

REPORT OF THE POSTMASTER GENERAL.

FINANCIAL CONDITION

POST OFFICE DEPARTMENT,
November 2, 1864.

SIR: The postal revenues for the year ending the 30th June last were \$12,438,253 78, and the expenditures of this department during the same period were \$12,644,786 20, showing an excess of the latter of \$206,532 42. The accompanying table, No. 1, (see Appendix,) exhibits the annual postal revenues and expenditures from 1854 to 1864, from which it will be seen that the average annual receipts of this department from 1859 to 1861, inclusive, were \$8,745,282 62, and the average annual expenditures for the same period were \$14,482,008 44, showing an average annual excess of expenditures over receipts of \$5,736,725 82; and the average annual receipts from 1862 to 1864, inclusive, were \$10,871,530 97, and the expenditures \$11,694,785 72, showing an average annual excess of expenditures over receipts of \$823,254 75.

The excess of receipts in 1864, over 1861, the first year of the rebellion, was \$4,088,957 38.

Although the proportion of receipts as against the expenditures has, doubtless, been increased, on account of the suspension of the postal service in the insurrectionary States, the above exhibit furnishes the evidence of an improving financial condition of the department, highly creditable to the administration of my immediate predecessor.

The details of the financial operations of the department, during the last fiscal year are set forth in the accompanying report of the Auditor.—(See No. 21 of the Appendix.)

The estimate of expenditure for 1864 was fixed at \$13,000,000, in which was included the sum of \$1,000,000, specially appropriated for the overland mail service, being \$355,213 80 more than the amount actually expended.

On the other hand, the revenues of 1864 were estimated at an increase of five per centum on those of 1862, making \$8,714,000, while they actually reached \$12,438,253 78, or \$3,724,253 73 more than the estimate. This increase equals 42½ per cent.

The increase of expenditures in 1864, compared with those of 1863, is 11½ per centum, and the increase in the revenues for the same year 11¾ per cent.

This exhibit promises an increase of the revenues for 1865 over the estimate submitted in the report of last year.

ESTIMATES FOR 1866.

The expenditures of all kinds for the fiscal year ending June 30, 1866, (see table No. 2,) are estimated at.....	\$14, 098, 500 00
The gross revenue for the year 1866, including foreign postage and miscellaneous receipts, is estimated at an increase of six per centum on the revenue of 1864, making.....	13, 184, 547 79
Estimated deficiency of revenue compared with estimated expenditures	913, 952 21
From this sum must be deducted the amount of the permanent appropriations to compensate the department for carrying free mail matter, under acts of March 3, 1847, and March 3, 1851.....	700, 000 00
By which the estimated deficiency is reduced to.....	213, 952 21

The grants for the transportation of free mail matter for the last two fiscal years have not been expended. Assuming that the amount of \$700,000 for the last year is still available, no appropriation for any deficiency in the revenues will be required.

In making the estimate of probable expenditures for 1866, the amounts actually expended under the several heads during the past fiscal year have been taken as a basis; but an increase in several of the items named has become necessary, particularly in the appropriation for postage stamps and stamped envelopes, the estimated cost of the latter being increased \$140,000 per annum, according to the terms of a new contract, elsewhere referred to in this report.

DRAFTS AND WARRANTS.

The whole number of drafts and warrants issued during the year to the creditors of the department, in payment of balances reported to be due by the Auditor, was 16,608. The warrants were drawn on the Treasurer of the United States, five assistant treasurers and seven designated depositories—and the drafts on sixty-five post office depositories, and on the postmasters at three hundred and sixty-one draft offices. Of the above-named post office depositories, forty-five were established on January 1, 1864.

AMOUNT CONCENTRATED IN HANDS OF DEPOSITARIES.

About 80 per cent. of the net revenue of the department for the year, or \$7,083,179 81, was concentrated in the hands of the above-named depositories and at draft offices. Of this amount, \$5,327,761 was disbursed during the year, leaving subject to draft on July 1, 1864, \$1,755,418 81.

The remainder of the revenue was collected by means of orders issued by the Auditor on postmasters at collection offices, and through payments made by postmasters to special mail carriers and mail messengers.

NUMBER AND VALUE OF STAMPS AND STAMPED ENVELOPES ISSUED.

During the fiscal year 334,054,610 postage stamps, of the value of \$10,177,327, 26,644,300 stamped envelopes, amounting to \$765,512 50, and 1,574,500 newspaper wrappers, amounting to \$31,490, were issued. The total value of these issues was \$10,974,329 50, which, compared with the issue of the previous year, (\$10,338,760,) shows an increase of \$635,569 50, or about 6 $\frac{1}{4}$ per cent. The value of the stamps, and stamped envelopes sold was \$10,776,589 58, and the amount used in the prepayment of postage was \$9,878,155 61. The details are exhibited in tables, (Nos. 3 and 4 of Appendix.)

AMOUNT OF STAMPS LOST IN THE MAILS.

Notwithstanding this enormous issue, the losses of stamps in the mails amounted only to \$1,206, and of envelopes to \$31 80. This result may be in part attributed to the system of registering each package of stamps and envelopes mailed, and to the fact that route agents and postmasters at separating offices are also instructed to keep a record of all such packages passing through their offices. During the year 1859, (the year immediately preceding the adoption of this system of registration,) the value of postage stamps issued amounted to \$5,279,405, whilst the losses in transmission during the last six months of that period were \$4,373. Since that time the losses have decreased, although the issue has increased about 92 $\frac{3}{4}$ per cent.

NUMBER OF PACKAGES OF STAMPS ISSUED

The number of packages of stamps sent out during the year was 58,500, of stamped envelopes 18,688, and the claims allowed for deficiencies in the number of stamps amounted to only \$29, and in the stamped envelopes 80 cents, showing great care on the part of those intrusted with this branch of the business.

SUPPLY OF STAMPS TO THE ARMIES.

Postage stamps are regularly supplied to the armies of the Potomac and Cumberland, through special agents of the department located at or near the headquarters of each. Since the inauguration of this practice—about the 1st of July last—the agent stationed at City Point, Virginia, has sold stamps amounting to \$29,773 96, and the agent of the army at Chattanooga \$5,210.

ROBBERY OF MONEY AND STAMPS BY BANDS OF ARMED MEN.

Under the act for "the relief of postmasters who have been robbed by confederate forces or rebel guerillas," one hundred and thirty-nine claims have been made, representing losses of postage stamps and money amounting in the aggre-

gate to \$5,958 97. Of the claims thus reported, sixty-two have been examined and reported on favorably, the aggregate of the credits allowed being \$2,130 50. The balance of the claims—seventy-seven—representing \$3,828 47, are still pending, the evidence furnished being in most cases insufficient.

LOSSES OF OFFICE FIXTURES, ETC.

Losses of a somewhat different character frequently occur, relief for which cannot be granted without additional legislation. I refer to cases where, by reason of the presence of armed forces, a post office is destroyed, and the postmaster loses the fixtures and furniture, and to cases where the loss is occasioned by our own troops. The report of my predecessor two years since recommended that such losses be provided for, and I invite attention to the subject, as several such claims have been made, where the losses have occurred through no fault of the postmaster.

NEW CONTRACT FOR STAMPED ENVELOPES.

During the last session of Congress a bill was passed for the relief of the contractor for furnishing the department with stamped envelopes and newspaper wrappers; under the provisions of which the existing contract expired on September 11, 1864, when a conditional contract was made, to expire December 31, 1864, at an advanced rate for stamps and envelopes.

ISSUE OF NEWSPAPER WRAPPERS DISCONTINUED.

After the award of the contract above referred to, the department and the contractor received a protest from a party in New York claiming to be the patentee of newspaper wrappers, with notice that he should assert his rights. Under these circumstances, and in view of the enormous advance in the contract price of the article, the department decided to discontinue the issue for the present.

Notwithstanding the advance of every article used in the manufacture of stamps, and the large increase in the number required by the department, the National Bank Note Company, of New York, have fulfilled, in a satisfactory manner, all their obligations. It is due to these contractors to add that they receive for postage stamps but twelve cents per thousand, whilst the contractors for internal revenue stamps receive thirty-three cents per thousand.

Seven temporary clerks have been employed for several years, who are paid out of the appropriation for postage stamps and stamped envelopes, and as they constitute a portion of the necessary force of the department, I suggest the propriety of providing for them by law.

CONTRACTS.

TRANSPORTATION STATISTICS.

Table A (No. 5) 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, West Virginia, Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Min-

nesota, Kentucky, California, Oregon, Kansas, and the Territories of New Mexico, Utah, Nebraska, Washington, Colorado, Dakota, and Nevada, at which time there were in operation in those States and Territories 6,083 mail routes, the number of contractors being 5,953. The length of these routes was 139,173 miles, and the service as follows, viz :

Railroad, 22,616 miles; steamboat, 7,278 miles; "celerity, certainty, and security," 109,278 miles—costing \$5,818,469, divided as follows, viz : Railroad, 23,301,942 miles of transportation at \$2,567,044, about 11 cents a mile; steamboat, 2,112,134 at \$253,274, about 12 cents a mile; "celerity, certainty, and security," 30,901,281 at \$2,998,151, about $9\frac{7}{10}$ cents a mile.

The length of routes was decreased 425 miles, whilst there was an increase in the annual transportation of 89,342 miles, and in the cost of \$77,893.

The aggregate compensation of route agents, local agents, mail messengers, baggage masters in charge of express mails, and agents employed on steamers conveying mails to southern ports, was \$546,753 48, which, added to the cost of service in operation on 30th June, 1864, (\$5,818,469,) makes the total cost of mail transportation at that date \$6,365,222 48.

MAIL LETTINGS OF 1864.

The contract term for the middle section, comprising the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio, expired on the 30th of June last, and the new term commenced on the 1st of July following. The service under these lettings, for the first quarter of the contract, ended September 30, 1864, is exhibited by the annexed statement, viz :

	Miles.	Miles of annual transportation.	Cost.
Railroad	7,492	7,334,701	\$932,349
Steamboat	392	218,088	17,735
"Celerity, certainty, and security".....	21,193	6,845,996	407,071

Other tables, showing the operations of the Contract office, are appended to this report.—(See No. 5, B, C, D, E, and F.)

RAILROAD COMPANIES.

Notwithstanding an express provision of law, (section 29 of act of July 2, 1836,) which provides "that no person whose bid for the transportation of the mail may be accepted shall receive any pay until he shall have executed his contract according to law and the regulations of the department," but few of the railroad companies engaged in carrying mails are under contract; and the practice of recognizing their service from quarter to quarter has been necessary for a series of years, to enable the Auditor to issue orders in favor of the companies, for the collection of moneys in the hands of postmasters on the routes, and the adjustment of accounts for services rendered

Attention has been called to this subject by my predecessors for the purpose

of securing additional legislation investing the head of this department with power to compel compliance with the law by prohibiting payments except on executed contracts. The matter is discussed by Postmaster General Holt in his report of December 3, 1859, and again alluded to December 1, 1860, and also by my immediate predecessor in his reports of December 2, 1861, and December 1, 1862; but, believing that the law is sufficiently explicit as it now stands, I do not propose further legislation, in the hope that the several railroad companies will no longer refuse to enter into the obligations assumed by all other persons contracting with the government. Should I be disappointed in this reasonable hope, I shall not fail to call upon Congress for such legislation as the necessities of the service require.

MAILS ON THE ATLANTIC AND PACIFIC.

In the last annual report attention was called to the unsettled accounts of persons employed to convey mails by sea to the military and naval forces and inhabitants at New Orleans, Pensacola, and other ports, rendered necessary by the insurrection in the southern States, and also for service performed in steamships on the North Pacific coast during the winter of 1862, when the usual land routes were interrupted by extraordinary floods. These services were necessary to provide for communication with the soldiers and sailors engaged in the defense of the country, and the people isolated by an act of Providence, and were authorized by several acts of Congress. The Auditor of the treasury for this department, adjudging the contracts illegal, declined acting on the accounts of contractors and orders of the Postmaster General, rendering an appeal to Congress necessary. This resulted in the legislation contained in the 5th section of the "Act to provide for the conveyance of mails to foreign ports, &c.," approved March 25, 1864, under which the sum of \$18,050 has been paid to several parties for the sea service, performed by order of the Postmaster General on the Atlantic coast and Gulf of Mexico, to the 30th of September last.

The claim made by the steamship owners for service on the North Pacific coast, during the floods of 1862 on the land, was at the rate of \$8,000 per month for three months, but the amount deemed adequate by the department was \$8,642 for the whole service, and this was the sum reported to the Auditor as due the claimants; but Congress having fixed the sum to be paid for this service at \$1,500, which they declined to receive, the claim is still unadjusted.

OVERLAND MAILS.

The contract for service on the route from the Missouri river, *via* Salt Lake, to Placerville, California, under act of March 2, 1861, expiring on the 20th June last, an arrangement was made with the same parties for continuing the service on the same terms to September 30, 1864.

