18, 1860, suspended in the settlement of his account for the quarter ending December 31, 1860.....	57 00
March 5.	Late postmaster at Chicago, for expenditures suspended in the settlement of his quarterly accounts.....	2,863 12
March 5.	Late postmaster at Memphis, Tennessee, for expenditures suspended in settlement of his quarterly accounts.....	500 00
March 16.	Postmaster at Albany, New York, for amount paid for freight on twenty-five sacks of post-office blanks.....	48 52
April 7.	Postmaster at Owensboro, Kentucky, for hire of horse and buggy on business of the department...	3 00

1861.

April	7.	Postmaster at Wabash, Indiana, for telegrams regarding the burglary of his office	84 15
May	14.	Postmaster at Albany, New York, for amount paid Cornstock & Cassidy for printing	90 25
June	8.	Postmaster at Keokuk, Iowa, for expenses incurred at his office	200 00
June	15.	L. G. Alexander, acting postmaster at Keokuk, Iowa, for disbursements made by him from October 1. to 31, 1860.....	137 02
June	15.	Postmaster at Pontiac, Michigan, for telegrams to Postmaster General and others	5 59
July	18.	Postmaster at Davenport, Iowa, for freight and repairs of safe for his office, (on account of second quarter).....	53 64
Aug.	7.	Late postmaster at Rockford, Illinois, for incidental expenses incurred in third quarter, 1857, heretofore suspended, (on account of second quarter) ...	192 83
Aug.	27.	H. D. Bennett, late postmaster at Ann Arbor, Michigan; this item heretofore suspended for want of vouchers, (on account of second quarter).....	82 31
Sept.	4.	Postmaster at Bowling Green, Kentucky, for railroad fare, &c., to and from Nashville, Tennessee, on business of the department, (on account of second quarter)	9 20
		Items suspended in adjusting postmasters quarterly returns within the year.....	35 45

Amounts paid by the department on drafts, and charged to miscellaneous account, viz :

1860.

Nov.	22.	Andrew Wylie, assignee of W. W. Page, deputy attorney of the United States for the district of Oregon, in three post office cases.....	50 00
Nov.	21.	D. A. J. Upham, attorney of the United States for the district of Wisconsin, in ten post office cases..	85 00
Nov.	21.	T. B. Childress, attorney of the United States for the middle district of Tennessee, in two post office cases.....	40 00
Dec.	7.	John M. Miller, clerk of the district court of the United States for the district of Wisconsin, in four post office cases.....	34 20
Dec.	11.	J. C. Ramsey, attorney of the United States for the eastern district of Tennessee, in the case of The United States <i>vs.</i> Smith Finley.....	20 00
Dec.	11.	Wm. M. Lowry, marshal of the United States for the eastern district of Tennessee, in the case of The United States <i>vs.</i> Smith Finley.....	12 00
Dec.	14.	Wm. M. Addison, attorney of the United States for the district of Maryland, in the case of The United States <i>vs.</i> Samuel Anderson <i>et al</i>	20 00

1861.

Jan.	3.	L. N. Ellett, clerk of the United States circuit and district courts for the eastern district of Virginia, in two post office cases.....	11 15
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1861.

Jan. 26.	John C. Rives, for ruling blanks between September 18, 1860, and January 3, 1861.....	\$78 90
Feb. 20.	G. W. Belden, attorney of the United States for the northern district of Ohio, in the case of <i>The United States vs. Mereland</i>	10 00
Feb. 28.	H. S. Fitch, attorney for the government, in the matter of the old post office buildings at Chicago, Illinois.....	50 00
March 1.	R. Gibbony, assignee of B. F. Wyson, attorney of the United States, in the preliminary examination of S. R. Anderson, arrested on a charge of robbing the mail.....	100 00
March 6.	A. C. Davis, attorney of the United States for Kansas, in two post office cases.....	40 00
April 3	John C. Rives, for ruling, binding, &c., for January and February, 1861 ..	24 05
April 11.	Dickey, Ross & Dickey for cotton twine.....	1,336 80
April 11.	Dickey, Ross & Dickey, for cotton twine.....	1,000 00
April 25.	William Miner, clerk of the United States district court for the southern district of Ohio, in three post office cases.....	37 95
May 1.	E. M. Wilson, attorney of the United States for the district of Minnesota, in five post office cases....	60 00
May 11.	A. R. Hatch, clerk of the circuit court of the United States for the district of New Hampshire, in the case of <i>The United States vs. John Taylor et al.</i> ..	6 65
May 13.	H. S. Fitch, attorney of the United States for the northern district of Illinois, in four post office cases.....	80 00
June 6.	J. H. Bailey, clerk of the United States district court for the western district of Pennsylvania, in the case of <i>The United States vs. Elijah Hawkins</i>	10 00
June 22.	Mary A. Moore, administratrix of J. B. Moore, late postmaster of San Francisco, California, for office rent and fixtures delivered to his successor, S. J. Henley	6,772 20
July 11.	Dickey, Ross & Dickey, for cotton twine, in pursuance of contract dated June 5, 1860, (on account of second quarter).....	31 00
July 15.	E. Howard & Co., for hemp twine furnished to secure letter balance boxes, (on account of second quarter)	18 00
July 17.	J. T. Burris, attorney of the United States for the district of Kansas, in the case of <i>The United States vs. Jonas Church et al.</i> , (on account of second quarter)	20 00
July 25.	W. K. Kimball, marshal of the United States for the district of Maine, in the case of <i>The United States vs. J. W. Moore, jr., et al.</i> , (on account of second quarter)	47 55
Aug. 9.	A. B. Jackson, to refund moneys stolen from him, recovered by an agent of the Post Office Department, and deposited in the treasury of the United States, (on account of second quarter)	150 00

1861.

Aug. 12.	J. M. Miller, clerk of the district court of the United States for the district of Wisconsin, in six post office cases, (on account of second quarter)	\$48 70
Aug. 12.	J. B. D. Cogswell, attorney for the United States for the district of Wisconsin, in the case of <i>The United States vs. James Butts et al</i>	10 00
Aug. 15.	Jessup & Moore, for hemp twine, in pursuance of contract dated December 12, 1859, (on account of second quarter)	13 60
Aug. 20.	E. B. Hernden, attorney of the United States for the southern district of Illinois, in seven post office cases, (on account of second quarter)	65 00
Sept. 6.	J. C. Van Dyke, attorney of the United States for the eastern district of Pennsylvania, in five post office cases, (on account of second quarter)	102 32
Sept. 16.	T. Davids & Co., for sealing-wax, (on account of second quarter)	180 00

Amounts paid by the department on warrants, and charged to the miscellaneous account, viz :

1860.

Oct. 4.	Dickey, Ross & Dickey, for cotton twine	2,059 50
Oct. 8.	Jessup & Moore, for hemp twine	557 40
Oct. 8.	H. Perkins, secretary and treasurer American Bank Note Company, for printing warrants, &c.	205 50
Oct. 27.	Jessup & Moore, for hemp twine	432 00
Nov. 8.	Fairbanks & Co., for two dozen improved letter balances	112 00
Nov. 8.	J. Holbrook, for 30,073 copies United States mail, wrapping, addressing, &c.	348 09
Nov. 10.	James Conner, attorney of the United States for the district of South Carolina, in one post office case	20 00
Nov. 26.	John C. Rives, for printing	70 00
Dec. 13.	G. M. Wharton, attorney of the United States for the eastern district of Pennsylvania, in the case of <i>The United States vs. Kochersperger et al</i>	261 50

1861.

Jan. 8.	Dickey, Ross & Dickey, for cotton twine	2,080 50
Jan. 8.	Jessup & Moore, for hemp twine	999 40
Jan. 21.	R. H. Gillett, for professional services	60 00
Jan. 21.	H. Perkins, for printing drafts, &c.	342 50
Feb. 8.	T. Davis & Co., for sealing-wax	135 00
Feb. 21.	Postmaster at Milwaukie, Wisconsin, for numbers for boxes and drawers, (inside,) drawings of pigeon holes, boxes, and drawers, with wood frames and canvas backs, (six drawings and frames,) and 128 feet of fenders around pigeon holes, with arms to support	313 43
March 1.	Thomas Hoyne, marshal of the United States for the northern district of Illinois, in eight post office cases	187 14
March 8.	W. Jones, marshal of the United States for the district of North Carolina, in three post office cases	89 43
March 8.	J. B. Clements, marshal of the United States, in the case of <i>The United States vs. J. E. Brown et al</i>	10 80

1861.

March 27.	J. C. Knapp, attorney of the United States for the district of Iowa, in seven post office cases.....	\$140 00
April 12.	H. Perkins, for printing, binding, &c.....	885 00
April 17.	Jessup & Moore, for hemp twine.....	701 40
July 11.	Dickey, Ross & Dickey, for cotton twine.....	2,000 00
Aug't 9.	H. Perkins, for engraving, printing, binding, &c....	356 87
Aug't 15.	Jessup & Moore, for hemp twine.....	800 00
	Amount allowed to the postmasters at the principal offices in the United States, for the incidental expenses of their offices actually and necessarily incurred, such as rent, fuel, stationery, light, office repairs, printing, gas fixtures, &c., &c.....	184,371 32
		271,591 59

Statement exhibiting the receipts of the Post Office Department, under their several heads, for the fiscal year ending June 30, 1861.

Receipts.	Third quarter 1860.	Fourth quarter 1860.	First quarter 1861.	Second quarter 1861.	Total under each head.	Aggregate amount.
Letter postage	\$159,182 10	\$151,800 58	\$179,512 77	\$156,002 69	\$646,498 14	.....
Newspapers and pamphlets.....	153,406 19	146,293 44	146,424 12	125,085 53	571,209 28	.....
Registered letters.....	5,320 20	5,630 81	5,009 90	3,344 75	19,305 66	.....
Stamps sold	1,768,527 81	1,786,907 74	1,792,210 25	1,517,145 63	6,864,791 43	.....
Receipts on account of emolument	30,496 75	13,524 42	36,347 15	14,195 13	94,563 45	.....
Receipts on account of letter-carriers..	37,492 91	39,431 92	36,352 83	35,795 96	149,073 62	.....
Fines .....	.....	2 50	7 50	10 00	20 00	.....
Miscellaneous receipts.....	226 75	2,710 49	723 41	174 17	3,834 82	.....
	2,154,652 71	2,146,301 90	2,196,587 93	1,951,755 86	.....	\$8,349,296 40

Amount due from the United States to the United Kingdom on account of postages for the first, second, third, and fourth quarters, 1860	\$169,303 07
Amount due from the United States to France on account of postages for the fourth quarter, 1859, and first, second, and third quarters, 1860	33,373 42
Amount due from the United States to Hamburg on account of postages for the third and fourth quarters, 1860, and first and second quarters, 1861.....	15,749 63½
Amount due from the United States to Bremen on account of postages for the third and fourth quarters, 1860, and first and second quarters, 1861.....	18,073 13½

Respectfully submitted.

AUDITOR'S OFFICE, Post Office Department, November 11, 1861.

G. ADAMS, Auditor.

HON. MONTGOMERY BLAIR, Postmaster General.

No. 2.—Statement exhibiting expenditures of the Post Office Department, under their several heads, for fiscal year ending June 30, 1861.