Under an advertisement dated March 22, 1864, inviting proposals for service from Atchison, Kansas, or St. Joseph, Missouri, to Folsom City, California, John H. Heistand, of Lancaster, Pennsylvania, was the lowest bidder, at \$750,000

per annum; but his bid having been subsequently withdrawn, contracts have been made with Ben. Holladay, of New York, for the service between Atchison, or St. Joseph, and Salt Lake City, at \$365,000, and with Wm. B. Dinsmore, president of the Overland Mail Company, also of New York, from Salt Lake City to Folsom City, at \$385,000, making an aggregate of \$750,000, per annum. These parties are believed to be able to fulfil their obligations. The contracts are from October 1, 1864, to September 30, 1868; the trips to be made in sixteen days eight months in the year, and in twenty days the remaining four months; to convey through letter mails only, mail matter prepaid at letter rates, and all local or way mails.

Paper and document mails for the Pacific coast are to be carried by sea, *via* New York and Panama, temporary arrangements having been made for their conveyance, within the sum named in the law of March 25, 1864, viz: \$160,000 per annum, making the whole expense of territorial and Pacific mails not over \$910,000 per annum, or \$90,000 less than under the former contract.

Owing to Indian depredations, the overland service was much interrupted during the months of August and September last, and for a period of four or five weeks the *whole mail* for the Pacific coast and the Territories was necessarily sent by sea from New York.

CALIFORNIA AND OREGON ROUTE.

The contract for the California and Oregon route—Sacramento to Portland—terminating September 16, 1864, proposals were invited for the continuance of the service to 1866 and 1868. But one bid was received, that of the California Stage Company, at \$250,000 per annum, which was deemed extravagant for the service required, and accepted to June 30, 1865, only, with a view to again invite competition, which has been done.

PEMBINA ROUTE.

Pursuant to the 8th section of the act of March 2, 1861, and the 2d section of the act of February 24, 1863, the contract for service on the route from St. Cloud, Minnesota, to Pembina, in Dakota Territory, was extended to June 30 1865, and the trips increased from one to two per week, at an increase of compensation of \$17,167 per annum. As the contracts on all other routes in the State expire June 30, 1866, this will be relet for one year only, so that it may be embraced in the contract section to which it belongs.

POSTAL MAPS.

The topographer of the department having been instructed by my predecessor to prepare a set of maps, by States or groups of States, designed to show all the permanent routes, distances, and post offices thereon, in the United States, with other statistical information, I have to communicate that progress has been made in their preparation. It is found, however, that in consequence of the enhanced price of all articles purchased through the contingent fund, chargeable

with the expenses, that the fund, as previously estimated, will be insufficient, having regard to other demands upon it; and I therefore recommend that an appropriation of \$10,000 be made for preparing and publishing these maps. It is believed that the proceeds of the sale of such as will not be needed for the use of this department will eventually more than reimburse the entire outlay, leaving a surplus which will diminish, to that extent, future appropriations for contingent purposes.

MAIL BAGS AND MAIL LOCKS.

The number and description of mail bags and mail locks purchased during the fiscal year ending June 30, 1864, and the cost thereof, appears in statement No. 6, in the appendix to this report.

CLAIM OF CARLISLE DOBLE.

By resolution of Congress, approved July 1, 1864, the Postmaster General was "authorized to examine and adjust the claim of Carlisle Doble for carrying the mails between Taylor's Falls, Minnesota, and Superior, Wisconsin, from April to November, 1857, and to pay him such sum of money as shall be found to be justly and equitably due." Under the authority thus conferred the claim was examined and the sum of \$3,968 46 allowed, which was reported to the Auditor for payment on the 26th September last.

INSPECTION OFFICE.

On the 3d of March, 1864, the Inspection office of the department, in its distinct and separate form, was abolished, and its duties transferred to the Contract office, in charge of the Second Assistant Postmaster General.

The net amount of fines imposed and deductions made during the year from the pay of mail contractors, for failures and other delinquences, was \$44,375.55.

SPECIAL AGENTS.

By the 17th section of an act of Congress approved July 1, 1864, chapter 197, page 339, it is enacted "that the special agent of the Post Office Department on the Pacific coast shall receive a compensation of five dollars per diem." The salary of this officer was \$2,500 per annum under the act of March 2, 1861, and for all travelling and incidental expenses no greater sum than two dollars for each day employed could be allowed under the act of March 3, 1845.

It is not supposed that Congress intended to reduce the pay of this officer from \$3,230 to \$1,825, but such is the effect of the law, and I therefore recommend such a modification of that section as will restore his full salary of \$2,500 per annum from the date of the passage of said act, and to provide for his actual travelling expenses a sum not exceeding five dollars per diem. Although, at the time of the passage of the said act, two dollars per diem was considered sufficient for the travelling and incidental expenses of these officers, it is now inadequate, and I recommend that all other special agents be allowed a sum not exceeding four dollars per day while employed.

For several years after the occupation of the Pacific coast by the United

States, the agent of this department stationed at San Francisco had larger powers than usually confided to special agents in the Atlantic States, particularly in reference to the adjustment of contractors' accounts, the practice being for him to give certificates of service performed under mail contracts, on which the postmaster at San Francisco made payments. The accounts were then transmitted to the Auditor for entry and final settlement. In this manner payments to mail contractors were expedited; but, doubts arising as to the authority of the Postmaster General to confer such powers on a subordinate officer, they were withdrawn, and the Pacific agent is now on the same footing with all other officers of his class. It is believed that the functions of this officer could be enlarged with advantage to the public service, and as previous legislation is necessary, attention is called to the subject.

In this connection it is proper to add that, from information which has recently reached me, I am apprehensive that the postal service in the Pacific States is not in as good condition as should be desired; and I may have occasion to communicate with Congress upon the subject during its approaching session.

ARMY MAILS.

Inquiry has been made of Lieutenant General Grant relative to the existing arrangements for supplying our armies with mails, with the assurance of my earnest purpose to co-operate with him in carrying into effect any desired improvements of that service; and I am gratified to learn from his reply, that the system of receiving and forwarding mails now in operation is entirely satisfactory; and that "our soldiers receive their mail matter with as much regularity and promptness as is possible for armies in the field, and with perhaps as much celerity and security as the most favored portions of the country." He also informs me that the policy originally adopted of excluding civilians from the mail service within the lines of the army, and detailing for that duty enlisted men of intelligence and reliability, will be continued.

DELAYS OF LETTERS IN DISTRIBUTING POST OFFICES.

For many years the regulations of this department have required that every post office should mail letters direct to every other office not on the route to any distributing office, and that all other letters should be mailed to the first distributing office on the route to their destination, involving considerable expense and delays in the transmission of the mails. This subject has been frequently referred to in the reports of this department. Elaborate distribution schemes have been proposed to improve the existing system, which is still considered defective.

COST OF DISTRIBUTION.

The majority of letters are now subjected to delays, while the expense attending the work in twenty-two distributing post offices amounted, during the fourth quarter of 1864, to nearly two hundred thousand dollars, being at the rate of eight hundred thousand dollars per year, or about sixty-two per centum of the whole expense of clerk-hire in all offices.

RAILWAY POST OFFICES—ADVANTAGES OF DISTRIBUTION ON RAILWAY POST OFFICES.

The mailing of all letters *direct* from one office to another, however situated, in so vast a territory as that embraced within the United States, is objectionable. The ordinary distributing post offices not meeting the necessities of the service, experiments have been commenced with railway or travelling post offices. The requisite cars for the purpose are prepared for one daily line between Washington and New York, and by means of clerks taken, temporarily, from the post offices at Washington, Baltimore, Philadelphia, and New York, letters intended for distribution at either of those points are distributed in the cars, and so arranged that they can be despatched without delay on connecting routes. Thus it is found that the transmission of letters is expedited from twelve to twenty-four hours, being the time usually lost in distributing offices. Similar experiments have been made on the routes from Chicago, Illinois, to Clinton, Davenport, and Dubuque, Iowa, with equally satisfactory results.

Attention has been given to the putting in operation the railway distribution to other prominent points, and the companies which have been asked to furnish the necessary car facilities have generally responded favorably. On the great eastern and western routes to Cleveland, as well as between Washington and New York, the size and importance of the mails and the amount of distribution to be done are such as to require accommodations to the extent of an entire car. West of Cleveland only a portion of a car will be used on each route.

CLERKS FOR RAILWAY POST OFFICES—SUPERINTENDENTS FOR RAILWAY POST OFFICES.

In order to make the work of railway post offices effectual, a change in the mode of mailing letters is necessary. All offices cannot mail *direct*, neither can all mail to a railway office. The work will, therefore, be divided between head offices and route offices, the former being those which are the initial or terminal points of routes, and the latter those offices or stations on the direct line of a road from which there are no post-roads diverging. Additional clerks, as well as superintendents and travelling postmasters, will be required, for whom I recommend provision be made by law.

EXPENSES OF RAILWAY DISTRIBUTION—REDUCTION OF WORK IN DISTRIBUTING POST OFFICES.

The introduction of the proposed scheme will necessarily be attended with difficulties, and must be accomplished gradually. The classification of offices alone will require time and labor, and for the present operations will be limited to a few principal railroad lines. Until the necessary classification is completed, and the railway distribution organized, it is anticipated that additional expenses will be involved; but it is hoped that the final effect will be to reduce the expenses connected with the present plan of distribution. Under the new law, also, which took effect first of July last, all accounting for *paid* letters has been dispensed

with, thus saving much labor heretofore required in mailing letters and in keeping accounts. The transcripts of mails sent and received under the old system at five of the principal offices amounted to 50,000 folios. The accounts from the same offices for the quarter ended 30th September last, during which changes were only partially introduced, show a saving in this respect of nearly fifty per cent. Thus in various ways the ordinary expenses of post offices are expected to be diminished so as to compensate for the cost of railway distribution. But, whether this result be fully attained or not, the expedition of mails will be insured.

FOREIGN MAIL SERVICE.

The statistics of the foreign service for the fiscal year ended June 30, 1864, are fully exhibited in the tables prepared by the Auditor of this department, also in statement No. 7 annexed to this report, and show the following general results, viz:

STATISTICS OF FOREIGN SERVICE.

The aggregate postage (sea, inland, and foreign) upon the correspondence exchanged with Great Britain, Prussia, France, Hamburg, Bremen, and Belgium, amounted to \$1,399,605 69, being an increase of \$174,920 48, as compared with the last year, and \$21,458 37 in excess of the largest amount realized in any previous fiscal year. The collections in this country amounted to \$881,730 68, and in Europe to \$517,875 01: excess of collections in the United States \$363,855 67. This result is significant and gratifying, showing a largely increased correspondence with Europe, notwithstanding the civil troubles agitating the country, and the interruption of postal communications with the southern States.

TRANSATLANTIC TRANSPORTATION.

The transatlantic mail transportation was performed as follows:

By the foreign steamships of the New York and Liverpool, Canadian, Bremen, and Hamburg lines, \$770,365 01.

By British contract mail packets of the Cunard and Galway lines, \$629,240 68.

The amount paid by this department for mail steamship service to and from Europe was \$371,740 44—the steamships employed receiving the sea postage on the mails conveyed as compensation for the service. Of this amount the Liverpool and New York and Philadelphia Steamship Company received \$202,914 34 for fifty-two outward and fifty-three inward trips between New York, Queenstown, and Liverpool; the Canadian mail packets, \$77,175 30 for fifty-three round trips between Portland and Liverpool and Quebec and Liverpool; the North German Lloyd Steamship Company, \$46,149 61 for sixteen outward and fifteen inward trips, and the New York and Hamburg Steamship Company, \$45,501 18 for thirteen outward and twelve inward trips, between New York and Southampton.

BRITISH NORTH AMERICAN PROVINCES.

The total postages on the correspondence exchanged with British North American provinces during the year amounted to \$307,371 39, being an increase

of \$81,628 09 over the amount reported last year, and of \$129,618 88 over that for the previous fiscal year. The postages collected in this country amounted to \$168,755 74, and in the provinces to \$138,615 64: excess in favor of the United States \$30,140 10. This extraordinary increase of correspondence is probably partly owing to the fact that large numbers of rebel agents, sympathizers and refugees, have taken up their temporary abode in Canada and the other provinces.

WEST INDIA MAILS AND COST OF TRANSPORTATION.

The total postages on the mails conveyed to and from the West Indies amounted to \$59,990 18, and the cost of transporting the same to and from Havana and other West India ports was \$40,337 03, being \$19,653 15 less than the United States postages on the mails conveyed. Heretofore the steamers employed in this service, received as compensation the gross amount of United States postages upon the correspondence transported, without allowing for the expenses of the inland service; but as no contracts were executed with the department, calling for the performance of a specified number of trips, according to a fixed schedule of sailing days; and as the mails they conveyed received no greater care or attention while in transit than is ordinarily given to first-class freight, it was considered by my predecessor proper that the compensation for the sea portion of the service should be so adjusted as to prevent loss to the postal revenues; and arrangements were accordingly concluded by him with the proprietors of all the steamship lines, except two, plying between New York and Havana, for a fixed compensation by the trip of \$125 each way, or \$250 per round trip, if not exceeding the United States postages on the mails conveyed. The proprietors of two of the steamship lines in question declined to accede to this rate of compensation, claiming that they were entitled to the gross amount of postages under the provisions of the 4th section of the act of June 15, 1860, which authorizes the Postmaster General to cause the mails to be transported between the United States and any foreign port or ports, by steamships, allowing therefor the sea and inland postage if by an American vessel, and the sea postage only if by a foreign vessel. The provisions of this section have not been construed by this department as *requiring* the Postmaster General to allow the sea and inland postages on the mails conveyed, to all American vessels, but simply as limiting the compensation in any case to that amount.

The payment of \$250 per round trip, limited to the postages, having been generally accepted by the proprietors as ample remuneration for the steamship service between New York and Havana, no reason occurs to me why it should not be adopted as the uniform compensation for all the steamships employed on that route.

As doubts have arisen relative to the proper construction of the 4th and 5th sections of the act of the 14th of June, 1858, and the 4th section of the act of the 15th of June, 1860, which in effect superseded the last mentioned section, I recommend additional legislation authorizing the Postmaster General to cause the mails to be transported between the United States and any foreign port or

ports, or between ports of the United States touching at a foreign port, by steamship, allowing and paying therefor, if by an American vessel, any sum *not exceeding* the sea and United States inland postage, and if by a foreign vessel, any sum *not exceeding* the sea postage on the mails so conveyed.

PRIVATE SHIPS.

To protect the postal revenues from losses incident to the unauthorized conveyance of letters by private ships or vessels departing from the United States for foreign countries, I recommend the passage of a law requiring, as a condition of clearance, that the master or commander of any steamship or other vessel departing for a foreign port or ports, shall make oath or affirmation that he has not received on board his ship or vessel, and has not under his care or within his control, any letters addressed to a foreign country which have not been received directly from the post office at the port of departure, except such as are directed to the consignee of the ship or vessel.

CENTRAL AND SOUTH AMERICAN MAILS.

The United States postages upon the correspondence exchanged with Central and South America, *via* Aspinwall and Panama, amounted to \$14,208 51, all of which was paid to Cornelius Vanderbilt for the sea and Isthmus transportation.

The provisions of article 3 of the United States and Canada postal convention have been so modified, by agreement between the respective post departments, as to abolish the international letter postage of fifteen cents per single rate, heretofore levied upon letters passing between Canada and California, Oregon, and Washington Territory, thus establishing a uniform international postage for letters of ten cents the single rate, prepayment optional, between Canada and all parts of the United States, without regard to distance or route of conveyance; and the benefit of the same uniform international rate of ten cents has also been extended to the correspondence exchanged with the province of New Brunswick.

UNITED STATES AND CANADA POSTAL CONVENTION.

Our arrangement with Canada adopts the principle of optional prepayment, in both countries, of the combined rate of international postage, each country retaining all the postage which it collects. It is the most simple form of international postal arrangement, inasmuch as it dispenses entirely with accounts between the respective post departments, and has been adopted with all the other provinces except Newfoundland. With the view of securing uniformity in our postal relations with those provinces, a recent effort was made to obtain the concurrence of Newfoundland in a like arrangement, which I regret to say was unsuccessful; the British post department declining to give its assent to the measure, on account of the additional British packet postage of four pence sterling, which is levied for the sea service to and from the island, and accrues to Great Britain.

VANCOUVER'S ISLAND AND BRITISH COLUMBIA.

The initiatory steps taken to conclude similar postal arrangements with the colonies of Vancouver's Island and British Columbia, referred to in the last annual report, have not as yet been attended with the success anticipated.

GREAT BRITAIN.

Additional articles to the United States and British postal convention have been agreed upon, constituting the British packet agency at Colon an office for the exchange of mails with the post office of New York, by means of the United States packets plying between those ports; the object being to prevent the delay to correspondence forwarded from the United States to ports and places on the Atlantic coast and interior of New Granada, previously caused by its transit across the Isthmus to and from Panama. A copy of these articles is annexed, (No. 8.)

An arrangement has also been concluded for expediting the transmission to destination of unpaid letters addressed to the United States, received at Panama by British packets from countries on the west coast of South America; this department agreeing to collect, and account to Great Britain, through the office of the British packet agency at Panama, for the unpaid postage charged thereon.

BREMEN AND HAMBURG—EXEMPTION OF MAIL PACKETS FROM CAPTURE IN TIME OF WAR.

An additional article to the United States and Bremen, and to the United States and Hamburg conventions, respectively, was executed on the 28th of March last, authorizing the conveyance of the international correspondence in time of war, or threatening war, by steamships sailing under neutral flag, whenever the same cannot be safely conveyed by United States, Bremen, or Hamburg steamships. Copies are annexed, (Nos. 9 and 10.) In view of the apprehension then felt that the war pending in the north of Europe might interrupt the mail service so long and advantageously performed by the Bremen and Hamburg lines of mail packets, steps were taken to ascertain whether the neutrality of the said steamers might not be secured by means of diplomatic correspondence; but this department has not been advised of the result. Our postal conventions with Great Britain and Mexico, respectively, recognize the principle that, even in time of war between the contracting parties, their respective mail packets shall continue their navigation without impediment or molestation until six weeks after a notification given by either of the two governments, and delivered to the other, that the service is to be discontinued; and as all governments have a common interest in claiming exceptional treatment for mail packets in case of war, to the end of maintaining regularity in international postal communications, it is a subject worthy of consideration whether, by treaty stipulations between nations or otherwise, a like principle might not be established between all governments, with proper safeguards against the transportation of persons or articles contraband of war.

NEW LINES OF MAIL PACKETS ESTABLISHED.

During the past year a new line of French mail packets has been established between France and the United States, the steamships plying, for the present, direct between Havre and New York, and making regular departures from each port, on Wednesday of every fourth week. The United States exchange offices of New York, Boston, and Philadelphia, despatch and receive mails regularly by means of this line, corresponding with the French exchanging offices of Paris and Havre, and with the French mail agent embarked on board of each packet.

This department has also concluded an arrangement for the transportation of the mails, fortnightly, between Boston and Halifax, Canso, and Pictou, (Nova Scotia,) and Charlotte Town, (Prince Edward Island,) the proprietors of the steamer to receive, as full compensation for the sea service, a moiety of the United States postages on the mails conveyed.

NEGOTIATIONS OF POSTAL CONVENTIONS

A correspondence has been opened with several of the post departments represented by commissioners at the Paris international postal conference, having for its object the negotiation of postal conventions, on the basis of the Paris resolutions, with those countries on the continent of Europe with which the United States has hitherto sustained no direct postal relation, as well as for the revision and amendment of existing postal conventions, so as to make them conform as nearly as practicable to the liberal principles of postal progress recommended by that conference as the basis of international arrangements. Favorable responses have been received from the several post departments interested in this subject.

STEAMSHIP SERVICE TO BRAZIL.

In conformity with the provisions of the act "to authorize the establishment of ocean mail steamship service between the United States and Brazil," approved May 28, 1864, an advertisement was issued inviting proposals for carrying the mails of the United States by a monthly line of first-class American sea-going steamships, between a port of the United States north of the Potomac river, and Rio de Janeiro, in Brazil, touching at St. Thomas, in the West Indies, and at Pernambuco and Bahia, in Brazil, for a contract term of ten years, to commence on or before the first day of September, 1865, and to date from the day the first steamship of such line shall leave the United States with the mails for Brazil.

Three proposals were received for this service, the lowest and the accepted bid being that of the New York, Nuevitas and Cuba Steamship Company, with Thomas Asencio & Co. and Manuel J. Mora, of New York, as guarantors, for the performance of the required service, at the sum of \$240,000 per annum, to be divided equally between the two governments.

The act authorizing the establishment of this line of American steamships was the beginning of a new era in the history of our ocean mail service, which is being performed principally by steamers sailing under foreign flag. The government by this measure adopted the policy of co-operating with the individual enterprise of our citizens in establishing a direct mail steamship communication with the principal country of South America, with the object of providing a reliable and speedy transmission of correspondence, and developing a profitable commerce, legitimately belonging to us by reason of our geographical position, but which has been diverted into other channels by means of regular steamship communications with other countries not so favorably situated as ours for conducting an extensive trade with Brazil.

At present our only regular and reliable route of postal communication with Brazil and adjacent South American States is by the circuitous route *via* Great Britain or France, each of those countries maintaining a subsidized line of mail steamers plying to and from Rio de Janeiro, established nominally for postal purposes, but really in the interest of commerce, which is fostered and developed by regular mail steamship communication.

ROUTE FROM SAN FRANCISCO TO JAPAN AND CHINA—ITS COMMERCIAL ADVANTAGES.

There are other ocean routes besides the one to Brazil, which can be safely and profitably occupied by American lines of mail steamers, among which the route between San Francisco, Japan, and China, at present unoccupied by foreign mail packets, is perhaps the most important in a commercial point of view, and may be made available in securing to us a large participation in the commerce of the East, the greater portion of which is now enjoyed by Great Britain through her mail steamship connections, *via* Suez, in the Indian ocean and China seas.

The central position of the United States between eastern Asia and western Europe, affording routes but little longer, if any, than those now traversed between these distant regions, aided by the superior expedition of railway transportation between the Atlantic and Pacific coasts, will furnish such facilities as will make their adoption a practical necessity for the commercial intercourse between Europe and the populous countries of eastern Asia. These considerations, and others which will readily suggest themselves, render it important that the Pacific routes properly belonging to us, should be occupied by American mail steamers, the profits of which, with the addition of a small subsidy for the mail service, would justify the establishment of one or more steamship lines, which would be remunerative to the proprietors.

AID TO PROJECTED STEAMSHIP LINES.

Experience has demonstrated the imolicy of appropriating large sums of money out of the public treasury to gratify a spirit of national emulation in the support of expensive mail service upon routes the profits of which are shared by the steamships of other nations, and without regard to the compensatory

benefits to be derived from the development of our national resources; instead of granting incidental aid to such projected steamship lines to neighboring countries as promise to be self-supporting after their establishment, and open up to our citizens new avenues of profitable trade and commerce.

The principle adopted in the law authorizing mail steamship service to Brazil, of inviting competition for the service, is in such harmony with the spirit of our commercial policy, and promises so beneficent results, as to commend itself to my approval as one that should be invariably adhered to. But if there be a departure from this policy, it may be well to consider the expediency of adopting the plan of using a portion of the large number of government vessels that will be unemployed upon the restoration of peace, in the forming of mail lines with the principal commercial marts of the world in such manner as will promote the interests of commerce in the transportation of persons and property.

APPOINTMENTS.

NUMBER OF POST OFFICES.

Including the suspended post offices, the whole number on the 30th June, 1864, was 28,878; of which 19,976 are in the loyal, and 8,902 in the disloyal States. The number of Presidential offices is 705, and 28,173 are under the appointment of the Postmaster General. The number of offices in each State and Territory at the close of the fiscal year is shown in the Appendix, (table No. 11.)

CHANGES DURING THE YEAR.

During the year, 619 post offices have been established, 788 discontinued, and 211 changes made of names and sites. The number of cases acted upon was 5,579. Four thousand seven hundred and thirteen postmasters have been appointed, of whom 3,028 were to fill vacancies occasioned by resignations; 674 by removals; 259 by death; 133 by change of names and sites, and 619 on establishment of new offices. The details appear in the Appendix, (table No. 12.)

CLASSIFICATION OF OFFICES AND SALARIES OF POSTMASTERS.

Under the provisions of the act approved July 1, 1864, "to establish salaries for postmasters, and for other purposes," the salary of the postmaster of New York, and of the postmasters at offices of the first, second, and third classes, have been fixed as provided by law. (See Appendix, table No. 13.)

The 5th section of the act above referred to authorizes the Postmaster General to allow at the office of New York, and at the offices of the first and second classes, a reasonable sum for the necessary cost of rent, fuel, lights, and clerks. No authority is given to allow for other necessary items, such as repairs of furniture cleaning, stationery, printing, and other incidentals, required in large offices, and I beg leave to suggest that the necessary authority be given to appropriate a reasonable amount out of the revenues of the respective offices to meet such contingencies.

SPECIAL, ROUTE, AND LOCAL AGENTS AND BAGGAGE MASTERS.

At the close of the fiscal year there were twenty special agents, whose salaries amounted to \$34,100; four hundred and fourteen route agents, receiving \$313,912; fifty-three local agents, \$32,009; and one hundred and five baggage masters in charge of through and express mails, \$6,780.

LETTER CARRIERS.

The free delivery of mail matter by carriers has been introduced at sixty-six offices, employing, at present, 685 carriers, at an aggregate annual compensation of \$317,061 22.

Tables are herewith annexed, showing the operations of the system. (See Appendix, Nos. 14 and 15.)