Expenditures.	Third quarter 1860.	Fourth quarter 1860.	First quarter 1861.	Second quarter 1861.	Total under each head.	Aggregate amount.
Compensation to postmasters	\$641,452 82	\$645,611 43	\$668,327 69	\$558,765 20	\$2,514,157 14	.....
Ship, steamboat, and way letters.....	3,526 96	3,324 66	2,638 72	2,516 72	12,007 06	.....
Transportation of the mails.....	2,512,355 78	2,891,798 94	1,858,213 24	1,910,905 92	9,173,273 88	.....
Interest account, act February 15, 1860	4,402 86	196 25	60 57	39 86	4,699 54	.....
Wrapping paper	25,518 08	8,989 20	8,187 60	8,326 08	50,920 96	.....
Office furniture	719 32	712 43	198 14	547 66	2,177 55	.....
Advertising	6,718 70	16,205 29	11,641 92	6,186 79	40,752 70	.....
Mail bags	16,626 85	14,780 59	18,234 14	17,325 03	66,966 61	.....
Blanks	37,515 98	11,158 01	12,943 02	15,242 17	79,859 18	.....
Mail locks, keys, &c.....	1,182 70	3,543 94	895 00	3,028 50	8,650 14	.....
Mail depredations and special agents..	15,737 60	11,393 80	9,828 41	10,877 41	47,837 22	.....
Clerks for offices	229,967 00	260,195 31	245,398 88	211,645 12	947,206 31	.....
Postage stamps and envelopes.....	23,147 77	23,762 11	33,793 24	12,069 58	92,772 70	.....
Dead letters.....	4 99	.....	.....	4 49	9 48	.....
Payments to letter carriers	37,492 91	39,431 92	36,352 83	35,795 96	149,073 62	.....
Miscellaneous payments.....	51,233 27	128,981 32	53,449 34	37,782 68	271,446 61	.....
Miscellaneous, account British mails..	46,030 39	.....	39,596 83	34,880 60	120,507 82	.....
Miscellaneous, account French mails..	.....	24,440 59	.....	.....	24,440 59	.....
	3,653,633 98	4,087,525 79	2,999,759 57	2,865,839 77	.....	\$13,606,759 11

* \$25,297 63 of this sum was allowed by Postmaster General to postmasters in California and Oregon, in pursuance of the 4th and 5th sections of the act of July 27, 1854.

† \$58,074 25 of this sum was allowed by Postmaster General to like postmasters under the same act.

‡ 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 second quarter, 1860.....	\$46,030 39
To the United Kingdom, on account of the third quarter, 1860.....	39,596 83
To the United Kingdom, on account of the fourth quarter, 1860	34,880 60
To the Kingdom of France, on account of the first, second, and fourth quarters, 1860.....	24,440 59

Respectfully submitted.

G. ADAMS, Auditor.

AUDITOR'S OFFICE, Post Office Department, November 11, 1861.

HON. MONTGOMERY BLAIR, Postmaster General.

No. 3.—Statement of the postal receipts and ex

States and Territories.	Letter postage.	Newspaper postage.	Registered letters.	Stamps sold.	Total receipts.
Maine	\$13,477 63	\$14,184 09	\$446 70	\$146,903 46	\$175,011 88
New Hampshire	3,767 41	11,034 56	217 30	96,439 07	111,458 34
Vermont	3,585 59	13,240 89	191 85	95,783 53	112,741 86
Massachusetts	56,333 64	27,444 17	1,003 60	569,917 41	654,698 22
Rhode Island	4,127 27	3,723 68	115 45	62,841 22	70,207 62
Connecticut	9,207 80	17,037 12	204 86	181,609 23	208,352 95
New York	191,879 63	80,153 42	2,679 10	1,400,255 49	1,735,666 04
New Jersey	12,750 39	11,378 70	231 45	191,745 23	146,103 77
Pennsylvania	54,194 12	42,111 39	2,044 35	672,220 78	730,570 64
Delaware	1,548 67	2,172 91	62 40	118,400 48	122,184 46
Maryland	14,701 82	9,866 31	441 40	149,271 83	174,281 36
District of Columbia	5,567 35	3,064 74	310 50	40,920 95	49,863 54
Virginia	11,104 38	20,558 14	714 70	191,031 94	223,409 16
North Carolina	3,080 67	9,570 08	444 45	59,974 63	73,069 83
South Carolina	7,039 06	5,814 24	330 40	67,518 02	80,701 72
Georgia	6,335 15	14,256 44	371 40	123,788 41	144,751 40
Florida	991 40	1,751 89	65 15	15,724 33	18,539 76
Alabama	2,409 33	11,956 20	567 80	110,358 43	130,291 86
Mississippi	5,630 52	10,808 11	239 83	71,816 63	88,297 21
Texas	7,504 61	9,019 72	218 15	88,702 98	103,445 46
Kentucky	8,029 59	13,921 36	388 00	136,453 98	158,832 93
Michigan	14,361 44	17,429 10	587 50	155,814 80	188,192 84
Wisconsin	16,327 55	17,948 59	705 23	160,478 03	195,457 42
Louisiana	25,641 03	11,745 20	515 15	158,208 87	196,210 25
Tennessee	5,025 57	12,058 56	524 25	118,023 51	135,632 59
Missouri	17,659 88	18,004 17	657 35	125,504 04	231,869 44
Illinois	30,488 85	40,419 06	1,301 60	412,504 00	484,713 61
Ohio	28,471 64	44,544 02	1,722 55	474,608 79	549,349 00
Indiana	14,069 94	26,540 72	862 65	196,080 32	238,553 63
Arkansas	2,990 96	5,629 94	72 45	34,184 46	46,877 81
Iowa	9,409 91	15,711 11	425 25	121,751 27	147,297 54
California	35,640 63	14,564 53	442 25	230,706 23	281,400 34
Oregon	2,990 52	1,995 72	9 60	12,172 57	17,168 47
Minnesota	4,736 44	5,122 29	168 20	36,378 87	46,404 50
New Mexico	701 85	227 12	3 05	3,242 13	4,184 15
Utah	2,532 99	366 65	2 35	2,729 19	5,632 18
Nebraska	795 06	954 96	17 35	8,105 72	9,873 09
Washington	1,426 55	411 91	7 25	2,979 28	4,825 69
Kansas	3,428 19	2,824 04	56 65	26,972 05	33,280 93
Colorado	255 33	66 01	40	161 27	483 01
Dakota	33 47	9 37	20	137 26	181 00
	645,988 99	571,603 22	19,306 10	6,823,907 79	8,120,108 10
Add miscellaneous items	1,209 15				
Deduct miscellaneous items		395 94	45	29,116 36	1,209 15
	646,498 14	571,209 28	19,305 65	6,864,791 43	8,131,317 25
Add receipts on account of emolu- ments, &c.					
Deduct excess of receipts					

NOTE.—The following items of revenue are not embraced in the above statement, viz :

Receipts on account of emoluments	\$94,567 45
Miscellaneous receipts	3,431 82
Receipts on account of fines	20 00
Total	\$98,019 27

Excess of expenditures over receipts	\$3,721,633 37
Add amount paid for foreign mails and expenses of government mail agents	\$766,621 37
Route agents	342,775 62
Supply of special offices and mail messengers	269,268 13
Ship, steamboat, and way letters	12,007 06
Amounts allowed and paid at department, viz :	
Interest to contractors, act of February 15, 1860	4,699 54
Wrapping paper	50,907 03
Office furniture	353 80

Amount carried forward

1,446,632 55 2,721,633 37

penditures for the fiscal year ending June 30, 1861.

Compensation allowed postmasters.	Incidental expenses of post offices.	Total compensation and incidental expenses.	Am't of transportation certified to the Postmaster General for payment, and credited to contractors, but not fully paid.	Total expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
881,060 47	813,492 90	894,483 37	8108,305 87	8902,879 94	897,867 36	.....
54,040 15	4,063 94	58,103 39	51,428 87	109,532 96	.....	.....
58,616 91	1,975 30	59,892 21	84,852 69	144,744 90	32,003 04	.....
166,360 56	115,992 61	982,353 17	137,167 97	469,531 14	.....	185,177 08
17,348 08	9,034 10	27,382 18	12,841 38	45,223 56	.....	24,064 08
76,505 11	17,035 84	93,540 95	112,967 27	906,538 92	.....	1,444 73
344,757 04	326,661 44	673,418 48	444,166 75	1,117,585 23	.....	618,062 61
63,128 42	7,808 93	71,047 35	96,472 61	167,519 96	91,416 19	.....
210,737 80	105,356 57	316,094 37	359,297 48	675,391 85	.....	55,178 79
9,502 50	3,036 86	12,539 36	90,018 25	32,557 61	.....	89,626 65
36,179 17	33,233 67	71,412 84	225,944 86	326,657 70	132,376 34	.....
3,610 03	36,232 98	39,842 31	.....	39,842 31	.....	10,021 23
84,615 12	25,625 48	110,240 60	309,612 26	419,752 86	196,442 70	.....
34,334 85	2,720 49	37,055 44	139,691 76	176,747 20	103,677 37	.....
23,626 94	10,354 19	33,981 13	159,163 60	193,164 73	112,463 01	.....
51,609 86	21,240 91	72,850 77	192,749 50	271,000 27	126,948 47	.....
9,102 97	43 03	9,146 00	129,599 35	139,145 35	120,619 59	.....
42,918 60	17,391 91	60,310 51	256,118 82	316,429 33	186,137 47	.....
43,309 45	1,747 62	45,057 07	929,702 65	974,759 79	186,139 51	.....
41,785 58	7,563 45	49,369 03	432,737 73	492,106 76	372,661 30	.....
59,612 19	18,421 14	78,033 33	270,273 23	346,308 56	167,455 63	.....
81,004 88	23,268 57	104,273 45	177,759 31	262,032 75	93,639 91	.....
78,229 25	11,562 69	89,892 64	146,807 54	226,660 18	43,802 76	.....
27,735 13	26,563 26	54,298 99	304,357 50	358,656 49	162,446 94	.....
43,826 19	21,435 59	65,262 98	186,345 64	251,669 69	116,037 03	.....
66,051 41	45,546 79	111,598 20	572,359 96	683,961 16	452,061 72	.....
175,608 05	62,324 05	237,932 10	382,449 09	640,331 19	155,667 58	.....
198,470 83	73,752 44	272,223 57	554,361 21	826,564 48	277,235 48	.....
107,839 01	15,495 10	123,334 11	269,906 36	302,542 47	153,968 84	.....
24,179 47	2,300 38	26,479 85	252,664 62	279,144 51	232,966 70	.....
69,530 48	10,808 40	80,338 88	902,879 35	223,301 23	136,003 69	.....
61,291 62	43,275 60	104,567 22	961,392 00	1,065,259 22	764,556 68	.....
7,985 35	47 29	8,042 64	23,401 98	31,444 62	14,276 15	.....
21,591 13	2,322 60	23,913 73	123,617 43	147,531 16	101,196 66	.....
2,162 85	75	2,237 85	12,842 13	22,005 73	17,221 56	.....
3,296 52	51 86	3,348 38	59,157 92	62,476 30	56,239 12	.....
5,373 12	66 57	5,439 69	32,445 63	43,665 32	34,012 23	.....
3,100 71	6 25	3,106 96	57,914 57	61,021 53	56,195 84	.....
16,915 55	620 40	17,535 95	59,659 48	107,455 43	74,174 50	.....
365 10	63 21	428 31	.....	428 31	.....	54 70
119 22	.....	119 22	.....	119 22	.....	61 78
2,509,030 67	1,137,966 31	3,646,997 01	8,260,732 67	11,916,726 62	4,773,580 29	866,958 71
5,126 46	.....	5,126 46	903,541 21	.....	.....	.....
.....	.....	.....	.....	34,639 21	33,430 06	.....
2,514,157 13	1,137,966 34	3,652,123 47	9,173,273 88	11,951,366 89	4,807,010 35	866,958 71
.....	.....	.....	.....	.....	.....	96,418 27
.....	.....	.....	.....	.....	1,065,376 98	1,065,376 98
.....	.....	.....	.....	.....	3,721,633 37	.....