DEAD LETTERS.**NUMBER RECEIVED.**

The number of dead letters of every description received and examined during the year was 3,508,825, being an increase of 958,409 over the preceding year, attributable mainly to the return of large numbers of army and navy letters which it was found impracticable to deliver.

MONEY AND OTHER VALUABLE LETTERS.

During the year there were registered and remailed to the respective owners, as containing money, 25,752 letters, containing an aggregate of \$131,611 24, of which number 20,059, containing \$104,665 84, were delivered; 4,412 letters, containing \$20,485 49, were returned to the department, being addressed chiefly to soldiers and sailors, and persons transiently at places of mailing or address.

The number of dead letters containing papers of value, other than money, as deeds, bills of exchange, drafts, checks, &c., received, registered, and returned for delivery to the owners, was 12,436, and the nominal value of the enclosures therein was \$1,615,694 75, being an increase over the previous year of 4,104, or about fifty per cent., while the increase in the value of the enclosures was but \$71,416 94. The number of these letters delivered was 11,378, or ninety per cent.

LETTERS CONTAINING LIKENESSES, JEWELRY, ETC.

During the year 45,380 letters and packages were received containing photographs, daguerreotypes, and articles of jewelry. Of this number, 29,999 were sent out for delivery, 26,607 of which contained photographs and daguerreotypes, 1,410, articles of jewelry, and 1,982, other miscellaneous articles. Of the whole number sent out, 18,213 were delivered to either the senders or parties addressed, the postage on which amounted to \$1,944 24.

SALE OF ARTICLES NOT DELIVERED.

In May last a large number of packages containing miscellaneous articles which had been accumulating for several years, were classified and sold at public auction, the proceeds amounting to \$1,175 27.

AGGREGATE OF VALUABLE LETTERS.

The number of valuable dead letters registered and sent out for delivery was 68,187, being 23,574 more than the preceding year, and there were returned to the adjutant general's, quartermaster general's, and other public offices, 11,116 letters and packages containing muster rolls, descriptive lists, and soldiers' discharge papers; 66,691 letters containing postage stamps and money in less sums than one dollar, or articles of less than one dollar in value, were returned to the senders.

UNMAILABLE LETTERS, ETC.

The number of letters which it was found impossible to forward from the offices where deposited, or to deliver to the parties addressed, because of the postage being unpaid, or on account of being illegibly directed, and which were in consequence sent to the dead letter office was 115,812. Of this number, 72,074 were "held for postage," being addressed to foreign countries, to which the prepayment of postage is compulsory, or to those countries with which the United States have no postal arrangement; 38,068 of the number were "misdirected," or so imperfectly or illegibly addressed that their destination could not be ascertained. A large number of this last class were without any address whatever, and in many instances contained enclosures of value.

During the year there were received at the department 5,112 applications for missing letters, for all of which examinations were made and the applicants notified of the result.

LETTERS ADDRESSED TO PLACES WITHIN THE REBELLIOUS STATES.

A large number of letters addressed to rebel localities have been returned from various sources to the dead letter office, amounting in the aggregate to 31,423, of which number 28,421 were of domestic, and 3,002 of foreign origin. They were all indorsed "mails suspended," and returned, the domestic to the writers, and the foreign to the countries in which they originated.

LETTERS WITH FICTITIOUS ADDRESSES.

Within the past year, 4,256 letters addressed to fictitious persons or firms were sent by postmasters to the dead letter office, and thence returned to writers or senders. The addresses were assumed evidently for the purpose of conducting some fraudulent business, and in many instances these letters were found to contain remittances.

ORDINARY DEAD LETTERS, AND REVENUE THEREFROM.

Under the provisions of the act approved January 21, 1862, 1,068,499 ordinary dead letters, or those not evidently worthless were returned to the writers, after having been placed in new envelopes. Out of this number, 4,044 were returned to banks and insurance companies, 90,856 to business firms, and 917,599 to individuals. Included in the above aggregate are 9,761 letters returned free of postage; these consisted of official letters from the various depart-

ments, and letters sent to the various hospitals for sick and wounded soldiers. 41,016 dead letters written in foreign languages were also returned during the year.

About 24½ per cent. of the whole number sent out for delivery to the writers failed to be delivered and were again returned to the department.

AMENDMENTS SUGGESTED.

The gross revenue derived from the dead letter postage collected on the letters sent out and delivered amounted to \$23,558 28, out of which were paid the clerks employed in redirecting them. The collection of postage on such returned letters complicates the accounts under the law fixing salaries for postmasters. These letters must be entered at the mailing, and then at the receiving office, and postage collected; and such as cannot be delivered must be credited to the postmaster when sent to the dead letter office. The aim of the department is to have no unpaid letters in the mails, and to collect all revenues by means of postage stamps, avoiding the necessity of keeping accounts. In future, postmasters are to enter in their accounts only unpaid letters, which are mostly from or to foreign countries, and it seems inconsistent to send thousands daily from this department with instructions to enter them and collect postage. The amount is comparatively small, and yet the attendant labor very considerable. I therefore suggest, as a matter for the consideration of Congress, the propriety of restoring prepaid letters to the owners free of postage, especially in view of the fact that a very large proportion go to persons of moderate means.

WHOLE NUMBER OF DEAD LETTERS SENT OUT.

The number of domestic letters of all descriptions sent out from the dead letter office during the year, was 1,403,998. In addition to these large numbers of letters bearing requests for their return to the writers, if unclaimed a specified time, are returned by postmasters without passing through the dead letter office, and constant efforts are made to promote this mode of return.

FOREIGN DEAD LETTERS.

The number of letters returned unopened to foreign countries during the year was 162,591, the amount of unpaid postage on which was \$9,161 53. The number received from foreign countries in the same condition, during the same period, was 62,427, and the amount of unpaid postage thereon \$2,088 57. (For particulars, see table No. 16 of Appendix.)

During the first year of the rebellion, the number of letters which passed between the United States and European countries decreased, while at the same time the ratio of letters returned increased. Each subsequent year the correspondence has been increasing, while the ratio of dead letters returned to Europe has decreased, (see table No. 17 of Appendix.)

UNCLAIMED MONEY IN DEAD LETTERS.

By authority of an act of Congress, the unclaimed money from dead letters is used to promote the efficiency of the dead letter office, by providing temporary

clerks to assist in the examination and return of letters. The fund thus realized was \$5,083 47, to which was added the proceeds of the sale, hereinbefore referred to, \$1,175 27, making a total of \$6,258 74. Deducting the amount expended for clerks, \$2,966 82, and incidental expenses, \$32 80, a balance remained, June 30, 1864, of \$3,259 12.

POSTAL MONEY-ORDER SYSTEM.

The act approved May 17, 1864, authorized the Postmaster General to establish, "under such rules and regulations as he may find expedient and necessary, a uniform money-order system at all post offices which he may deem suitable therefor;" and it further provided that this system should be put into operation during the fiscal year ending June 30, 1865.

A superintendant and assistant have been appointed, one hundred and forty-one post offices have been designated as money-order offices, and the operation of the system commenced on the first instant.

The maximum amount for which a money-order can be issued is fixed by law at thirty dollars, the object of the system being to afford a cheap, immediate, and safe agency for the transfer through the mails of *small sums* of money. The tendency of the system is to exclude money from the mails, the presence of which in letters is a frequent cause of the loss of correspondence, even when the latter does not contain money. The limit of thirty dollars is believed to be sufficiently large to include all that class of remittances now sent in money through the mails, but in exceptional cases more than one order can be procured. The average amount contained in each money letter received at the dead letter office during the fiscal year 1862 was \$4 53; during 1863, it was \$4 20; and in 1864, \$5 18—showing that, as a rule, money remittances by mail are made in small amounts.

EXPLANATION OF THE SYSTEM.

The mode by which safety in the transfer of money is secured, consists in leaving out of the order the name of the payee or party for whom the money is intended. In this respect a money-order differs from an ordinary bank draft or check. When a money-order is applied for, the postmaster will furnish the applicant with a printed form of application, in which the latter will enter all the particulars of amount, name, address, &c., required to be stated in the money-order and advice. From the items contained in such application the postmaster will fill up the money-order and also the corresponding form of advice. The order, when completed, is handed to the applicant, upon payment of the sum expressed therein and of the fee chargeable thereon. By the mail immediately following the issue of a money-order, the postmaster transmits the corresponding advice to the postmaster at the office upon which it is drawn. The latter is thus furnished, before the order itself can be presented, with the necessary information to detect fraud, if any should be attempted. A money-order is rendered invalid unless it is presented to the postmaster on whom it is

drawn within ninety days from its date; but the Postmaster General can issue a new order on the application of the payee, upon the payment of a second fee. The same course is to be pursued should the order be lost. In this case, the payee is to furnish a statement, under oath, that the order has been lost or destroyed, accompanied by the certificate of the postmaster that it has not been paid, and will not be paid if thereafter presented. The payee may transfer his order to another party by his indorsement to that effect; but more than one indorsement is prohibited. Persons, therefore, residing at places in the vicinity of those designated in the list of money-order offices can generally avail themselves of this system.

In commencing the money-order business, it has been deemed expedient to begin with the larger offices, and extend it to others as rapidly as possible. Measures will also be taken for its introduction in the army.

The establishment of the system in this country will no doubt lead to arrangements for the interchange of international money-orders with the several foreign countries with which we have direct postal relations.

ADDITIONAL LEGISLATION SUGGESTED.

By the eleventh section of the act above referred to, postmasters are prohibited from depositing in any bank money-order funds of which they have the custody. I would respectfully suggest that the business would be facilitated by enabling the postmasters having moneys from this source to deposit in the national banks designated by the Secretary of the Treasury as depositories of the public moneys, to their own credit, and at their risk, and thereby relieve the department from the necessity of furnishing vaults and safes. Substantial advantages would also result to the public interests by permitting all deputy postmasters to deposit in these banks any public moneys in their hands, under like conditions; and I recommend such modification of the law as will authorize such deposits to be made under the direction of the Postmaster General.

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

WILLIAM DENNISON,

Postmaster General.

The PRESIDENT.

APPENDIX.

No. 1.

Statement of revenue and expenditures for eleven years, from 1854 to 1864, inclusive.

Years.	Expenditures.	Revenues.	Deficiencies.
1854	\$8,557,424 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 50
1857	11,507,670 16	8,053,951 76	3,453,718 40
1858	12,721,636 56	8,186,792 86	4,543,843 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	11,125,364 13	9,012,549 56	2,112,814 57
1863	11,314,296 84	*11,163,789 59	150,417 25
1864	12,644,786 20	*12,438,253 78	206,532 42

* Not including the standing treasury credit of \$700,000 for free matter.

No. 2.

Estimates for expenditures for 1866.

For inland mail transportation.....	\$7,800,000 00
For ship, steamboat, and way letters.....	8,000 00
For compensation to postmasters.....	3,175,000 00
For clerks for post offices.....	1,300,000 00
For payment of letter-carriers.....	400,000 00
For wrapping-paper.....	75,000 00
For twine.....	17,000 00
For office stamps.....	6,000 00
For letter balances.....	2,500 00
For compensation to blank agents and assistants.....	7,000 00
For office furniture.....	2,000 00
For advertising.....	68,000 00
For postage stamps and stamped envelopes.....	250,000 00
For mail depredations and special agents.....	70,000 00
For mail bags.....	60,000 00
For mail locks and keys.....	8,000 00
For payment of balances due foreign countries.....	350,000 00
For miscellaneous payments.....	250,000 00

13,848,500 00

Estimate for the transportation of foreign mails for 1866:

For trans-Atlantic mails.....	182,000 00
Between New York, Havana, and other West India ports.....	48,000 00
Between New York, Central America, and Pacific ports.....	20,000 00

Expenditures for 1866..... 14,098,500 00

No. 3.

Postage stamps and stamped envelopes issued during the fiscal year 1863-'64.

Quarter ending—	1-cent.	2-cent.	3-cent.	5-cent.	10-cent.	12-cent.	24-cent.	30-cent.	90-cent.
September 30, 1863.....	959,900	16,562,600	56,767,600	266,660	589,580	170,325	257,025	69,570	6,400
December 31, 1863.....	490,700	11,588,900	62,333,200	179,300	662,030	195,250	324,225	85,970	8,640
March 31, 1864.....	289,100	13,469,700	74,481,000	263,440	897,160	314,200	413,150	133,860	10,800
June 30, 1864.....	356,600	12,153,900	78,056,100	195,600	770,460	196,750	419,525	106,500	8,890
Total.....	2,096,300	53,775,100	271,637,900	905,000	2,919,230	876,525	1,413,925	395,900	34,730

Stamped envelopes and newspaper wrappers.

Quarter ending—	2-cent.	3-cent.	6-cent.	Newspaper wrappers.
September 30, 1863.....	969,100	5,194,600	15,350	433,500
December 31, 1863.....	825,600	6,085,050	5,200	456,750
March 31, 1864.....	792,750	6,158,100	7,850	333,500
June 30, 1864.....	911,500	5,668,500	10,700	350,750
Totals.....	3,498,950	23,106,250	39,100	1,574,500

Whole number of postage stamps..... 334,054,610..... value \$10,177,327 00
 Whole number of stamped envelopes..... 26,644,300..... " 765,512 50
 Whole number of newspaper wrappers..... 1,574,500..... " 31,490 00

No. 4.