Amount brought forward..... \$1,446,632 55 \$3,721,633 37

Advertising.....	14,909 90	.....
Mail bags.....	55,757 51	.....
Blanks.....	79,859 18	.....
Mail locks, keys, and stamps.....	8,550 14	.....
Mail depredations and special agents.....	47,837 22	.....
Clerks for offices.....	23,111 57	.....
Miscellaneous payments.....	87,075 29	.....
Postage stamps and stamped envelopes.....	92,772 70	.....
Foreign postage collected and returned to foreign governments.....	144,948 41	.....

2,010,943 77

Total excess of expenditures over receipts..... 5,732,577 14

* On account of route agents, mail messengers, special transportation, foreign mails, &c.

No. 4.—*Tabular statement exhibiting the postal receipts and expenditures of June 30,*

States.	Period.	Letter postage.	Newspaper postage.	Registered letters.	Stamps sold.	Total receipts.	Compensation allowed to postmasters.
Virginia	3d quarter 1860	\$3,058 75	\$7,098 97	\$254 05	\$61,329 11	\$71,705 88	\$96,800 45
	4th quarter 1860	2,628 05	6,570 02	968 35	66,663 86	70,130 28	26,598 67
	1st quarter 1861	4,650 69	6,180 67	168 40	59,046 24	70,066 00	26,824 28
	April and May, 1861...	766 89	783 48	23 90	9,912 73	11,467 00	4,459 72
	Total	11,104 38	20,558 14	714 70	191,031 94	223,409 16	84,615 12
S. Carolina.	3d quarter 1860	1,732 57	2,060 76	116 70	22,942 16	26,152 19	8,000 40
	4th quarter 1860	1,918 04	1,923 34	194 35	23,815 18	27,740 91	7,858 56
	1st quarter 1861	2,551 64	1,709 59	86 10	20,948 87	24,596 20	6,951 53
	April and May, 1861...	836 81	120 55	3 25	1,811 81	2,172 42	936 45
	Total	7,039 06	5,814 24	330 40	67,518 02	80,701 72	23,626 94
N. Carolina.	3d quarter 1860	810 21	3,335 76	165 60	20,348 40	24,659 97	11,906 16
	4th quarter 1860	832 37	3,213 60	163 30	19,842 82	24,052 09	11,620 02
	1st quarter 1861	1,353 81	2,923 36	113 25	19,254 21	23,644 63	10,392 52
	April and May, 1861...	84 28	97 36	2 30	589 20	712 14	496 25
	Total	3,080 67	9,570 08	444 45	59,974 63	73,069 83	34,334 95
Georgia	3d quarter 1860	1,419 00	4,624 10	124 45	37,820 87	43,986 42	16,231 05
	4th quarter 1860	1,509 07	4,441 49	121 20	36,792 97	42,864 73	15,148 60
	1st quarter 1861	2,651 08	3,995 05	109 50	37,429 48	44,185 11	15,275 98
	April and May, 1861...	756 00	1,195 80	16 25	11,745 09	13,713 14	4,354 23
	Total	6,335 15	14,266 44	371 40	123,788 41	144,751 40	51,009 86
Florida	3d quarter 1860	282 18	639 47	27 30	5,591 26	6,540 21	3,140 18
	4th quarter 1860	342 01	623 02	28 25	5,935 48	6,930 36	3,495 65
	1st quarter 1861	336 54	439 98	8 35	3,647 62	4,432 69	2,292 31
	April and May, 1861...	30 67	49 41	45	548 97	629 59	174 83
	Total	991 40	1,751 88	65 15	15,724 33	18,532 76	9,102 97
Alabama ...	3d quarter 1860	1,499 68	4,021 33	182 00	34,322 74	40,025 75	13,895 66
	4th quarter 1860	1,631 35	3,620 46	177 30	28,167 88	33,616 99	12,519 94
	1st quarter 1861	2,862 58	3,135 41	159 85	26,172 84	32,330 62	12,597 93
	April and May, 1861...	1,415 72	1,179 00	48 75	21,674 97	24,318 44	3,965 07
	Total	7,409 33	11,956 20	567 90	110,358 43	130,291 86	42,918 60
Mississippi .	3d quarter 1860	1,036 57	3,545 33	88 50	23,037 52	27,707 92	13,415 33
	4th quarter 1860	935 68	3,201 87	71 80	21,044 57	25,293 92	12,127 32
	1st quarter 1861	2,137 09	2,434 05	51 65	17,396 38	22,019 08	11,563 79
	April and May, 1861...	1,530 27	1,426 86	21 00	10,298 16	13,276 29	6,203 01
	Total	5,639 52	10,608 11	232 95	71,816 63	88,297 21	43,309 45
Texas	3d quarter 1860	2,289 31	3,197 40	69 20	28,145 16	33,791 07	14,478 93
	4th quarter 1860	1,990 35	2,973 40	74 65	24,826 46	29,864 86	13,057 36
	1st quarter 1861	2,491 25	2,145 57	44 80	20,427 69	25,109 31	11,073 98
	April and May, 1861...	733 70	703 35	9 50	13,303 67	14,750 22	3,181 31
	Total	7,504 61	9,019 72	218 15	86,702 98	103,445 46	41,785 58

a \$9,309 70 paid to contractors in Virginia who were proven to be loyal citizens.

b \$655 38. Auditor's drafts in favor of contractors, on postmasters in South Carolina, for balances due from them to the United States.

c \$450. North Carolina. Auditor's drafts as above.

d \$1,555 55. Georgia. Auditor's drafts as above.

e \$217 89. Alabama. Auditor's drafts as above.

the Post Office Department, in the rebellious States, for the fiscal year ending 1861.

Incidental expenses of post offices.	Total compensation and incidental expenses.	Amount of transportation for 12 months, calculated in full, assuming the service to have been performed.	Amounts actually paid contractors.	Remaining due to contractors and unpaid.	Amount paid on account of previous years.	Total expenses for fiscal year, including unpaid balances in contractors.	Assumed excess of expenditures over receipts.
\$7,143 50	\$33,944 04	\$90,637 64	\$98,684 71	\$978 93	.....	\$133,571 68	\$61,445 40
8,579 31	35,046 98	99,508 98	99,173 90	410 38	.....	134,643 24	64,552 98
7,576 23	34,444 51	100,678 83	81,093 73	19,545 10	.....	135,083 34	64,997 34
2,335 38	6,795 07	67,043 61	49,809 70	57,233 91	.....	73,634 64	62,251 64
25,625 48	110,540 60	366,936 34	988,768 04	78,164 31	.....	477,176 94	231,767 78
3,186 64	11,977 04	53,603 58	50,945 60	657 98	.....	61,444 62	34,794 43
3,759 18	11,417 74	50,946 68	52,863 46	83 22	.....	61,364 49	34,543 51
3,307 68	10,349 15	50,633 34	22,909 67	30,393 47	.....	62,944 49	34,306 39
75	937 90	35,988 00	1,655 3	34,638 30	.....	36,226 10	34,083 68
10,354 19	33,981 13	194,472 50	124,734 31	65,738 19	.....	226,450 63	147,751 91
1,069 66	12,915 89	46,162 47	44,890 91	1,971 56	.....	50,678 98	34,416 32
1,196 61	12,818 63	46,760 91	47,933 93	.....	\$1,173 02	54,579 54	35,597 45
519 23	10,694 74	46,768 38	23,530 61	93,237 57	.....	57,663 12	34,016 49
.....	446 25	31,378 99	6450 00	30,926 92	.....	31,645 17	31,092 03
2,780 49	37,055 44	171,070 68	116,805 63	55,438 05	1,173 02	246,198 18	135,056 29
5,740 94	21,971 99	66,930 32	69,090 78	6,549 54	.....	64,908 31	41,913 69
6,493 51	21,572 11	70,316 68	67,285 70	3,031 48	.....	91,764 79	49,024 08
6,065 94	21,341 22	69,908 50	9,847 68	32,354 82	.....	83,543 78	39,358 61
3,011 22	7,365 45	41,768 34	11,555 53	40,212 79	.....	49,137 79	35,420 65
91,940 91	72,250 77	249,517 34	134,369 21	102,148 63	.....	312,764 61	164,017 91
12 56	3,152 74	46,352 56	45,711 47	641 09	.....	49,503 30	42,965 09
26 70	3,522 35	47,591 73	47,329 94	261 79	.....	51,114 08	44,183 72
3 77	2,206 08	43,896 27	17,772 96	26,124 81	.....	46,192 35	41,751 66
.....	174 83	29,465 18	.....	29,465 18	.....	22,640 01	29,010 51
43 03	9,145 00	167,305 74	110,813 47	56,692 27	.....	176,451 74	157,918 98
4,664 06	16,559 72	91,941 93	85,548 15	6,393 78	.....	110,501 65	70,475 90
4,923 09	17,443 08	83,382 37	84,173 32	.....	844 95	100,771 40	67,154 41
4,621 14	17,419 07	84,729 77	63,681 35	20,848 42	.....	102,144 24	69,418 14
2,923 62	6,886 69	56,886 52	2,217 69	56,668 63	.....	63,775 21	30,456 77
17,391 91	60,310 51	316,686 50	233,890 71	83,910 83	844 95	377,197 10	246,905 24
378 25	13,793 58	77,621 22	74,654 64	2,966 58	.....	91,414 80	63,706 88
627 15	12,754 47	76,531 55	77,340 57	.....	809 02	89,946 02	63,992 10
681 53	12,245 32	76,541 37	62,471 53	44,069 84	.....	88,768 69	64,767 61
60 69	6,263 70	51,253 97	1,026 22	41,226 83	.....	57,516 77	44,240 48
1,747 62	45,057 07	261,947 21	194,492 96	68,263 27	409 02	327,004 26	234,707 07
2,021 15	16,494 08	143,860 81	142,950 96	909 85	.....	160,354 89	126,613 42
2,303 94	15,361 30	146,171 20	145,925 37	245 85	.....	161,532 50	131,667 64
2,331 43	13,405 41	142,705 72	104,975 57	37,730 15	.....	156,111 13	131,001 42
926 93	4,108 24	95,637 15	85,067 62	30,569 53	.....	99,745 30	84,995 17
7,583 45	49,369 03	522,374 88	458,919 50	69,455 38	.....	577,743 91	474,298 45

f \$10,026 22 Mississippi. Payments made to assignees who were loyal citizens, but not residents of that State, and to John E. Reeside, who has two mail routes, after deducting \$7,450 30 due by postmasters.

g \$65,067 62. Texas. After deducting \$3,535 15, due by postmasters on the routes, remainder was paid to M. B. Bramhall, esq., attorney, New York, who was introduced by Hon. Galusha A. Grow, and ordered to be paid by Mr. Sharretts, acting auditor.