Comparative statement of the value of stamps and stamped envelopes issued during the last five years.

Years.	Stamps.	Envelopes.	Total.
1860	\$5,920,939 00	\$949,377 00	\$6,870,316 00
1861	5,908,522 00	781,711 00	6,690,233 00
1862	7,078,188 00	756,904 00	7,835,092 00
1863	9,683,394 00	655,366 00	10,338,760 00
1864	10,177,327 00	765,512 50	10,942,839 50
Increase of 1864 over 1860			\$4,104,013 50
Do.....1861			4,284,096 50
Do.....1862			3,139,237 50
Do.....1863			635,569 50

No. 5.

POST OFFICE DEPARTMENT,

Contract Office, October 31, 1864.

SIR: For a statement of the mail service for the contract year ended June 30, 1864, 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 contract year in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, West Virginia, Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Minnesota, Kentucky, California, Oregon, and Kansas, and the Territories of New Mexico, Utah, Nebraska, Washington, Colorado, Dakota, and Nevada.

On the first of July last the new service in the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio was put in operation, the first quarter of which expired on the 30th of September, 1864.

Table B exhibits the service in these States at the close of the contract year, June 30, 1864, and at the close of the first quarter of the current year.

Table C exhibits the railroad service as in operation on the 30th of June, 1864; also the cost per mile in each State.

Table D exhibits the railroad service in the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio, as in operation on the 30th of September, 1864.

Table E exhibits the steam service for the current year, showing the particulars of each route.

Table F shows the increase and decrease of mail transportation and cost in the several States and Territories during the year ended June 30, 1864.

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

GEORGE WILLIAM McLELLAN,

Second Assistant Postmaster General.

Hon. WILLIAM DENNISON,

Postmaster General.

Table of mail service in the following States and Territories for the year ended

[The entire service and pay is set down to the State under which it is numbered, though extend

States and Territories.	Length of routes.	ANNUAL TRANSPORTATION AND COST.					
		Certainty, celerity, and security.		By steamboat.		By railroad.	
		Miles.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.
Maine	4,376	3,827	52,751			549	54,718
New Hampshire	1,857	1,386	17,845	60	1,650	411	35,921
Vermont	2,234	1,728	26,635			506	62,910
Massachusetts	2,725	1,159	27,149	240	7,800	1,326	163,324
Rhode Island	371	220	3,831	28	800	123	17,911
Connecticut	1,667	911	17,090			756	98,499
New York	13,036	7,332	128,535	2,644	*23,713	3,059	347,672
New Jersey	2,136	1,428	28,514	59	4,038	649	69,360
Pennsylvania	13,441	11,145	177,605	85	6,375	2,211	201,321
Delaware	438	326	7,817			112	11,268
Maryland	2,921	2,055	47,483	36	529	830	183,608
Ohio	11,944	8,333	112,910	187	6,500	3,424	428,920
West Virginia	1,933	1,508	22,242	425	25,700		
Michigan	7,281	5,350	58,712	939	17,328	992	114,325
Indiana	7,823	6,075	57,915			1,748	193,578
Illinois	9,779	6,917	100,514			2,822	271,048
Wisconsin	7,440	6,177	78,738	162	795	1,101	93,997
Iowa	8,949	8,020	132,617	228	8,944	701	43,056
Missouri	9,951	8,717	†1,137,479	432	22,350	802	119,268
Minnesota	5,332	4,733	89,036	599	36,495		
Kentucky	6,233	5,003	98,239	759	‡33,200	471	51,700
California	5,123	4,826	245,383	274	45,500	23	4,640
Oregon	1,031	910	37,913	121	11,497		
Kansas	3,188	3,188	57,355				
New Mexico Territory	1,786	1,786	58,332				
Utah Territory	944	944	30,637				
Nebraska Territory	1,129	1,129	39,283				
Washington Territory	1,981	1,981	51,457				
Colorado Territory	1,565	1,565	40,610				
Dakota Territory	432	432	4,124				
Nevada Territory	167	167	9,400				
Total	139,173	109,278	2,998,151	7,278	253,274	22,616	2,567,044
Route and local agents and mail messengers							
Aggregate							

—A.

June 30, 1864, as exhibited by the state of the arrangements at the close of the year

ing into other States, instead of being divided among the States in which each portion of it lies.]

Total annual transportation by "certainty, celerity, and security."	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.	Remarks.
<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	
1,378,312	.....	404,444	1,782,756	107,469	
489,372	28,080	352,248	869,700	55,416	
681,858	.....	439,608	1,121,466	89,545	
614,081	149,760	1,459,414	2,233,255	198,273	
94,328	34,944	144,144	273,416	22,542	
430,846	.....	789,082	1,219,928	115,569	
3,008,706	370,085	4,198,100	7,576,891	499,920	* Embraces the sea routes to southern ports.
586,690	44,304	686,292	1,317,286	101,912	
3,413,666	53,040	1,997,414	5,464,120	385,301	
125,112	.....	99,652	224,764	19,085	
806,554	11,232	1,261,920	2,079,706	231,680	The Baltimore, Wilmington, and Philadelphia railroad is under a Maryland number.
2,178,462	78,312	3,127,165	5,383,939	548,330	
330,491	90,398	.....	420,889	47,942	
1,228,197	228,765	1,065,948	2,522,910	190,365	
1,160,692	.....	1,754,798	2,915,490	251,493	
1,795,871	.....	2,480,640	4,276,511	371,562	
1,401,390	57,226	1,175,428	2,634,044	173,530	
2,079,046	94,848	637,027	2,810,921	184,617	
2,928,093	138,112	824,375	3,890,580	1,279,097	† Includes \$1,000,000 for the "great overland mail."
1,087,673	217,854	.....	1,305,527	125,531	
1,367,525	312,166	375,290	2,054,981	183,139	‡ Includes steamboat service from Louisville to Cincinnati.
1,542,260	170,976	28,953	1,742,189	295,523	
207,586	32,032	.....	239,618	49,410	
715,988	.....	.....	715,988	57,355	
185,744	.....	.....	185,744	58,332	
120,640	.....	.....	120,640	39,637	
414,908	.....	.....	414,908	39,283	
198,212	.....	.....	198,212	51,457	
195,780	.....	.....	195,780	40,610	
75,790	.....	.....	75,790	4,124	
57,408	.....	.....	57,408	9,400	
30,901,281	2,112,134	23,301,942	56,315,357	5,818,469	
.....	.....	.....	.....	546,753	
.....	.....	.....	.....	6,365,222	

GEO. WM. MCLELLAN,
Second Assistant Postmaster General.

No. 5—B.

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

	Annual trans- portation.	Annual cost
<i>Service as in operation June 30, 1864.</i>		
	<i>Miles.</i>	<i>Dollars.</i>
Railroad	7, 172, 443	894, 477
Steamboat	186, 888	17, 542
"Celerity, certainty, and security"	1, 110, 484	374, 329
Total	14, 469, 815	1, 286, 348
	14, 398, 785	
Decrease	71, 030	
<i>Service as in operation September 30, 1864.</i>		
Railroad	7, 334, 701	932, 349
Steamboat	218, 088	17, 735
"Celerity, certainty, and security"	6, 845, 996	407, 071
Total	14, 398, 785	1, 357, 155
		1, 286, 308
Increase		70, 847

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

No. 5—C.

Railroad service as in operation on the 30th of June, 1864.

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	MAINE.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
2	Augusta to Skowhegan	Somerset and Kennebec	39	.....	6	3,343 00	.....	85 71	
82	Calais to Princeton	Lewis Island	12	.....	6	350 00	.....	15 91	
116	Portland to Portsmouth	Portland, Saco, and Portsmouth	52	.....	12	7,837 50	.....	150 72	
117	Portland to Augusta, with branch from Brunswick to Bath.	Kennebec and Portland	73	.....	6	7,300 00	.....	100 00	
118	Portland to Canada Line	Grand Trunk	48	.....	12	17,700 00	.....	125 00	
119	Portland to Bar Mills	York and Cumberland	117	.....	6	.....	.....	100 00	
120	Danville Junction to Bangor .....	.....	18	.....	6	900 00	.....	50 00	
121	Danville Junction to Bangor	Maine Central	110	.....	6	13,750 00	.....	125 00	
134	Farmington to Brunswick	Androscoggin	70½	.....	6	3,537 50	.....	50 00	
				549½			54,718 00		
	NEW HAMPSHIRE.								
251	Concord to Nashua	Concord	36	.....	12	5,400 00	.....	150 00	
252	Concord to Portsmouth	Concord, Manchester, and Lawrence	48	.....	12	2,400 00	.....	50 00	
253	Concord to Wells River	Boston, Concord, and Montreal	93	.....	6	10,000 00	.....	107 53	
254	Concord to White River Junction, with branch from Franklin to Bristol.	Northern	69	.....	12	10,196 25	.....	125 00	This includes \$250 per annum for side service.
255	Concord to Bradford .....	.....	13	.....	6	.....	.....	50 00	
256	Contocook Village to Hillsboro' Bridge	Merrimack and Connecticut River	26	.....	6	1,500 00	.....	57 69	
257	Contocook Village to Hillsboro' Bridge	Contocook River	15	.....	6	750 00	.....	50 00	
258	Manchester to North Weare	Concord, Manchester, and Lawrence	20½	.....	6	1,025 00	.....	50 00	
259	Nashua to Wilton	Boston and Lowell and Lowell and Nashua	16	.....	6	900 00	.....	56 25	
300	Dover to Alton	Cocheco	24	.....	6	1,400 00	.....	50 00	
310	Brook's Crossings to Union	Great Falls and Conway	26	.....	6	1,300 00	.....	50 00	
353	Littleton to Wells River	Boston, Concord, and Montreal	21	.....	6	1,050 00	.....	50 00	
				411½			35,921 25		
	VERMONT.								
411	Burlington to Roue's Point	Vermont Central and Vermont & Canada	55½	.....	12	8,325 00	.....	150 00	
412	White River Junction to Newport	Connecticut and Passumpsic River	106	.....	6	10,600 00	.....	100 00	
413	Windsor to Burlington	Vermont Central	119	.....	12	16,660 00	.....	140 00	This includes \$15 per mile additional for night service.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
VERMONT—Continued.									
474	Rutland to North Bennington, with branch to Bennington.	Troy and Boston	Miles. 57	Miles.	6	Dollars. 5,700 00	Dollars.	Dollars. 100 00	
480	Bellows Falls to Windsor	Sullivan	25		6	3,125 00		125 00	
481	Bellows Falls to Burlington	Rutland and Burlington	119 1/2		6	15,500 00		129 70	
487	Brattleboro' to Bellows Falls	Vermont Valley	24		12	3,000 00		125 00	
				506			62,910 00		
MASSACHUSETTS.									
601	Boston to Portsmouth.	Eastern	56		12	8,324 00		148 64	
602	Boston to South Berwick Junction.	Boston and Maine	75		12	11,400 00		150 00	
	Branch, Rollinsford to Great Falls	do	3		6			50 00	
603	Boston to Nashua.	Boston and Lowell and Nashua & Lowell	42		18	6,300 00		150 00	
604	Boston to Fitchburg.	Fitchburg	52		12	8,000 00		153 84	
605	Boston to Worcester.	Boston and Worcester	45		18	13,800 00		306 66	
606	Boston to East Medway.	do	39 1/2		6	1,984 00		50 00	
607	Boston to Blackstone.	Norfolk County	35		6	2,607 00		74 88	
608	Boston to Providence.	Boston and Providence	46		19	8,625 00		187 50	
609	Boston to Plymouth.	Old Colony and Fall River	37 1/2		12	5,400 00		144 00	
610	Boston to Medford.	Boston and Maine	54		6	275 00		50 00	
611	Boston to Watertown.	Union	31		18	800 00		114 28	
			34		12				
612	Boston to Mattapan.	Dorchester and Milton Branch	8 1/2		6	425 00		50 00	
613	Boston to West Lynn Depot.	Eastern	10		12	500 00		50 00	
614	Boston to Dedham.	Boston and Providence	11		12	550 00		50 00	
615	Salem to Lowell.	Boston and Lowell and Nashua & Lowell	24		6	1,200 00		50 00	
616	Salem to Gloucester.	Eastern	16		12	800 00		50 00	
617	Salem to Marblehead.	do	4		6	200 00		50 00	
618	Lawrence to Manchester.	Concord, Manchester, and Lawrence	29		12	2,800 00		100 00	
619	Lowell to Lawrence.	Boston and Lowell and Nashua & Lowell	14		12	1,050 00		75 00	
620	Winchester to Woburn.	do	3		6	150 00		50 00	
621	Porter's to Lexington.	Lexington and West Cambridge	8		12	409 00		51 12	
622	Lexington Depot to Bedford.	do	4		6	165 00		41 25	
623	South Acton Depot to Meltonville.	Fitchburg	9		6	500 00		55 56	
624	Groton Junction to Lowell.	Boston and Lowell and Nashua & Lowell	17		6	900 00		52 94	
625	Groton Junction to Mason Village.	Fitchburg	23		6	1,500 00		65 22	
626	Anbursdale Station to Newton Lower Falls.	Boston and Worcester	2		6	100 00		50 00	
640	Natick to Saxonville.	do	4		6	200 00		50 00	
641	South Frammingham to Northboro'.	do	15		6	750 00		50 00	
642	South Frammingham to Milford.	do	12		6	600 00		50 00	
643	Grafton to Millbury.	do	5		6	250 00		50 00	
644	Canton Depot to North Easton.	Stoughton and Easton Branch	9		6	225 00		25 00	
645	South Braintree Junction to Fall River.	Old Colony and Fall River	42		12	5,100 00		121 43	
646	Braintree Junction to Bridgewater.	do	8		6	250 00		31 25	
647	Middleboro' to Cohasset.	South Shore	12		6	900 00		75 00	
648	New Bedford to Hyannis.	Cape Cod	47		12	5,500 00		117 03	
649	Taunton to Middleboro'.	New Bedford and Taunton	16 1/2		12	1,700 00		104 61	
650	Taunton to Mansfield Junction.	Middleboro' and Taunton	94		6	600 00		63 16	
651	Taunton to New Bedford.	Taunton Branch	12		12	1,200 00		100 00	
652	Holbrookville to East Providence.	New Bedford and Taunton	20 1/2		12	2,625 00		128 05	
653	Worcester to Nashua.	Boston and Providence	8		6	400 00		50 00	
654	Worcester to Albany.	Worcester and Nashua	46 1/2		6	4,625 00		100 00	
655	Sterling Junction to Fitchburg.	Western	158		12	34,350 00		217 40	
656	Fitchburg to Bellows Falls.	Fitchburg and Worcester	14		12	1,400 00		100 00	
657	Fitchburg to Brattleboro', and Groton's Corner to Greenfield.	Cheshire	64		6	7,500 00		117 18	
701	Palmer to Amherst.	Vermont and Massachusetts	77 1/2		6	6,000 00		77 17	
702	Springfield to South Vernon Junction.	Amherst and Belchertown	20		6	1,060 00		53 00	
703	South Vernon Junction to Keene.	Connecticut River	50		12	6,250 00		125 00	
704	Springfield to Chicopee Falls.	Cheshire	24		6	1,200 00		50 00	
705	Pittsfield to North Adams.	Connecticut River	6		12	300 00		50 00	
		Pittsfield and North Adams	21	1,326 43	6	1,375 00	163,324 00	75 00	
RHODE ISLAND.									
801	Providence to Worcester.	Providence and Worcester	44		12	5,900 00		150 00	
802	Providence to New London.	Providence and Stonington	63 1/2		19	11,156 25		175 00	
803	Providence to Bristol.	Providence, Warren, and Bristol	154		6	855 00		55 16	
CONNECTICUT.									
925	New London to Worcester.	Norwich and Worcester	73		12	8,000 00		110 00	
926	New London to Palmer.	New London and Northern	30		12	5,275 00		100 00	
927	Middletown to Berlin Depot.	Hartford and New Haven	36		6	1,000 00		75 00	
928	New Haven to New London.	New Haven and New London	10		12	10,000 00		100 00	
929	New Haven to Springfield.	Hartford and New Haven	50		12	15,958 33		250 00	
930	New Haven to Granby, with branch from Farmington to Collinsville.	New York and New Haven	63 5 1/2		12	4,075 00		75 00	
931	Granby to Northampton.	New Haven and Northampton	54 1/2		12				
932	New Haven to New York.	New York and New Haven	32		6	2,400 00		75 00	
933	Bridgewater to New Bedford.	Naugatuck	70 1/2		19	28,625 00		375 00	
934	Bridgewater to New London.	Housatonic	62		12	4,650 00		75 00	
935	Bridgewater to New York.	do	94		6	7,186 00		56 39	
936	New York to Albany.	Danby and Norwalk	23 1/2		6	2,000 00		85 11	
937	Albany to Poughkeepsie.	Hartford, Providence, and Fishkill	24 1/2		6	9,300 00		75 00	
				756			98,499 33		

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	NEW YORK.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
1001	New York to Dunkirk	Erie Railway	400		19	92,000 00		230 00	
1002	New York to Albany	Hudson River	144		19	32,400 00		125 00	
1003	New York to Chatham Four Corners	New York and Harlem	1304		6	6,525 00		50 00	
1004	New York to Flushing	Flushing	11		6	300 00		50 00	
1007	Stapleton to Tottenville	Staten Island	13		12	1,000 00		75 92	
1008	Brooklyn to Greenport	Long Island	65		12	8,225 00		63 93	
1026	Sufferns to Piermont	Erie Railway	18		6	772 00		42 88	
1032	Newburg to Chester	do	19		6	814 00		42 81	
1062	Hudson to West Stockbridge	Hudson and Boston	35		12	1,750 00		50 00	
1073	Albany to Buffalo	New York Central	258		25	51,600 00		200 00	
1074	Albany to Junction	Rensselaer and Saratoga	12		12	1,029 00		85 75	
1075	Albany to Troy	Troy and Greenbush	7		19	1,050 00		150 00	
1081	Albany to Central Bridge	Albany and Susquehanna	35		6	1,750 00		50 00	
1082	Schenectady to Ballston	Rensselaer and Saratoga	16		6	900 00		50 00	
1084	Troy to Schenectady	New York Central	22		12	1,650 00		75 00	
1085	Troy to North Bennington	Troy and Boston	324		12	3,250 00		100 00	
1086	Troy to Saratoga Springs	Rensselaer and Saratoga	32 81		12	3,281 00		100 00	
1088	Eagle Bridge to Rutland	Rutland and Washington	624		12	6,250 00		100 00	
1089	Eagle Bridge to North Adams	Troy and Boston	254		6	1,912 50		75 00	
1089	Saratoga Springs to Castleton	Saratoga and Whitehall	54		12	5,400 00		100 00	
1122	Plattsburg to Canada Line	Plattsburg and Montreal	23		6	986 00		42 86	
1123	Rouse's Point to Ogdensburg	Northern, (Ogdensburg)	119		12	10,710 00		90 00	
1124	Rouse's Point to Canada Line	Champlain and St. Lawrence	24		6	262 50		116 66	
1144	Watertown to North Potadum	Rome, Watertown, and Ogdensburg	76		12	3,800 00		50 00	
	Branch to Ogdensburg	do	19		12	975 00		50 00	
1191	Utica to Booneville	Black River and Utica	35		6	1,750 00		50 00	
1199	Rome to Cape Vincent	Rome, Watertown, and Ogdensburg	73		12	8,225 00		85 86	
		do	24		6				
1217	Syracuse to Rochester	New York Central	104		12	20,800 00		200 00	
1218	Syracuse to Binghamton	Syracuse and Binghamton	80		12	6,000 00		75 00	
1219	Syracuse to Oswego	Oswego and Syracuse	354		12	3,043 00		85 72	
1257	Canandaigua to Niagara Falls	New York Central	50		12	6,100 00		62 89	
		do	47		6				
1258	Canandaigua to Elmira	Erie Railway	684		12	5,137 50		75 00	
1262	Rochester to Niagara Falls	New York Central	76		12	11,400 00		50 00	
1263	Rochester to Avon	Erie Railway	18		6	600 00		44 44	
1286	Avon to Mount Morris	Buffalo, New York, and Erie	10		12	800 00		50 00	
		do	6		6				
1292	Bathonia to Athens	New York Central	11		6	550 00		50 00	
1298	Suspension Bridge to Detroit	Great Western (of Canada)	259		6	1,150 00		50 00	
1299	Buffalo to Lockport	New York Central	22		12	1,100 00		50 00	
1300	Buffalo to Lewiston	do	29		6	1,450 00		50 00	
1301	Athens to Hornellsville	Erie Railway	69		6	3,400 00		50 00	
1302	Buffalo to State Line	Buffalo and State Line	69		19	13,800 00		200 00	
1354	Buffalo to Corning	Erie Railway	142		12	8,520 00		60 00	
1359	Owego to Ithaca	Delaware, Lackawanna, and Western	13		12	1,415 00		12 86	
1421	Chesterville to Warwick	Warwick Valley	11		12	400 00		50 00	
1477	Salamanca to Corry	Atlantic and Great Western	64		6	2,600 00		12 86	
				3,059 76			347,672 50		
	NEW JERSEY.								
2002	New York to Hackensack	Morris and Essex	61		12	6,000 00		104 76	
2003	New York to Easton	Central of New Jersey	64		12	6,400 00		100 00	
2004	New York to New Brunswick	New Jersey Railroad and Transportation	30		19	13,500 00		375 00	
2015	New Brunswick to Philadelphia	Philadelphia and Trenton	54		19	29,250 00		375 00	
2026	Waterloo to Newton	Sussex	11		12	550 00		50 00	
2051	Trenton to Intercession with Delaware, Lackawanna, and Western Railroad (at Manunka Chunk)	Delaware and Delaware	68		12	1,050 00		50 00	
	Branch to Flemington	do	31		6				
2065	Philadelphia to South Amboy	Camden and Amboy	66		6	7,402 00		103 42	
	Branch, Bordentown to Trenton	do	6		6				
2075	Camden to Atlantic City	Camden and Atlantic	60			3,000 00		50 00	12 trips a week 4 months; 6 trips a week 8 months.
2078	Burlington to Pemberton	Burlington and Mount Holly	14		12	680 00		50 00	
2086	Jamesburg to Freehold	Freehold, Jamesburg, and Agricultural	11		6	572 00		52 00	
2098	New York to Piermont	Northern of New Jersey	264		6	1,124 00		42 41	
2099	Port Monmouth to Jackson	Raritan and Delaware Bay	734		6	2,000 00		50 00	84 miles of this service is performed by contractors without charge.
	Branch to Long Branch	(S. W. and W. A. Torrey, contractors)	5		6				
2100	New York to Hackensack	Hackensack and New York	15		12	378 00		25 20	
2116	Glassboro' to Cape Island	Midville & Glassboro' & Cape May & Midville (C. B. Dungan, contractor)	63		6	2,774 00		44 03	
				6194			69,360 00		
	PENNSYLVANIA.								
2201	Philadelphia to Pittsburg	Pennsylvania	3574		14	71,525 00		200 00	
2202	Philadelphia to Pottsville	Philadelphia and Reading	97		12	14,218 00		146 58	
2203	Philadelphia to West Chester	West Chester and Philadelphia	254		12	1,463 00		50 00	
2204	Philadelphia to Bethlehem	North Pennsylvania	54 19		6	2,756 00		42 86	
	Branch to Doylestown	do	19 11		6				
2257	Philadelphia to Norristown	Philadelphia, Germantown, and Norristown	17		6	500 00		29 41	
2290	Philadelphia to Darby	Philadelphia and Darby	8		6	400 00		50 00	