No. 4.—*Tabular statement exhibiting the postal receipts and expenditures*

States.	Period.	Letter postage.	Newspaper postage.	Registered letters.	Stamps sold.	Total receipts.	Compensation allowed to postmasters.
Louisiana.	3d quarter 1860	96,108 00	\$3,470 38	\$156 80	\$35,065 64	\$47,809 82	\$8,114 45
	4th quarter 1860	7,437 45	3,343 25	160 45	45,650 15	56,581 40	8,633 65
	1st quarter 1861	7,228 10	2,942 78	141 95	42,199 81	51,512 62	7,617 96
	April and May, 1861...	4,847 48	1,898 71	52 95	32,482 27	39,313 41	3,369 07
	Total	115,641 03	11,745 20	515 15	158,398 87	196,210 25	27,735 13
Tennessee.	3d quarter 1860	1,181 00	4,008 47	189 25	31,841 03	37,919 75	12,758 23
	4th quarter 1860	1,157 33	3,772 19	171 85	32,189 01	34,250 38	12,870 89
	1st quarter 1861	1,429 76	3,119 79	136 95	33,982 00	39,065 50	13,152 82
	April and May, 1861...	857 48	1,158 11	96 90	19,011 47	21,053 96	5,198 45
	Total	5,025 57	12,058 56	594 95	116,033 51	135,639 59	43,890 39
Arkansas...	3d quarter 1860	668 86	1,921 49	23 86	10,958 09	13,572 07	7,235 78
	4th quarter 1860	672 91	1,768 47	25 96	10,998 94	13,437 52	7,094 85
	1st quarter 1861	1,473 98	1,515 04	99 10	11,589 05	14,597 13	7,672 49
	April and May, 1861...	225 73	405 01	2 25	4,639 36	5,273 37	2,178 35
	Total	2,980 98	5,610 04	72 45	38,184 46	46,877 81	24,179 47
Total		123,761 68	112,966 51	4,057 65	1,041,432 21	1,241,920 65	226,568 46

a \$14,796 80. Louisiana. After deducting \$4,315 50, due by postmasters as above, remainder was paid, on recommendation of Hon. John J. Crittenden and others, by order of acting auditor; the parties being loyal and having left the State.

b \$7,260 85. Tennessee. After deducting \$252 78, due by postmasters, balance paid to contractors, who were here in person, or to financial agents, on request of the Hons. Andrew Johnson and Horace Maynard; the parties mainly residing in the loyal States.

of the Post Office Department, in the rebellious States, &c.—Continued.

Incidental expenses of post officers.	Total compensation and incidental expenses.	Amount of transportation for 11 months, calculated in full, assuming the service to have been performed.	Amount actually paid contractors.	Remaining due to contractors not paid.	Amount paid contractors on account of previous years.	Total expenses for the year, including unpaid balances to contractors.	Amount excess of expenditures over receipts.
\$9,031 65	\$17,146 10	\$103,088 80	\$80,815 82	\$210 67	.....	\$117,818 30	\$70,000 57
7,452 09	16,185 74	101,473 71	100,970 91	503 51	.....	117,349 45	61,014 05
10,034 00	17,652 58	102,217 50	71,008 05	31,910 04	.....	119,470 05	67,357 44
5 52	3,374 56	65,545 17	614,785 80	53,740 37	.....	71,919 78	52,608 35
26,562 26	54,294 98	372,302 67	285,028 68	86,974 10	.....	427,301 64	230,991 41
5,705 21	14,464 44	66,224 40	62,041 53	.....	\$1,907 11	74,734 26	41,579 11
6,792 00	14,052 94	60,680 21	56,545 37	4,133 84	.....	70,292 19	42,001 41
6,402 01	90,014 63	61,946 44	35,702 79	26,244 06	.....	51,971 67	42,983 17
2,655 94	7,181 73	41,654 56	67,980 85	26,320 71	.....	44,836 29	25,788 33
81,425 50	65,203 88	224,573 03	163,710 54	60,771 00	1,967 11	249,440 01	154,946 42
715 07	7,947 85	78,380 08	55,573 83	22,806 42	.....	84,739 91	70,787 44
700 70	7,994 55	73,620 35	72,714 78	904 79	.....	80,934 10	67,500 36
765 41	8,457 80	78,543 02	49,985 86	28,557 06	.....	81,601 52	68,400 67
3 14	9,170 53	48,002 41	64,545 41	24,007 00	.....	50,461 94	45,500 57
2,300 26	96,479 83	370,647 64	302,600 76	67,948 88	.....	397,127 47	240,940 64
157,008 80	503,513 35	3,135,637 19	2,383,081 63	817,300 50	4,734 10	3,657,150 47	2,457,820 40

c \$24,565 41. Arkansas. After deducting \$6,800 67, due by postmasters as above, remainder paid to assignees, who were known to be loyal citizens, and to John E. Reeside, who has contracts on two mail routes in this State.

Respectfully submitted.

G. ADAMS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, November 30, 1861.

No. 5.

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, 1861.

Cities.	Number of letters.	Number of circulars.	Number of newspapers and pamphlets.	Total number of letters, circulars, &c.	Amount received and paid out for carriers.
New York, N. Y..	6,935,410	2,071,531	559,898	9,566,839	\$92,868 90
Philadelphia, Pa..	2,093,020	49,713	331,504	2,474,231	23,320 38
Baltimore, Md.*..	660,170	-----	147,412	813,572	7,398 71
Boston, Mass.....	1,595,684	46,841	129,628	1,772,153	17,073 39
Washington, D.C.†	240,741	-----	79,202	319,943	2,803 38
Providence, R. I.‡	178,227	-----	19,826	198,053	1,881 50
Kensington, Pa....	128,044	-----	20,521	148,565	1,382 99
Harrisburg, Pa....	43,831	-----	9,265	53,056	484 42
Lowell, Mass.§....	80,878	-----	9,733	90,611	857 45
St. Louis, Mo.....	54,858	605	1,613	57,076	562 66
Roxbury, Mass||..	7,086	-----	977	8,063	75 74
Manchester, N. H..	35,271	-----	2,278	37,549	364 10
Total	12,059,190	2,168,690	1,311,877	15,539,711	149,073 62

* Returns for second quarter of 1861 not received.

† Returns for first quarter of 1861 not received.

‡ Returns for fourth quarter of 1860 not received.

§ Returns for first quarter of 1861 not received.

| Returns for third quarter of 1860 only received.

G. ADAMS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE
POST OFFICE DEPARTMENT, November 13, 1861.

No. 6.

Amount of letter postage on British mails received in and sent from the United States during the fiscal year ending June 30, 1861.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunardline	\$58,052 43	\$56,370 67	\$39,260 06	\$45,962 18	\$199,645 34
Canadiando.	15,760 74	42,737 77	14,242 71	32,065 97	104,807 19
German Lloyd.do.	3,293 18	5,431 76	2,249 24	3,712 64	11,686 82
Galwaydo.	2,544 30	5,099 96	1,112 70	2,294 42	11,051 38
Havredo.	4,374 47	6,847 52	3,107 26	4,648 40	18,977 65
Hamburgdo.	544 14	1,121 89	471 52	844 72	2,982 27
Miscellaneous .do.	8,014 07	16,970 72	5,355 47	9,356 38	39,696 64
Vanderbiltdo.	2,779 84	4,021 46	1,896 62	3,190 84	11,888 76
N. Atlantic Steamship Company..	1,337 82	2,693 56	999 84	1,753 04	6,784 26
Total	96,700 95	141,295 31	68,695 42	103,828 59	410,520 31
Am't received..	237,996 30	.....	.....	172,524 01	.....
Sent.	Paid.	Paid distributed.	Unpaid.		Total.
Cunardline	\$659 25	\$113,695 12	\$80,058 67	.....	\$194,413 04
Canadiando.	.....	21,392 80	7,908 68	.....	29,301 48
German Lloyd.do.	430 59	16,813 03	9,754 22	.....	23,997 84
Galwaydo.	2 52	5,431 14	3,085 03	.....	8,518 69
Havredo.	207 13	21,700 37	12,729 82	.....	34,637 32
Hamburgdo.	55 02	5,646 57	4,117 08	.....	9,818 67
Miscellaneous .do.	235 60	26,525 38	14,619 66	.....	41,390 64
Vanderbiltdo.	95 34	11,520 71	5,562 96	.....	17,179 01
N. Atlantic Steamship Company..	54 93	8,938 56	4,504 18	.....	13,497 67
Total	1,740 38	231,673 58	142,340 30	.....	375,754 36
Amount sent...	233,414 06	.....	142,340 30	.....	.....
Amount collected in United States.....					471,410 36
Amount collected in United Kingdom.....					314,864 31
Total.....					786,274 67
Excess collected in United States					156,546 05

G. ADAMS, Auditor.

AUDITOR'S OFFICE, Post Office Department, November 13, 1861.

No. 7.

Amount of letter postage on Prussian mails received in and sent from the United States during the fiscal year ending June 30, 1861.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$11,852 27	\$32,773 06	\$5,241 55	\$9,463 00	\$59,329 88
Canadian line.....	1,672 19	5,605 63	703 80	1,369 51	9,351 13
German Lloyd line..	1,780 53	7,937 17	799 00	2,029 49	12,546 19
Galway line.....	382 95	1,272 75	172 80	359 50	2,188 00
Havre line.....	2,149 12	8,401 51	906 31	2,186 05	13,642 99
Hamburg line.....	230 40	1,082 41	127 20	306 40	1,746 41
Miscellaneous line...	1,783 19	8,110 97	768 30	2,019 68	12,682 14
Vanderbilt line.....	1,256 49	4,548 39	566 40	1,333 35	7,704 64
N. Atlantic Steamship Company....	975 43	3,191 17	410 50	894 83	5,471 93
Total.....	22,082 57	72,923 06	9,695 86	19,961 82	124,663 31
Amount received ...	95,005 63	-----	29,657 68	-----	-----
Sent.	Paid.	Paid distributed.	Unpaid.		Total.
Cunard line.....		\$36,903 89	\$40,179 88		\$77,083 77
Canadian line.....		729 57	711 34		1,440 91
German Lloyd line..		5,544 17	1,673 05		7,217 22
Galway line.....		1,840 31	1,627 30		3,467 61
Havre line.....	\$129 11	7,933 27	8,176 46		16,238 84
Hamburg line.....		2,640 47	746 26		3,386 73
Miscellaneous line...		9,485 66	8,600 76		18,086 42
Vanderbilt line.....		4,566 39	3,497 36		8,063 75
N. Atlantic Steamship Company....		3,739 04	2,887 78		6,626 82
Total.....	129 11	73,382 77	68,100 19		141,612 07
Amount sent.....	73,511 88	-----	68,100 19		-----

Amount collected in United States..... \$168,517 51
Amount collected in Prussia..... 97,757 87

Total..... 266,275 38

Excess collected in United States..... 70,759 64

No. 8.