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	PENNSYLVANIA—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
2343	Lancaster to Middletown	Pennsylvania	32½		6	1,490 00		45 84	
2344	Strasburg to Leaman Place	Strasburg, (Herr & Girvin, contractors)	5		6	215 00		43 00	
2254	Reading to Harrisburg	Philadelphia and Reading	54		6	5,400 00		100 00	
2364	Port Clinton to Williamsport	Catawissa	118		12	11,900 00		100 00	
2307	Sunbury to Mount Carmel	Northern Central	28		6	1,400 00		50 00	
2312	Easton to Mauch Chunk	Lehigh Valley	46		6	2,300 00		50 00	
2325	Allentown to Reading	East Pennsylvania	36		6	1,800 00		50 00	
2326	Mauch Chunk to Jeansville	Beaver Meadow	23		6	1,150 00		50 00	
2347	Scranton to Northumberland	Lackawanna and Bloomsburg	17		12				
			63.1		6	4,505 00		56 24	
2364	Great Bend to New Hampton	Delaware, Lackawanna, and Western	133		6	9,975 00		75 00	
2401	York to Columbia	Northern Central	13		7	650 00		50 00	
2404	Harrisburg to Auburn	Schuylkill and Susquehanna	59		6	1,770 00		30 00	
2408	Harrisburg to Chambersburg	Cumberland Valley	52		12	5,200 00		100 00	
2428	Hanover Junction to Hanover	Hanover Branch	13		6				
	Branch to Littlestown	do	8		6	1,050 00		50 00	
2428a	Hanover to Gettysburg	Gettysburg	17½		6	862 50		50 00	
2457	Sunbury to Williamsport	Pennsylvania, (lessees of Philadelphia and Erie.)	40		14	6,000 00		150 00	
2475	Williamsport to Elmira	Northern Central, (lessees of Elmira and Williamsport.)	77		12	11,550 00		150 00	
2476	Williamsport to Lock Haven	Pennsylvania, (lessees of Philadelphia and Erie.)	26½		6	1,325 00		50 00	
2489	Blossburg to Corning	Tioga	40		6	2,000 00		50 00	
2519	Huntingdon to Hopewell	Huntingdon and Broad Top	31		6				
	Branch to Dudley	do	5.32		6	1,800 00		50 00	
2524	Altoona to Hollidaysburg	Pennsylvania	10		7	500 00		50 00	
2557	Blairsville to Indiana	do	20		7	1,000 00		50 00	
2566a	Connellsville to Uniontown	Fayette County	13		6	650 00		50 00	
2612	Pittsburg to Connellsville	Pittsburg and Connellsville	60		6	3,000 00		50 00	
2644	Pittsburg to Kittaning	Alleghany Valley	43			3,150 00		50 00	Includes \$1,000 for mail messenger service.
2649	Washington to Wheeling	Hempfield	32½		6	3,234 00		100 00	
2693	Northville to Erie	Erie and North East	20		14	4,000 00		200 00	
2707	Girard to West Greenville	Erie and Pittsburg, (Battles & Hinds, contractors.)	48		6	2,745 00		35 00	Includes \$1,065 for mail messengers and route agent furnished by contractors.
2726	Erie to Warren	Pennsylvania, (lessees of Philadelphia and Erie.)	66		6	3,300 00		50 00	
2730	Bridgeport to Downingtown	Philadelphia and Reading	22		6	200 00		9 00	
2772	Cresson to Ebensburg	Ebensburg and Cresson	12		12	500 00		41 66	
2773	Chambersburg to Hagerstown	Cumberland Valley, (lessees of Franklin)	22		6	1,100 00		50 00	
2811	Corry to Miller Farm	Oil Creek	34		6	1,457 00		42 86	
2812	Corry to Galion, Ohio	Atlantic and Great Western	222		6	2,514 80		42 86	
2813	Lenni Mills to Oxford	Philadelphia and Baltimore Central	33		12	1,650 00		50 00	
2814	Meadville to Franklin	Atlantic and Great Western, (Franklin Branch.)	30		6	1,500 00		50 00	
2815	Hopewell to Mount Dallas Station	Bedford	124		6	616 00		50 00	
				2,211			201, 21 30		
	DELAWARE.								
3101	Wilmington to Saulsbury	Philadelphia, Wilmington, and Balt	47.48		12	10,818 75		125 00	Includes \$1,400 for daily mail to Philadelphia.
3111	Harrington to Milford	Junction and Breakwater	9		6	450 00		62 50	
				112.22			11,268 75		
	MARYLAND.								
3201	Baltimore to Philadelphia	Philadelphia, Wilmington, and Balt	102		19	37,500 00		300 00	Includes \$6,900 for ferry at night and accommodations for agents on night trains.
3204	Baltimore to Sunbury	Northern Central	86		14	25,450 00		200 00	
3207	Baltimore to Wheeling	Baltimore and Ohio	179		19	93,900 00		300 00	
3208	Baltimore to Washington	do	201		13			200 00	Service on this route has been very irregular since the war.
3264	Araby to Frederick	do	40		26	12,000 00		300 00	
3281	Grafton to Parkersburg	do	3		7	300 00		100 00	
3282	Annapolis to Annapolis Junction	Annapolis and Elk Ridge	104		6	10,400 00		100 00	
3316	Intersection with Northern Central Railway (3204) to Union Bridge.	Western Maryland	20		13	2,538 00		142 00	
			40		6	1,200 00		30 00	
				830			183,608 00		
	OHIO.								
9001	Bell Air to Columbus	Central Ohio	137½		14	27,575 00		200 00	
9005	Steubenville to Newark	Steubenville and Indiana	116		6	8,500 00		75 00	
9009	Means to Cadiz	do	8		6	210 00		33 33	
9051	Pittsburg to Chicago	Pittsburg, Port Wayne, and Chicago	169½		12	93,900 00		200 00	
9052	Pittsburg to Bell Air	Cleveland and Pittsburg	95		6	7,125 00		75 00	
9095	Erie to Cleveland	Cleveland, Painesville, and Ashtabula	96		13	21,000 00		225 00	
9102	Cleveland to Wellsville	Cleveland and Pittsburg	59½		12	13,087 50		150 00	
9103	Cleveland to Sandusky	do	41½		6			100 00	
9104	Cleveland to Youngstown	Cleveland and Toledo	61		6	3,050 00		50 00	
9114	Hudson to Millersburg	Cleveland and Mahoning	67		6	3,350 00		50 00	
9120	Bayard to New Philadelphia	Cleveland, Zanesville, and Cincinnati	62		6	1,860 00		30 00	
9121	Orchardville to Carrollton	Cleveland and Pittsburg	32		6	1,512 00		12 86	
		Carrollton and Oneida	12		5	384 00		32 00	

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
OHIO—Continued.									
9146	Sandusky to Newark	Sandusky, Mansfield, and Newark	124		6	12,400 00		100 00	
9172	Columbus to Cleveland	Cleveland, Columbus, and Cincinnati	138		13	29,100 00		210 86	
9178	Columbus to Xenia	Columbus and Xenia	55		13	12,375 00		225 00	
9179	Columbus to Richmond	Columbus, Piqua, and Indiana	118½		6	8,887 50		75 00	
9191	Galion to Union City	Bellefontaine and Indiana	119		12	17,850 00		150 00	
9229	Portsmouth to Reed's Mills	Scioto and Hocking Valley	56		6	2,800 00		50 00	
9273	Toledo to Cleveland	Cleveland and Toledo	114		12	22,800 00		200 00	
9274	Toledo to State Line	Toledo and Wabash	243		6	24,300 00		100 00	
9275	Toledo to Elkhart	Michigan Southern and Northern Indiana	133		6	6,650 00		50 00	
9302	Hamilton to Richmond	Eaton and Hamilton	48		6	3,600 00		75 00	
9303	Cincinnati to Dayton	Cincinnati, Hamilton, and Dayton	25		12	10,875 00		225 00	
			35		12			150 00	
9306	Cincinnati to Springfield	Little Miami	19		6	16,525 00		100 00	
			65		13			225 00	
9310	Cincinnati to Parkersburg	Marietta and Cincinnati	197		6	20,150 00		100 00	
			9		6			50 00	
9325	Blanchester to Hillsboro	do	21		6	787 50		37 50	
9328	Morrow to Zanesville	Cincinnati, Wilmington, and Zanesville	153		6	9,975 00		75 00	
9329	Xenia to Dayton	Columbus and Xenia	17		12	2,125 00		125 00	
9373	Dayton to Union City	Greenville and Miami	48		6	2,400 00		50 00	
9375	Dayton to Toledo	Dayton and Michigan	140		12	22,350 00		150 00	
9393	Springfield to Sandusky	Sandusky, Dayton, and Cincinnati	132		6	13,200 00		100 00	
9394	Springfield to Delaware	Springfield, Delaware, and Lakeville	50		6	2,143 00		42 86	
9396	Springfield to Dayton	Sandusky, Dayton, and Cincinnati	24		6	2,400 00		100 00	
9399	Carey to Finley	do	16		6	480 00		30 00	
9411	Fremont to Finley	Fremont and Indiana	37		6	710 00		20 00	
93004	Hamilton to Connersville	Cincinnati and Indianapolis Junction	42		6	1,764 00		42 00	
				3,424½			428,920 50		
MICHIGAN.									
12501	Toledo to Chicago	Michigan Southern and Northern Indiana	242		12	36,300 00		150 00	
12502	Toledo to Detroit	do	65			6,500 00		100 00	Six times a week, or as much oftener as the trains run.
12504	Monroe to Adrian	do	36			1,800 00		50 00	Do.
12505	Adrian to Jackson	do	48			2,300 00		50 00	Do.
12506	Detroit to Chicago	Michigan Central	285½		12	5,780 427		150 00	
12750	Detroit to Grand Haven	Detroit and Milwaukee	189		12	18,900 00		100 00	
12708	Detroit to Port Huron	Detroit and Port Huron	61½			3,212 50		50 00	
12720	Saginaw to Flint	Flint and Pere Marquette	26½		6	1,825 50		50 00	
12746	Owosso to Lansing	Auboy, Lansing, and Traverse Bay	28		6	700 00		25 00	
				992			114,325 00		
INDIANA.									
12001	Indianapolis to Lafayette	Lafayette and Indianapolis	652		12	9,843 75		150 00	
12003	Indianapolis to Peru	Peru and Indianapolis	78		6	3,900 00		50 00	
12004	Union City to Indianapolis	Indianapolis, Pittsburg, and Cleveland	85		12	10,625 00		125 00	
12005	Indianapolis to Dayton	Indiana Central	69		12	8,087 50		125 00	
12007	Indianapolis to Cincinnati	Indianapolis and Cincinnati	113½		12	14,187 50		125 00	
12008	Indianapolis to Madison	Indianapolis and Madison	87		6	4,350 00		50 00	
12010	Indianapolis to Terre Haute	Terre Haute and Richmond	73		12	9,125 00		125 00	
12013	Jeffersonville to Indianapolis	Jeffersonville	108		12	10,800 00		100 00	
12046	Rushville to Columbus	Indianapolis and Madison	46		6	1,840 00		40 00	
12051	Richmond to Logansport	Cincinnati and Chicago Air Line	108		6	8,100 00		75 00	
12090	Cincinnati to Ellettsville	Ohio and Mississippi	241		13	68,200 00		200 00	
12105	New Albany to Michigan City	New Albany and Salem	137		6			90 00	
			151		12	26,920 00			
12159	Evansville to Rockville	Evansville and Crawfordsville	23		6	9,100 00		50 00	
12199	Logansport to Valparaiso	Cincinnati and Chicago Air Line	110		6			75 00	
12257	State Line to Logansport	Toledo, Logansport, and Burlington	62		6	4,650 00		75 00	
12261	Plymouth to La Porte	Cincinnati, Peru, and Chicago	61		6	3,050 00		50 00	
			30		6	900 00		30 00	
				1,748½			193,578 75		
ILLINOIS.									
11501	Chicago to Milwaukee	Chicago and Milwaukee and Milwaukee and Chicago	87		12	8,700 00		100 00	
11502	Chicago to Freeport	Galea and Chicago Union	121		12	12,100 00		100 00	
11503	Chicago to Clinton	do	138			13,800 00		100 00	
11504	Chicago to Davenport	Chicago and Rock Island	183		12	18,300 00		100 00	
11505	Chicago to Galesburg	Chicago, Burlington, and Quincy	164 70		12	19,764 00		120 00	
	Galesburg to Burlington	do	43		12	4,300 00		100 00	
	Branch, Aurora to Turner	do	13		6	650 00		50 00	
11506	Chicago to St. Louis	Chicago and Alton	284½			28,475 00		100 00	
11507	Chicago to Centralia	Illinois Central	253					100 00	
	Centralia to Cairo	do	112		12	42,160 00		150 00	
11508	Joliet to Lake Station	Michigan Central	45			2,250 00		50 00	
11510	Elgin to Richmond	Elgin and State Line	33			1,650 00		50 00	
11511	Belvidere to Oregon	Galea and Chicago Union	57 23			2,861 50		50 00	
11512	Dunleith to Centralia	Illinois Central	312		12	31,200 00		100 00	
11513	Bureau Junction to Peoria	Chicago and Rock Island	47			2,350 00		50 00	
11514	Peoria to Gilman	Logansport, Peoria, and Burlington	86			9,850 00		100 00	
	Gilman to State Line	do	25					50 00	
11515	Peoria to Galesburg	Chicago, Burlington, and Quincy	54			5,400 00		100 00	
11517	Galesburg to Quincy	do	100		12	12,000 00		120 00	
11518	Pekin to Virginia	Illinois River	61			2,017 50		35 00	
11519	State Line, Ind., to Meredosia	Great Western	182			18,200 00		100 00	