Amount of letter postage on French mails received in and sent from the United States during the fiscal year ending June 30, 1861.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$13,148 12	\$17,286 11	\$11,072 91	\$16,834 72	\$58,341 86
Canadian line	4,139 16	7,972 27	3,246 81	6,750 26	22,108 50
Havre line	1,995 97	2,998 09	1,475 97	2,105 66	8,575 69
Bremen Lloyd line..	998 02	2,155 74	873 59	1,501 52	5,528 87
Vanderbilt line	1,497 59	1,922 69	1,054 20	1,374 53	6,849 01
Hamburg line	213 84	644 64	171 14	401 75	1,431 37
Galway line.....	215 40	382 38	128 76	267 09	993 63
Miscellaneous line..	1,329 50	2,903 87	875 83	1,862 76	6,972 96
N. Atlantic Steamship Company....	1,103 86	1,261 10	791 92	935 62	4,122 50
Total.....	24,641 46	37,526 89	19,692 13	32,063 91	113,924 39
Amount received ...	62,168 55	.....	51,756 04	.....	.....
Sent.	Paid.	Paid distributed.	Unpaid.		Total.
Cunard line	\$236 40	\$26,016 21	\$29,266 51	.....	\$55,519 12
Canadian line .....	.....	1,109 91	822 68	.....	1,932 59
Havre line	137 10	5,759 31	6,164 18	.....	12,060 59
Bremen Lloyd line..	56 46	3,964 90	4,170 20	.....	8,191 56
Vanderbilt line.....	72 90	2,970 35	2,608 26	.....	5,651 51
Hamburg line	19 98	2,329 48	2,512 80	.....	4,862 26
Galway line.....	1 86	1,196 28	1,067 62	.....	2,265 76
Miscellaneous line..	103 71	5,569 51	5,491 21	.....	11,164 43
N. Atlantic Steamship Company ..	41 22	2,448 77	2,332 11	.....	4,822 10
Total.....	669 63	51,364 72	54,435 57	.....	106,469 92
Amount sent.....	52,034 35	.....	54,435 57	.....	.....

Amount collected in the United States..... \$114,202 70
Amount collected in France 106,191 61

Total..... 220,394 31

Excess collected in the United States..... 8,011 09

No. 9.

Amount of letter postage on Belgian mails received in and sent from the United States during the fiscal year ending June 30, 1861.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$592 50	\$481 37	\$1,024 22	\$843 67	\$2,941 76
Canadian line.....	140 47	139 64	270 00	261 49	811 60
German Lloyd line..	41 58	41 58	49 14	71 82	204 12
Galway line.....	16 47	11 61	33 48	24 84	86 40
Havre line.....	76 14	80 19	125 27	117 72	399 32
Hamburg line.....	11 61	13 23	16 20	27 54	68 58
Miscellaneous line..	110 97	104 49	159 47	165 78	540 71
Vanderbilt line.....	66 08	44 82	105 57	82 35	298 82
N. Atlantic Steamship Company....	42 93	27 54	67 23	40 50	178 20
Total	1,098 75	944 47	1,850 58	1,635 71	5,529 51
Amount received ...	2,043 22	.....	3,486 29	.....	.....
Sent.	Paid.	Paid distributed.	Unpaid.		Total.
Cunard line.....	.....	\$898 22	\$2,137 82	.....	\$3,036 04
Canadian line.....	.....	25 65	24 37	.....	50 02
German Lloyd line..	.....	134 73	297 54	.....	432 27
Galway line.....	.....	39 69	72 63	.....	112 32
Havre line.....	.....	168 15	357 03	.....	525 18
Hamburg line.....	.....	57 51	146 25	.....	203 76
Miscellaneous line..	.....	178 47	359 10	.....	537 57
Van 'erbilt line.....	.....	79 11	179 55	.....	258 66
N. Atlantic Steamship Company....	.....	70 20	132 57	.....	202 77
Total .....	.....	1,651 73	3,706 86	.....	5,358 59
Amount sent.....	1,651 73	.....	3,706 86	.....	.....

Amount collected in the United States \$3,694 95

Amount collected in Belgium 7,193 15

Total 10,888 10

Excess collected in Belgium..... 3,498 20

No. 10.

Amount of letter postage on Bremen mails received in and sent from the United States during the fiscal year ending June 30, 1861.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
German Lloyd line..	\$2,270 72	\$9,515 52	\$1,432 10	\$4,011 64	\$17,229 98
Total	2,270 72	9,515 52	1,432 10	4,011 64	17,229 98
Amount received ...	11,786 24	.....	5,443 74	.....	.....
Sent.	Paid.	Paid distributed.	Unpaid.		Total.
German Lloyd line..	\$38 00	\$14,417 77	\$5,257 54	.....	\$19,713 31
Total	38 00	14,417 77	5,257 54	.....	19,713 31
Amount sent.....	14,455 77	.....	5,257 54	.....	.....

Amount collected in United States.....\$26,242 01

Amount collected in Bremen.....10,701 28

Total36,943 29

Excess collected in United States15,540 73

No. 11.

Amount of letter postage on Hamburg mails received in and from the United States during the fiscal year ending June 30, 1861.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg line.....	\$2,429 19	\$7,194 58	\$1,501 93	\$3,046 21	\$14,171 91
Total.....	2,429 19	7,194 58	1,501 93	3,046 21	14,171 91
Amount received ...	9,623 77	.....	4,548 14	.....	.....
Sent.	Paid.	Paid distributed.	Unpaid.		Total.
Hamburg line.....	\$21 35	\$20,731 74	\$6,335 95	.....	\$27,089 04
Total.....	21 35	20,731 74	6,335 95	.....	27,089 04
Amount sent.....	20,763 09	.....	6,335 95	.....	.....

Amount collected in United States.....	\$30,376 86
Amount collected in Hamburg.....	10,884 09
Total.....	41,260 95
Excess collected in United States.....	19,492 77

No. 12.

Number of letters and newspapers exchanged between the United States and the United Kingdom, in British mails, during the fiscal year ending June 30, 1861.

	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	855,244	852,525	516,713	964,076
Canadian line.....	422,137	125,579	82,596	100,144
German Lloyd line.....	58,926	110,533	31,120	170,728
Galway line.....	45,784	36,419	10,299	48,353
Havre line.....	75,426	130,534	44,758	193,757
Hamburg line.....	12,787	39,596	4,763	73,785
Miscellaneous line.....	162,194	171,074	66,223	216,847
Vanderbilt line.....	46,976	70,225	31,975	100,460
North Atlantic Steamship Co....	27,965	55,159	17,817	68,812
Total.....	1,707,439	1,591,644	806,364	1,936,952

No. 13.

Number of letters and newspapers exchanged between the United States and the Kingdom of Prussia, in closed mails, during the fiscal year ending June 30, 1861.

	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	194,432	250,294	13,070	43,616
Canadian line.....	38,295	4,610	2,789	654
German Lloyd line.....	40,968	23,554	4,397	7,794
Galway line.....	7,061	11,407	722	2,359
Havre line.....	43,994	63,630	6,285	16,100
Hamburg line.....	5,621	10,970	785	5,476
Miscellaneous line.....	40,920	59,525	3,330	14,342
Vanderbilt line.....	25,310	26,747	2,553	5,920
North Atlantic Steamship Co....	17,991	21,712	1,750	4,342
Total.....	414,592	462,455	35,093	102,603

No. 14.

Number of letters and newspapers exchanged between the United States and France during the fiscal year ending June 30, 1861.

	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	353,642	360,216	84,137	156,503
Canadian line.....	127,014	12,115	23,695	3,876
German Lloyd line.....	30,921	52,092	6,694	24,503
Galway line.....	5,682	13,542	1,893	4,971
Havre line.....	51,652	76,045	12,056	36,630
Hamburg line.....	8,272	31,127	2,331	16,008
Miscellaneous line.....	39,192	70,882	8,336	35,329
Vanderbilt line.....	35,587	34,223	9,197	15,477
North Atlantic Steamship Co....	27,222	30,295	5,117	12,110
Total.....	679,184	680,577	153,358	305,406

No. 15.

Number of letters and newspapers exchanged between the United States and Belgium during the fiscal year ending June 30, 1861.

	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	10,937	10,929	8,749	1,361
Canadian line	3,090	185	2,171	59
German Lloyd line.....	756	1,591	811	124
Galway line.	319	416	377	33
Havre line.....	1,481	1,938	1,137	140
Hamburg line.....	254	757	232	72
Miscellaneous line	2,003	2,172	1,719	-----
Vanderbilt line.....	1,097	858	775	53
North Atlantic Steamship Co....	660	751	518	37
Total.....	20,597	19,597	13,489	1,879

No. 16.

Number of letters and newspapers exchanged between the United States and Bremen during the fiscal year ending June 30, 1861.

	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
German Lloyd line	133,916	147,528	12,768	49,850

No. 17.

Number of letters and newspapers exchanged between the United States and Hamburg during the fiscal year ending June 30, 1861.

	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Hamburg line.....	103,972	184,320	12,541	87,657

No. 18.

Revenue to the United States, also to the United States Post Office Department, by Cunard line, for fiscal year ending June 30, 1861.

Total postage on British mails by Cunard line.....		\$394,038 34
United States portion, being $\frac{3}{4}$, for United States inland....	\$2,095 49	
Add postage on 964,076 newspapers sent, at 2 cents each ...	19,281 52	
		<u>\$101,377 01</u>
The Post Office Department pays commissions to postmasters on above, viz:		
For distribution on unpaid distributed received, \$56,370 67, at $12\frac{1}{2}$ per cent.....	7,046 33	
For commissions to postmasters at offices where delivered, \$56,370 67, at 40 per cent.....	22,548 26	
For distribution on paid distributed received, \$45,962 18, at $12\frac{1}{2}$ per cent.....	5,745 27	
For commissions to postmasters at offices where delivered, \$45,962 18, at 40 per cent.....	18,384 87	
For distribution on unpaid sent, \$40,058 67, at $12\frac{1}{2}$ per cent.	10,007 33	
For commissions to postmasters at New York, Boston, and Philadelphia, on—		
Unpaid received, \$52,052 43, at 15 per cent.....	7,808 86	
Paid sent, \$659 25, at 15 per cent.....	98 88	
Newspaper postage, \$19,281 52, at 50 per cent.....	9,640 76	
For distribution on paid distributed sent, \$113,695 12, at $12\frac{1}{2}$ per cent.....	14,211 89	
		<u>96,391 45</u>
Revenue to Post Office Department.....		4,985 86
Deduct United States inland on British mails.....		82,095 49
Deficit to the Post Office Department.....		<u>77,109 33</u>

No. 19.—Closed mail account.

Letters.	Prussian, received.	Prussian, sent.	Canada, re- ceived.	Canada, sent.	California, received.	California, sent.	Havana, re- ceived.	Mexico, re- ceived.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Cunard line	65,755½	82,018½	40,637½	24,094	9,816	3,986½	6,907½	589½
Canadian line	9,657	1,586½	755½	145	3,697	4½	743½	75½
German Lloyd line	14,582	7,622	21½	118	543	16½	244	41½
Galway line	1,264	3,166½	525½	566½	56	125½	47½	6½
Havre line	14,626½	17,278	40½	56½	908	618	276	26½
Hamburg line	3,737½	3,597½	11	21	83½	79½	60	6½
Miscellaneous line	14,420	18,821	43	-----	1,079	520½	401½	40½
Vanderbilt line	6,156	8,488½	17½	-----	605	275½	142	19
North Atlantic Steamship Company ..	3,576	6,994	6	-----	404	634	101	19
West India mails	-----	-----	-----	-----	7,137	-----	-----	-----
Total	133,774½	149,572½	42,058½	25,000½	24,328½	6,412½	8,922½	824½
Newspapers.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.
Cunard line	13,943	45,973	286,612	118,171	25,161	1,361	29,176	870
Canadian line	2,593	686	872	370	9,138	-----	706	57
German Lloyd line	4,779	7,813	12	38	1,815	97	679	58
Galway line	418	2,262	2,910	2,779	215	-----	25	5
Havre line	4,981	16,160	10	103	2,903	115	1,046	25
Hamburg line	1,597	5,563	11	17	250	54	53	12
Miscellaneous line	3,980	14,342	3	-----	3,618	196	301	68
Vanderbilt line	2,132	5,910	-----	-----	1,985	76	1,559	26
North Atlantic Steamship Company ..	1,147	4,342	7	-----	1,065	125	20	5
West India mails	-----	-----	-----	-----	4,075	-----	-----	-----
Total	35,570	102,991	290,437	121,478	50,253	2,024	33,565	1,126

No. 20.

Receipts and disbursements in closed mails between the United States and Prussia during the fiscal year ending June 30, 1861.

RECEIPTS.		
Amount of postage on paid and unpaid sent.....	\$141,612 07	
Deduct Prussian inland, $\frac{7}{10}$	33,042 81	
		\$108,569 26
Amount of postage on paid and unpaid received.....	124,663 31	
Deduct Prussian inland, $\frac{5}{10}$	20,777 21	
		103,886 10
Add newspaper postage on 102,603 newspapers sent, at 4 cents each.....		4,104 12
Total to the United States.....		216,559 48
DISBURSEMENTS.		
Amount paid Great Britain for carrying 67,019 $\frac{1}{2}$ ounces, at 61 $\frac{1}{2}$ cents.....	\$41,216 99	
Amount paid Great Britain for carrying 85,185 ounces, at 57 $\frac{1}{2}$ cents.....	48,981 37	
Amount paid Canadian line for carrying 11,243 $\frac{1}{2}$ ounces, at 40 cents.....	4,497 40	
Amount paid Canadian line for carrying 3,279 newspapers, at 2 cents.....	65 58	
Amount paid Havre line for carrying 31,904 $\frac{1}{2}$ ounces, at 40 cents.....	12,761 80	
Amount paid Havre line for carrying 21,081 newspapers, at 2 cents.....	421 62	
Amount paid German Lloyd line for carrying 22,204 ounces, at 40 cents.....	8,881 60	
Amount paid German Lloyd line for carrying 12,592 newspapers, at 2 cents.....	251 84	
Amount paid Vanderbilt line for carrying 14,644 $\frac{1}{2}$ ounces, at 40 cents.....	5,857 80	
Amount paid Vanderbilt line for carrying 8,042 newspapers, at 2 cents.....	160 84	
Amount paid miscellaneous line for carrying 33,241 ounces, at 40 cents.....	13,296 40	
Amount paid miscellaneous line for carrying 18,322 newspapers, at 2 cents.....	366 44	
Amount paid North Atlantic Steamship Company for carrying 10,570 ounces, at 40 cents.....	4,228 00	
Amount paid North Atlantic Steamship Company for carrying 5,489 newspapers, at 2 cents.....	109 78	
Amount paid Hamburg Lloyd line for carrying 7,335 ounces, at 40 cents.....	2,934 00	
Amount paid Hamburg Lloyd line for carrying 7,160 newspapers, at 2 cents.....	143 20	
Commissions to United States postmasters.....	82,841 12	
		227,015 78
Deficit to United States Post Office Department.....		10,456 30

No. 21.

Statement of letters and newspapers, with the several postages, conveyed by various lines of ocean steamers during the fiscal year ending June 30, 1861.

Names of lines.	Offices.	Letters.	Newspapers.	Postage on letters received.	Postage on letters sent.	Total postages.
New York and California, via Aspinwall	New York.....	732, 155	2, 456, 351	\$42, 876 50	\$51, 011 58	\$93, 888 08
	Boston	4, 191	9 800		498 19	498 19
	Philadelphia.....	50, 101	272 635	1, 672 77	3, 329 77	5, 002 54
	Baltimore	17, 521	43, 513	947 89	1, 026 51	1, 974 40
	Washington	10, 646	45, 592	544 91	711 80	1, 256 71
	Chicago.....	36, 629	55, 926	2, 012 49	1, 798 76	3, 811 25
	Cincinnati.....	10, 305	3, 146		1, 028 21	1, 028 21
	Charleston	1, 080	3, 942	13 64	105 06	118 70
	New Orleans.....	26		2 60		2 60
	Savannah	652	980	13 82	72 57	86 39
New York and California, via Tehuantepec ...	New Orleans.....	615			58 84	58 84
Total		863, 921	2, 891, 885	48, 084 62	59, 711 29	107, 795 91
Add newspaper postage, at one cent.....						28, 918 85
Total postages.....						136, 714 76
New Orleans and Vera Cruz.....	New Orleans.....	21, 782	4, 060	2, 643 69	1, 645 19	4, 288 88
Add newspaper postage, at two cents.....						81 20
Total postages.....						4, 370 08
West India Islands.....	Various offices	539, 093	204, 172	34, 039 34	29, 890 17	63, 929 51

Add newspaper postage, at two cents.....						4, 083 44
Total postages.....						68, 012 95
Panama and Mexico.....	Various offices	54, 511	68, 849	3, 730 55	6, 377 18	10, 107 73
Add newspaper postage, at four cents.....						2, 753 96
Total postages.....						12, 861 69
Aggregate total postages.....						221, 959 48

No. 22.

Amount of postages on mails exchanged between the United States and British provinces during the fiscal year ending June 30, 1861.

Amount on unpaid received	\$29, 085 88	
Amount on paid received	54, 853 35	
		\$83, 939 23
Amount on unpaid sent	31, 743 08	
Amount on paid sent	67, 218 19	
		98, 961 27
Total		186, 900 50
Amount collected in the United States		96, 304 07
Amount collected in the British provinces		90, 596 43
Balance in favor of the United States.....		5, 707 64

No. 23.

The United Kingdom of Great Britain and Ireland in account with the United States of America, for the fiscal year ended June 30, 1861, (service of the Post Office Department.)

DR.

CR.

MAILS SENT.		MAILS RECEIVED.	
For postage on (1) unpaid letters from United States for United Kingdom	\$87,939 47	For postage on (1) unpaid letters from United Kingdom for United States	\$96,650 94
For postage on (2) unpaid letters from foreign countries, &c., in transit through United States for United Kingdom	4,497 09	For postage on (2) unpaid letters from foreign countries, &c., in transit through United Kingdom for United States	14,363 36
For postage on (3) newspapers in transit through United States for United Kingdom	54 04	For postage on (3) newspapers in transit through United Kingdom for United States	3,141 85
For postage on (4) missent, redirected, and returned letters	43 93	For postage on (4) missent, redirected, and returned letters	157 60
For postage on (5) closed mails for United Kingdom in transit through United States	8,197 35	For postage on (5) closed mails for United States in transit through United Kingdom	57,643 65
	\$90,031 88		\$171,008 80
MAILS RECEIVED.		MAILS SENT.	
For postage on (6) paid letters from United Kingdom for United States	\$4,764 04	For postage on (6) paid letters from United States for United Kingdom	\$9,066 54
For postage on (7) paid registered letters from United Kingdom for United States, &c.	3,912 31	For postage on (7) paid registered letters from United States for United Kingdom	1,535 03
For postage on (8) paid letters from foreign countries for United States upon which sea rate has been paid	6,353 56	For postage on (8) paid letters for foreign countries, &c., in transit through United Kingdom	12,332 51
For postage on (9) paid letters for foreign countries, United States possessions, &c., in transit, &c.	22	For postage on (9) paid newspapers for foreign countries, &c., in transit through United Kingdom	3,353 44
For postage on (10) paid newspapers for foreign countries, United States possessions, &c., in transit, &c.		For postage on (10) closed mails from United States in transit through United Kingdom	67,722 90
For postage on (11) closed mails from the British office in transit through United States	30,125 18		178,910 45
	124,452 31	Foreign postal packet postage account	6,552 35
For postage on "loose letters," (collected on the ships)	84	For postage on "loose letters," (collected on the ships)	643 02
For postage on dead letters returned	6,122 65	For postage on dead letters returned	1,117 65
For overcharges	1 27	Overcharges	220 42
For postage on Belgium newspapers by "United States packets"	7 02	Discrepancies in settling of accounts, being the result of differences between vouchers	1,106 55
Balance	149,935 24		
	360,551 94		360,551 94
		Balance	149,935 24

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT,
Washington City, November 15, 1861.

G. ADAMS, Auditor.

No. 24.

The Kingdom of Prussia in account with the United States of America, from July 1, 1860, to June 30, 1861, (service of the Post Office Department.)

DR.

CR.

MAILS SENT.		MAILS SENT.	
For postage on (1) unpaid letters	\$50,023 62	For postage on (4) paid letters for Prussia	\$14,815 68
For postage on (2) unpaid letters in transit through the United States	2,992 03	For postage on (5) paid letters for states beyond the German-Austrian postal union	4,937 47
For postage on (3) missent, returned, and redirected letters	15 87	For postage on (6) paid newspapers for Prussia	5,980 78
	\$53,031 52		\$21,733 93
MAILS RECEIVED.		MAILS RECEIVED.	
For postage on (4) paid letters	\$25,815 68	For postage on (1) unpaid letters from Prussia	\$13,875 96
For postage on (5) paid newspapers	1,425 94	For postage on (2) unpaid letters from states beyond the German-Austrian postal union	4,444 02
For postage on (6) paid letters for foreign countries, &c., in transit	1,164 39	For postage on (3) missent, returned, and redirected letters	114 65
	\$28,415 31		18,434 63
For postage on dead letters returned to Berlin	662 54	For postage on dead letters returned to Washington	602 35
For overcharges	30	For overcharges	6 28
	\$2,109 67	Balance	41,252 47
	41,252 47		82,109 67
Balance			

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT,
Washington, November 15, 1861.

G. ADAMS, Auditor.

The General Post Office of Belgium in account with the General Post Office of the United States of America, for the four quarters of 1860 and first quarter of 1861.

Dr.

Cr.

THE BELGIUM OFFICE DEBTOR TO THE UNITED STATES OFFICE.

THE UNITED STATES OFFICE DEBTOR TO THE BELGIUM OFFICE.

Number of the articles composing the credit of the United States.	Origin and destination of the correspondence.	Letters and printed matter.	Number of single rates	Same due to the United States office.	Number of the articles composing the credit of Belgium.	Origin and destination of the correspondence.	Letters and printed matter.	Number of single rates	Same due to the Belgian office.
Transmitted by the United States office.					Transmitted by the Belgian office.				
1	Unpaid letters from the United States for Belgium, at twenty cents per single rate		15,287	\$3,077 40	1	Unpaid letters from Belgium for the United States, at seven cents per single rate		8,197	\$572 79
2	Unpaid letters from the United States for countries to which Belgium serves as an intermediate point, at twenty seven cents per single rate.		1	27	2	Unpaid letters from Belgium for countries to which the United States serves as an intermediate point, at — cents per single rate			12
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			4 52	3	Letters, not prepaid or charged with the price of transit, sent from countries to which Belgium serves as an intermediate point for the United States			
4	Letters, not prepaid or charged with the price of transit, sent from countries to which the United States serves as an intermediate point for countries to which Belgium serves as an intermediate point				4	Letters, not prepaid or charged with the price of transit, sent from countries to which Belgium serves as an intermediate point for countries to which the United States serves as an intermediate point			
5	Newspapers and printed matter of every kind, not prepaid, &c., sent from countries to which the United States serves as an intermediate point for Belgium			16	5	Newspapers and printed matter of every kind, not prepaid, &c., sent from countries to which Belgium serves as an intermediate point for the United States			
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 countries to which Belgium serves as an intermediate point				6	Newspapers and printed matter of every kind, not prepaid, &c., sent from countries to which Belgium serves as an intermediate point for countries to which the United States serves as an intermediate point			
7	Unpaid letters, badly directed by the Belgian post office			1 53	7	Unpaid letters, badly directed by the United States post office			
8	Unpaid letters from				8	Unpaid letters from			60
Transmitted by the Belgian office.					Transmitted by the United States office.				
9	Letters for the United States, prepaid to destination, and proceeding from Belgium, at twenty cents per single rate..		14,585	2,919 00	9	Letters for Belgium, prepaid to destination, and proceeding from the United States, at seven cents per single rate....		7,007	495 00
10	Letters for the United States, prepaid to destination, and proceeding from countries to which Belgium serves as an intermediate point, at — cents per single rate.....				10	Letters for Belgium, prepaid to destination, and proceeding from countries to which the United States serves as an intermediate point, at three cents per single rate.....		1,051	31 53
11	Newspapers and periodicals for the United States, prepaid to destination, and proceeding from Belgium, at two cents per single rate		12,097	241 94	11	Newspapers and periodicals for Belgium, prepaid to destination, and proceeding from the United States, at three cents per single rate			13
12	Newspapers and periodicals for the United States, prepaid to destination, and proceeding from countries to which Belgium serves as an intermediate point, at — cents per single rate				12	Newspapers and periodicals for Belgium, prepaid to destination, and proceeding from countries to which the United States serves as an intermediate point, at two cents per single rate, (per American packet)		145	2 90
13	Printed matter other than newspapers and periodicals for the United States, prepaid to destination, and proceeding from Belgium, at one cent per single rate, per British packets		1,372	12 99	13	Newspapers and periodicals for Belgium, prepaid to destination, and proceeding from countries to which the United States serves as an intermediate point, at four cents per single rate, (British packets)		204	8 16
14	Printed matter other than newspapers and periodicals for the United States, prepaid to destination, and proceeding from countries to which Belgium serves as an intermediate point, at two cents per single rate, (per American packet)		1,503	94 06	14	Printed matter other than newspapers and periodicals for Belgium, prepaid to destination, and proceeding from the United States			
15	Prepaid letters for countries to which the United States serves as an intermediate point, and proceeding from Belgium				15	Prepaid letters for countries to which the United States serves as an intermediate point, and proceeding from the United States			
16	Prepaid letters for countries to which the United States serves as an intermediate point, and proceeding from countries to which Belgium serves as an intermediate point				16	Prepaid letters for countries to which Belgium serves as an intermediate point, and proceeding from countries to which the United States serves as an intermediate point			
17	Prepaid newspapers and printed matter of every kind for countries to which the United States serves as an intermediate point, and proceeding from Belgium				17	Prepaid newspapers and printed matter of every kind for countries to which Belgium serves as an intermediate point, and proceeding from the United States			
18	Prepaid newspapers and printed matter of every kind for countries to which the United States serves as an intermediate point, and proceeding from countries to which Belgium serves as an intermediate point				18	Prepaid newspapers and printed matter of every kind for countries to which Belgium serves as an intermediate point, and proceeding from countries to which the United States serves as an intermediate point			
19	Prepaid letters badly directed by United States post office				19	Dead letters returned to the United States			10 00
						Prepaid letters badly directed by the Belgian post office			
Total				6,253 23	Total				1,123 32

BALANCE.

The office of Belgium debtor to the United States	\$6,123 23
The office of the United States debtor to Belgium	1,123 32
Balance due to the United States	5,150 71

The General Post Office of France in account with the United States of America; quarters ended March 31, June 30, and September 30, 1860. (service of the Post Office Department.)

(Dr.

MAILS SENT.		MAILS RECEIVED.	
For postage on—		For postage on—	
1. Unpaid letters from the United States for France and Algeria	\$11,208 00	1. Unpaid letters from France and Algeria for the United States	\$14,355 83
2. Unpaid letters from the United States for countries beyond France	2,985 44	2. Unpaid letters from France and Algeria for countries beyond the United States	18,630 88
3. Letters not prepaid, &c., for France and Algeria	2,700 44	3. Letters not prepaid, &c., for the United States	7 79
4. Letters not prepaid, &c., for countries beyond France	540 91	4. Letters not prepaid, &c., for countries beyond the U. States	100 10
5. Letters badly directed by French post offices and returned, &c.	11 34	5. Letters badly directed by U. States post offices and returned, &c.	
6. Letters returned, &c.	8 69	6. Letters returned, &c.	
	\$15,672 81		\$34,003 91
MAILS RECEIVED.		MAILS SENT.	
For postage on—		For postage on—	
7. Letters for United States prepaid, &c., from France and Algeria	10,402 33	7. Letters for France and Algeria from the United States	17,038 68
8. Letters for United States prepaid, &c., from countries beyond France	2,140 30	8. Letters for France and Algeria from countries beyond the United States	5 19
9. Prepaid letters for countries beyond the United States from France and Algeria	1,620 55	9. Prepaid letters for countries beyond France from the United States	6,003 60
10. Prepaid letters for countries beyond the United States from countries beyond France	38 95	10. Prepaid letters for countries beyond France from countries beyond the United States	2 09
"Lance letters," collected on the ships	16,507 34	"Lance letters," collected on the ships	24,444 00
Dead letters returned to France	773 78	Dead letters returned to Washington	150 72
Overcharges on various letters, &c.	97	Overcharges on various letters, &c.	8 37
Balance	\$4,792 13	Balance	\$4,792 13
	24,742 11		74,791 11
			\$1,794 13

(Office of the Account of the Treasury for the Post Office Department, Washington City, November 15, 1861.

G. ADAIR, Auditor.

The Post Office of Bremen, Germany, in account with the United States of America, from July 1, 1860, to June 30, 1861. (service of the Post Office Department.)

(Dr.

MAILS SENT.		MAILS RECEIVED.	
For postage on unpaid letters from United States for Bremen	\$1,437 15	For postage on unpaid letters from Bremen for United States	\$5,155 69
For postage on unpaid letters from United States for states beyond Bremen	55 54	For postage on unpaid letters from states beyond Bremen	19 04
For postage on unpaid letters from foreign countries in transit through United States for Bremen, &c.	43 14	For postage on unpaid letters for Bremen, &c.	
For postage on unpaid letters, returned, &c., letters	1 75		
	\$1,500 02		\$5,174 73
MAILS RECEIVED.		MAILS SENT.	
For postage on paid letters from Bremen for United States	1,500 63	For postage on paid letters from United States for Bremen	645 50
For postage on paid letters from states beyond Bremen for United States	167 56	For postage on paid letters from states beyond Bremen for Bremen	10,756 30
For postage on paid letters for countries beyond United States for Bremen	116 69	For postage on paid letters from countries beyond United States for Bremen	945 75
For postage on paid newspapers from Bremen for United States	20 00	For postage on paid newspapers from United States for Bremen	57 10
For postage on paid pamphlets and magazines from Bremen for United States		For postage on paid pamphlets and magazines from Bremen for United States	
For postage on loose letters, (collected on ships)		For registered letters from United States to Bremen	18,300 40
For postage on dead letters returned		For postage on loose letters, (collected on ships)	216 80
Balance		For postage on dead letters returned	
	\$1,773 18	Balance	\$1,773 18
			10,073 17

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT, Washington City, November 15, 1861.

G. ADAIR, Auditor.

No. 28.

The Post Office of Hamburg, Germany, in account with the United States of America, from July 1, 1860, to June 30, 1861, (service of the Post Office Department.)

DR.

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MAILS SENT.		MAILS RECEIVED.	
For postage on unpaid letters from United States for Hamburg	\$2,792 50	For postage on unpaid letters from Hamburg for United States	\$6,377 15
For postage on unpaid letters from United States for states beyond Hamburg	211 45	For postage on unpaid letters from states beyond Hamburg	.....
For postage on unpaid letters from foreign countries in transit through United States for Hamburg, &c.	116 00	For postage on unpaid letters from countries beyond the United States	.....
For postage on misssent, redirected, returned, &c., letters	5	For postage on misssent, redirected, returned, &c., letters	21 55
	<u>\$3,120 00</u>		<u>\$6,398 70</u>
MAILS RECEIVED.		MAILS SENT.	
For postage on paid letters from Hamburg for United States	2,035 10	For postage on paid letters from United States for Hamburg	673 87
For postage on paid letters from states beyond Hamburg for United States	11 10	For postage on paid letters from United States for states beyond Hamburg	12,760 09
For postage on paid letters for countries beyond United States	340 33	For postage on paid letters from countries beyond United States for Hamburg	.....
For postage on paid newspapers from Hamburg for United States	207 55	For postage on paid newspapers from United States for Hamburg	1,594 27
For postage on paid pamphlets and magazines from Hamburg for United States	5 90½	For postage on paid pamphlets and magazines from Hamburg for United States	59 40½
	<u>2,600 07½</u>		<u>15,087 63½</u>
For postage on paid registered letters from Hamburg for United States	88 85	For registered letters from United States for Hamburg	230 68
For postage of loose letters collected on ships	158 45	For postage on loose letters collected on ships	25 60
For postage on dead letters returned	15,749 63½	For postage on dead letters returned	.....
Balance	<u>21,717 01½</u>		<u>21,717 01½</u>
		Balance	15,749 63½

G. ADAMS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT,
Washington, November 15, 1861.

Balances due the United Kingdom, on adjustment of accounts between the United States and United Kingdom, for the fiscal year ending June 30, 1861.

Third quarter 1860.....	\$39,966 89½
Fourth quarter 1860.....	35,042 83¾
First quarter 1861	39,200 00
Second quarter 1861	35,725 51½
Total	<u>149,935 24½</u>

Balances due the United States, on the adjustment of accounts between the United States and Prussia, during the fiscal year ending June 30, 1861.

Third quarter 1860.....	\$9,968 91
Fourth quarter 1860.....	10,705 52
First quarter 1861	12,215 03
Second quarter 1861	8,363 01
Total	<u>41,252 47</u>

Balances due France, on the adjustment of accounts between the United States and France, during the fiscal year ending June 30, 1861.

First quarter 1860	\$10,993 16
Second quarter 1860	6,998 25
Third quarter 1860.....	6,790 72
Total	<u>24,782 13</u>

Balances due the United States, on the adjustment of accounts between the United States and Belgium, during the fiscal year ending June 30, 1861.

First quarter 1860	\$655 75
Second quarter 1860.....	1,102 47
Third quarter 1860.....	962 33
Fourth quarter 1860.....	1,199 67
First quarter 1861	1,239 49
Total	<u>5,159 71</u>

Balances due Bremen, on the adjustment of accounts between the United States and Bremen, for the fiscal year ending June 30, 1861.

Third quarter 1860.....	\$5,012 07
Fourth quarter 1860.....	3,545 08
First quarter 1861	5,984 35
Second quarter 1861	3,531 63½
Total	<u>18,073 13½</u>

Balances due Hamburg, on the adjustment of accounts between the United States and Hamburg, for the fiscal year ending June 30, 1861.

Third quarter 1860	\$3, 299 18½
Fourth quarter 1860	3, 966 10½
First quarter 1861	3, 141 47
Second quarter 1861	5, 342 88
Total	15, 749 63¾

Amount of postages accounted for on foreign dead letters sent from and returned to the United States for the fiscal year ending June 30, 1861.

United Kingdom to United States	\$1, 117 65
Prussia to United States	602 35
Bremen to United States	
Hamburg to United States	25 60
France to United States	198 42
Belgium to United States	
United States to United Kingdom	6, 122 65½
United States to Prussia	662 54
United States to Bremen	317 00
United States to Hamburg	158 45
United States to France	773 76
United States to Belgium	10 00

Amount reported as due the steamers of the Canadian line, being the sea postages for the fiscal year ending June 30, 1861.

Steamers.	Trips.	Amount.
Anglo Saxon.....	Inward trip July 2, 1860	\$1, 246 42
Melita	Outward trip ... July 6, 1860	317 10
Palestine	Inward trip July 9, 1860	1, 038 86
Nova Scotian	do July 17, 1860	1, 169 94
North Briton	do July 27, 1860	2, 148 73
Bohemian	do July 30, 1860	1, 174 38
Canadian	do Aug. 8, 1860	1, 485 58
Anglo Saxon.....	Round trip July 13 and Aug. 16, 1860	2, 283 00
Palestine	do July 20, and Sept. 5, 1860	2, 295 58
Nova Scotian	do July 27 and Aug. 28, 1860	2, 257 68
North Briton	do Aug. 3 and Oct. 12, 1860	1, 883 77
Bohemian	do Aug. 10 and Sept. 12, 1860	2, 062 57
Canadian	do Aug. 17 and Oct. 28, 1860	2, 174 69
North American ..	Inward trip Aug. 22, 1860	1, 946 69
Anglo Saxon.....	Round trip... Aug. 24 and Sept. 26, 1860	2, 431 88
North American ..	do Aug. 31 and Oct. 3, 1860	2, 711 70
Nova Scotian	do Sept. 7 and Oct. 20, 1860	2, 083 24
Palestine	do Sept. 14 and Nov. 21, 1860	1, 987 83
Jura.....	Inward trip Sept. 17, 1860	1, 798 74
Bohemian	Round trip Sept. 21 and Nov. 3, 1860	2, 097 38

Amount reported as due steamers of Canadian line, &c.—Continued.

Steamers.	Trips	Amount.
Jura	Round trip.....Sept. 28, 1860, and April 25, 1861	\$926 49
Anglo Saxon.....	do.....Oct. 5 and Nov. 8, 1860	2,375 19
North American ..	do.....Oct. 12 and Nov. 13, 1860	2,232 73
North Briton.....	do.....Oct. 19 and Dec. 12, 1860	1,984 75
Nova Scotian	do.....Oct. 26 and Nov. 28, 1860	2,324 23
Canadian	do.....Nov. 2 and Dec. 5, 1860	2,087 91
Bohemian	do.....Nov. 9 and Dec. 19, 1860	2,352 31
Anglo Saxon.....	do.....Nov. 16 and Dec. 25, 1860	2,244 42
North American ..	do.....Nov. 23 and Dec. 31, 1860	1,367 74
Palestine	do.....Dec. 1, 1860, and March 18, 1861	1,744 61
Nova Scotian	do.....Dec. 8, 1860, and Jan. 9, 1861	2,398 56
Canadian	do.....Dec. 15, 1860, and Jan. 17, 1861	1,622 56
North Briton.....	do.....Dec. 22, 1860, and Jan. 23, 1861	2,710 21
Bohemian	do.....Dec. 29, 1860, and Jan. 30, 1861	1,515 65
Anglo Saxon.....	do.....Jan. 5 and Feb. 6, 1861	1,389 81
North American ..	do.....Jan. 12 and Feb. 17, 1861	1,702 37
Nova Scotian	do.....Jan. 20 and Feb. 21, 1861	2,730 90
Canadian	do.....Jan. 27 and Feb. 28, 1861	1,796 82
North Briton.....	do.....Feb. 2 and Mar. 8, 1861	2,509 90½
Bohemian	do.....Feb. 12 and Mar. 27, 1861	1,726 64½
Anglo Saxon.....	do.....Feb. 17 and June 27, 1861	1,607 31½
North American ..	do.....Feb. 24 and Apr. 1, 1861	1,949 42
Nova Scotian	do.....Mar. 2 and Apr. 5, 1861	2,652 95½
Canadian	do.....Mar. 9 and Apr. 8, 1861	1,991 31½
North Briton.....	do.....Mar. 16 and Apr. 16, 1861	2,324 77
Palestine	Outward trip ... Mar. 23, 1861	566 26½
Bohemian	Round trip.....Mar. 30 and May 3, 1861	1,820 84
North American ..	do.....Apr. 6 and May 10, 1861	1,035 04½
Nova Scotian.....	do.....Apr. 13 and May 16, 1861	2,468 22½
Canadian	do.....Apr. 20 and May 22, 1861	1,217 18
North Briton.....	Outward trip ... Apr. 27, 1861	399 02
Jura	Round trip.....May 2 and June 18, 1861	1,026 76
Bohemian	do.....May 8 and June 13, 1861	2,114 81½
North American ..	Outward trip ... May 17, 1861	313 12
Nova Scotian	do.....May 24, 1861	317 58
Canadian	do.....May 31, 1861	205 95
Hibernian	Inward trip June 6, 1861	716 33
North Briton.....	Outward trip ... June 7, 1861	360 19½
Hibernian	do.....June 14, 1861	500 92½
Bohemian	do.....June 21, 1861	371 31½
Jura	do.....June 28, 1861	377 58½
Total		160,676 48½

Amount reported as due the steamers of the German Lloyd line, being the sea postages for the fiscal year ending June 30, 1861.

Steamers.	Trips.	Amount.
New York	Round trip July 7 and Aug. 21, 1860	\$3, 100 27
Bremen	do Aug. 4 and Sept. 19, 1860	3, 670 33
New York	do Sept. 1 and Oct. 17, 1860	3, 524 28
Bremen	do Sept. 29 and Nov. 12, 1860	3, 507 55
New York	do Oct. 29 and Dec. 14, 1860	3, 666 66
Bremen	do Nov. 24, 1860, and Jan. 15, 1861	2, 749 99
New York	do Dec. 22, 1860, and Feb. 14, 1861	2, 764 19
Bremen	do Jan. 19 and Mar. 7, 1861	4, 040 71
Do	do Mar. 16 and Apr. 29, 1861	4, 117 94½
New York	Inward trip Apr. 2, 1861	1, 635 77½
Do	Round trip Apr. 13 and May 28, 1861	3, 532 76
Bremen	do May 10 and June 23, 1861	3, 580 28½
New York	Outward trip June 8, 1861	1, 649 52
Total		41, 540 26½

Amount reported as due the Harre line, being the sea and inland postages for the fiscal year ending June 30, 1861.

Steamers.	Trips.	Amount.
Fulton	Round trip July 20 and Sept. 4, 1860	\$6, 121 59
Arago	Inward trip Aug. 7, 1860	2, 082 20
Fulton	do July 9, 1860	2, 095 61
Arago	Round trip Aug. 18 and Oct. 3, 1860	6, 559 65
Fulton	do Sept. 15 and Nov. 1, 1860	7, 162 27
Arago	do Oct. 13 and Nov. 28, 1860	6, 879 15
Fulton	do Nov. 10 and Dec. 25, 1860	7, 239 33
Arago	do Dec. 8, 1860, and Jan. 23, 1861	7, 482 66
Fulton	do Jan. 5 and Feb. 19, 1861	7, 138 95
Arago	do Feb. 2 and Mar. 22, 1861	6, 931 32
Fulton	do Mar. 2 and Apr. 15, 1861	6, 489 43½
Arago	do Mar. 30 and May 14, 1861	6, 787 94½
Fulton	do Apr. 27 and June 10, 1861	6, 313 61
Arago	Outward trip May 25, 1861	4, 638 05½
Fulton	do June 22, 1861	3, 182 34½
Total		87, 104 12

Amount reported as due the steamers of the Hamburg line, being the sea postages for the fiscal year ending June 30, 1861.

Steamers.	Trips.	Amount.
Bavaria	Round trip.... May 4 and June 18, 1861	\$3,673 18½
Hammonia.....	Outward trip... May 18 and July 2, 1861	3,201 87½
Saxonia	do..... June 1, 1861	1,899 43½
Borussia	Inward trip ... June 4, 1861	1,586 01½
Do	Outward trip... June 15, 1861	1,972 17
Bavaria	do..... June 29, 1861	1,540 87½
Total		13,873 56

Amount reported as due the steamers of the miscellaneous line, being sea postages for the fiscal year ending June 30, 1861

Steamers.	Trips.	Amount.
Vigo.....	Inward trip... July 27, 1860	\$701 86
City of Baltimore ..	Round trip... Dec. 1, 1860, and Feb. 16, 1861	5,348 91
City of Washington	do..... Dec. 15, 1860, and Apr. 23, 1861	5,138 35
Etna.....	do..... Dec. 29, 1860, and Jan. 28, 1861	6,505 64
Kangaroo	do..... Jan. 1 and Jan. 12, 1861	5,816 87
Edinburg	do..... Jan. 17 and Jan. 26, 1861	5,891 58
Vigo	do..... Feb. 8 and Feb. 16, 1861	5,309 91
Etna.	do..... Feb. 9 and Mar. 14, 1861	5,789 37
City of Baltimore ..	do..... Feb. 23 and Mar. 28, 1861	6,102 23½
Edinburg	Inward trip... Mar. 1, 1861	3,115 36
Do	Round trip... Mar. 9 and Apr. 8, 1861	5,499 52½
Etna	Outward trip... Mar. 23, 1861	2,757 19
Edinburg	Round trip... Apr. 20 and May 22, 1861	5,400 69
City of Baltimore ..	do..... Apr. 6 and May 6, 1861	4,919 59
City of Washington	do..... May 4 and June 5, 1861	1,498 28
City of Baltimore ..	do..... May 18 and June 17, 1861	1,503 02
Etna	do..... June 1 and July 1, 1861	1,422 20
Edinburg	do..... June 8, 1861	425 12
City of Washington	do..... June 15, 1861	605 12
Kangaroo	Inward trip... June 26, 1861	845 36
City of Baltimore ..	Outward trip... June 29, 1861	547 20
Total		75,143 38½

Amount reported as due the steamers of the Vanderbilt line, being sea and inland postages for the fiscal year ending June 30, 1861.

Steamers.	Trips.	Amount.
Illinois	Inward trip .. Aug. 1, 1860	\$2,680 69
Vanderbilt	Round trip ... July 28 and Aug. 26, 1860	8,037 17
Illinois	do	6,144 76
Vanderbilt	do	5,753 39
Illinois	do	6,522 14
Vanderbilt	do	7,357 55
Borussia *	Outward trip. Nov. 3, 1860	2,683 83
Saxonia *	Inward trip .. Dec. 6, 1860	1,796 03
Total .....	.....	40,975 56

* These steamers substituted for the Illinois.

Amount reported as due the steamers of the North Atlantic Steamship Company, being sea and inland postages for the fiscal year ending June 30, 1860.

Steamers.	Trips.	Amount.
Adriatic	Inward trip .. July 1, 1860	\$2,929 02
Do	Round trip ... July 14 and Aug. 11, 1860	8,677 52
Do	do	7,653 65
Do	do	5,518 23
Atlantic	do	8,795 85
Total .....	.....	33,574 27

Amount reported as due the steamers of the California line for transportation of mail to California and Pacific ports, from July 1, 1860, to March 4, 1861.

California line \$81,116 52

Amount reported as due the steamers of the South Pacific line from March 4, 1861, to June 30, 1861.

South Pacific line \$4,765 53

Amount reported as due the various West India and Vera Cruz and New Orleans lines of steamers for the fiscal year ending June 30, 1861.

West India line \$59,544 48
 New Orleans and Vera Cruz line 4,370 08

Total 63,914 56