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.	
			Miles.	Miles.		Dollars.	Dollars.	Dollars.		
ILLINOIS—Continued.										
11520	Quincy to Meredosia	Quincy and Toledo	58			5,800 00		100 00	Six times a week, or as much oftener as the trains run. Do. Do. Do. Do. Do.	
11521	Terre Haute, Ind., to St. Louis, Mo.	St. Louis, Alton, and Terre Haute	192			19,200 00		100 00		
11539	Courtland Station to Sycamore	Sycamore and Courtland	5		6	250 00		50 00		
11739	Lewistown to Yates City	Chicago, Burlington, and Quincy	31		6	1,550 00		50 00		
11896	Jacksonville to White Hall	Jacksonville, Alton, and St. Louis	244		6	1,225 00		50 00		
11917	Carthage to Warsaw	Mississippi and Wabash	214			1,075 00		50 00		
11919	Clayton to Carthage	Illinois and Southern Iowa	304			1,525 00		50 00		
11926	Petersburg to Jacksonville	St. Louis, Jacksonville, and Chicago	284			1,425 00		50 00		
				2,822.68			271,048 00			
WISCONSIN.										
13001	Chicago to Green Bay	Chicago and Northwestern	244		12	24,400 00		100 00		
13002	Kenosha to Rockford	Kenosha, Rockford, and Rock Island, (B. Williamson, trustee, in possession.)	72		6	3,600 00		50 00		
13003	Racine to Savanna	Farmers' Loan and Trust Company, (in possession of operating roads.)	143		12	14,300 00		100 00		
13004	Milton to Monroe	Milwaukee and Prairie du Chien	43.7		6	2,185 00		50 00		
13005	Warren, Ill., to Mineral Point	Mineral Point	33		6	1,650 00		50 00		
13006	Milwaukee to Prairie du Chien	Milwaukee and Prairie du Chien	194		12	19,400 00		100 00		
13007	Milwaukee to Columbus	Milwaukee and St. Paul	65		6	3,262 50		50 00		
13008	Milwaukee to La Crosse	do	204		12	20,400 00		100 00		
13009	Horicon to Berlin	do	44		6	2,200 00		50 00		
13010	Ripon to Winneconne	Ripon and Wolf River	16		6	600 00		37 50		
13041	Sheboygan to Glenbeulah	Sheboygan and Fond du Lac	20		6	1,000 00		50 00		
(cont.)										
13457	Watertown to Sun Prairie	Milwaukee and St. Paul	25		6	1,250 00		50 00		
				1,101.2			93,967 50			
IOWA.										
10001	Keokuk to Eddyville	Keokuk, Fort des Moines, and Minnesota	924		12	6,937 50		75 00		
10002	Keokuk to Fort Madison	Keokuk, Mount Pleasant, and Muscatine	25		6	1,250 00		50 00		
10026	Burlington to Ottumwa	Burlington and Missouri River	76		12	5,700 00		75 00		
10040	Muscatine to Washington	Chicago and Rock Island	37.77		6	1,898 50		50 00		
10042	Davenport to Grinnell, and branch	do	134.2		6	6,710 00		50 00		
10054	Clinton to Cedar Rapids	Chicago, Iowa, and Nebraska	82		12	6,150 00		50 00		
10061a	Cedar Rapids to Nevada	do	69		12	6,632 50		75 00		
10071	Dubuque to Cedar Falls	Dubuque and Sioux City	29.15		6	5,000 00		50 00		
10072	Fairley to Cedar Rapids	Dubuque, Marion, and Western	100		6	5,000 00		50 00		
			55.76		6	2,788 00		50 00		
				701.36			41,056 50			
MISSOURI.										
10401	St. Louis to Warrensburg	Pacific	207.60			31,140 00		150 00		Daily, and twice daily when the trains run so often.
10402	St. Louis to Macon City	North Missouri	170		12	25,500 00		150 00		
10403	St. Louis to Pilot Knob	St. Louis and Iron Mountain	87.1		7	8,710 00		100 00		
10439	Pacific to Rolla	do	4		7	200 00		50 00		
10463	Quincy, Ill., to St. Joseph, Mo.	Pacific	764		6	5,718 75		75 00		
10524	St. Joseph to Weston	Hannibal and St. Joseph	222		14	44,400 00		200 00		
		Platte County	36		6	3,600 00		100 00		
				802.95			119,268 75			
KENTUCKY.										
9504	Louisville to Nashville	Louisville and Nashville	185		7	27,750 00		150 00	6 times a week, and 12 times a week when trains run so often.	
9506	Louisville to Lexington	Louisville and Frankfort and Lexington and Frankfort	94			9,400 00		100 00		
9512	Junction to Bardstown	Bardstown and Louisville	18		6	900 00		50 00		
9521	Nicholasville to Covington	Kentucky Central	13		6	10,550 00		50 00		
9626	Paducah to Union City	New Orleans and Ohio	90		12	10,800 00		100 00		
			62		6	3,100 00		50 00		
				471			51,700 00			
CALIFORNIA.										
14703	Sacramento City to Folsom City	Sacramento Valley	23.20		12	4,640 00		200 00		
				23.20			1,640 00			

GEO. WM. McLELLAN, Second Assistant Postmaster General.

Railroad service as in operation on the 30th of September, 1864.

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REPORT OF THE POSTMASTER GENERAL.

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	NEW JERSEY.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
2002	New York to Piermont.....	Northern Railroad Company of New Jersey.	20 1/2		6	2,081 00		50 00	Includes \$750 per annum for supply of side offices.
2003	New York to Hackensack.....	Hackensack and New York.....	15		12	750 00		50 00	
2004	New York to Hackettstown.....	Morris and Essex.....	63		12	6,600 00		104 76	
2005	Elizabethport to Easton.....	Central Railroad Comp'y of New Jersey	61		12	6,400 00		100 00	
2006	New York to New Brunswick.....	New Jersey Railroad and Transportation Company.	36		19	13,580 00		375 00	Includes \$2,700, being 25 per cent. on \$800 a mile for night service and extra trips.
2008	Port Monmouth to Jackson.....	Raritan and Delaware Bay.....	73 1/2		6	3,937 50		50 00	
	Branch to Long Branch.....	(S. W. & W. A. Torry, contractors).	5		6				
2014	Newark to Mont Clair.....	Newark and Bloomfield.....	6		12	275 00		45 83	
2028	Waterloo to Newton.....	Sussex.....	12		12	900 00		75 00	
2056	Lambertville to Flemington.....	Belvidere and Delaware.....	12 1/2		6	406 50		50 00	
2062	Trenton to Intersection with Delaware, Lackawanna, and Western Railroad, (at Manauka Chunk.)	do.....	62 7/10		12	3,435 00		50 00	
2067	New Brunswick to Philadelphia.....	Philadelphia and Trenton.....	54		19	20,250 00		375 00	Includes \$1,050, being 25 per cent. on \$800 a mile for night service and extra trips.
2071	Jamesburg to Freehold.....	Freehold, Jamesburg, and Agricultural.	11		6	800 00		60 00	Includes \$100 for messenger service to Englishtown.
2089	Burlington to Pemberton.....	Burlington County.....	14		12	700 00		50 00	
2092	Philadelphia to South Amboy Branch to Trenton.....	Camden and Amboy.....	66		6	7,462 00		100 62	
		do.....	6		6				
2097	Philadelphia to Bridgeton.....	West Jersey.....	19 1/10		6	4,315 00		125 00	
2098	Camden to Atlantic City.....	Camden and Atlantic.....	60		6	3,000 00		50 00	Twelve trips a week for four months, and six trips a week for eight months.
2102	Glassboro' to Millville.....	Millville and Glassboro'.....	22		6	2,800 00		100 00	
2105	Flamer to Salem.....	Salem.....	16 1/10		6	850 00		50 00	
2111	Millville to Cape Island.....	Cape May and Millville.....	11		6	4,100 00		100 00	
				711 00			82,802 00		

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	PENNSYLVANIA.								
2201	Philadelphia to Pittsburgh.....	Pennsylvania.....	357 1/2		14	{ 71,325 00 1,675 00		900 00	This sum allowed per annum for transportation of railway post office car between Reading Railroad & Philadelphia, Wilmington, and Baltimore Railroad, 5 miles, at \$75 a mile.
2202	Philadelphia to Pottsville.....	Philadelphia and Reading.....	97		12	{ 14,550 00 2,550 00		150 00	This sum allowed per annum for transportation of railway post office car between Philadelphia and Trenton and Pennsylvania Railroad, 6 & 10 miles, at \$75 a mile.
2203	Philadelphia to Westchester.....	Westchester and Philadelphia.....	29 1/2		12	1,463 00		50 00	
2204	Philadelphia to Bethlehem.....	North Pennsylvania.....	54 1/10		6	3,215 00		50 00	
	Branch to Doylestown.....	do.....	10 1/10		6				
2206	Philadelphia to Norristown.....	Philadelphia, Germantown, and Norristown.	17		6	500 00		29 41	
2208	Philadelphia to Darby.....	Philadelphia and Darby.....	8		6	500 00		62 60	
2216	Bridgeport to Downingtown.....	Philadelphia and Reading.....	22		6	550 00		25 00	
2215	Leam Mills to Oxford.....	Philadelphia and Baltimore Central.....	23		12	1,650 00		50 00	
2257	Lancaster to Middletown.....	Pennsylvania.....	22 1/2		6	1,400 00		45 84	
2262	Strasburg to Leaman Place.....	Strasburg, (J. F. & C. W. Herr, contractors.)	44		6	215 00		47 77	
2281	Reading to Harrisburg.....	Philadelphia and Reading.....	54		6	5,400 00		100 00	
2286	Allentown to Reading.....	East Pennsylvania.....	36		6	1,800 00		50 00	
2310	Easton to Mauch Chunk.....	Lehigh Valley.....	46		6	2,300 00		50 00	
2327	Harrisburg to Chambersburg.....	Cumberland Valley.....	52		12	5,200 00		100 00	
2328	Harrisburg to Auburn.....	Schuylkill and Susquehanna.....	58		6	2,950 00		50 00	
2334	Port Clinton to Milton.....	Catawissa.....	52		12	13,800 00		150 00	
2345	Tomasqua to Ashland.....	Philadelphia and Reading.....	21		6	850 00		50 00	Company paid for .7 miles only, 4 miles of the service being covered by No. 2334.
2346	Sunbury to Williamsport.....	Philadelphia and Erie, (leased by Pennsylvania Railroad Company.)	40		12	6,000 00		150 00	
2347	Sunbury to Mount Carmel.....	Northern Central.....	28		6	1,400 00		50 00	
2364	Scranton to Northumberland.....	Lackawanna and Bloomsburg.....	17		12	6,007 50		75 00	
		do.....	63 1/10		6				
2368	Mauch Chunk to Jeanesville.....	Beaver Meadow.....	23		6	1,150 00		50 00	
2410	Great Bend to New Hampton.....	Delaware, Lackawanna, and Western.....	133		6	9,975 00		75 00	
2456	Hosburg to Corning.....	Tioga.....	40		6	2,000 00		50 00	
2482	Williamsport to Elmira.....	Northern Central, (lessees of Elmira and Williamsport.)	77		12	11,550 00		150 00	
2483	Williamsport to Benzinger.....	Pennsylvania, (lessees of Philadelphia and Erie.)	120 1/2		6	6,010 00		50 00	
2535	York to Columbia.....	Northern Central.....	13		7	650 00		50 00	
2541	Hanover Junction to Hanover.....	Hanover Branch.....	13		6	1,650 00		50 00	
	Branch to Littlestown.....	do.....	8		6				
2542	Hanover to Gettysburg.....	Gettysburg.....	17 1/2		6	862 50		50 00	
2551	Chambersburg to Hagerstown.....	Cumberland Valley.....	22		6	1,100 00		50 00	

REPORT OF THE POSTMASTER GENERAL.

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Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.	
	PENNSYLVANIA—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.		
2576	Huntingdon to Mt. Dallas Station	Huntingdon and Broad Top Mountain	44		6	2,406 00		50 00	Embraces all messenger service to side offices.	
2583	Branch to Broad Top	do	5 32		6					
2587	Tyrone to Philipsburg	Penn. Locomotives of Tyrone and Clearfield	21 8		6		1,190 00			50 00
2615	Altoona to Hollidaysburg	Pennsylvania	10		7	500 00		50 00		
2624	Washington to Wheeling	Hempfield	32 1		6	3,234 00		100 00		
2625	Pittsburg to Uniontown	Pittsburg and Connellsville	73		6	3,650 00		50 00	Includes \$1,000 for supply of side offices.	
2644	Pittsburg to Kattanning	Allegheny Valley	45		6	3,250 00		50 00		
2656	Branch Junction to Indiana	Pennsylvania	20		7	1,000 00		50 00		
2700	Cresson to Ebensburg	Ebensburg and Cresson	12		12	600 00		50 00		
2770	Meadville to Franklin	Franklin Branch of Atlantic and Great Western	30		6	1,500 00		50 00		
2771	Corry to Miller Farm	Oil Creek	34		6	1,475 00		42 86		
2773	Corry to Gallon	Atlantic and Great Western	222		6	11,100 00		50 00		
2777	Erie to Wilcox	Penn'a. Locomotives of Phila. and Erie	103 7		6	5,185 00		50 00		
2779	Girard to Sharon	Erie and Pittsburg	62		6	3,100 00		50 00		
2782	Northville to Erie	Erie and North East	20		14	4,000 00		200 00		
	Columbia to Sinking Spring	Reading and Columbia	39 31		6	1,965 50		50 00		
				2416 185			224,365 50			
DELAWARE.										
3101	Wilmington to Saubury	Philadelphia, Wilmington, and Balt	47 48		12	10,818 75		125 00	Includes \$1,400 for daily mail to Philadelphia.	
3117	Harrington to Milford	Junction and Breakwater	9		6	400 00		50 00		
				112 22			11,208 75			
MARYLAND.										
3201	Baltimore to Philadelphia	Philadelphia, Wilmington, and Baltimore	102		19	37,500 00		300 00	Includes \$6,900 for ferry at night and accommodations for agents on night trains.	
3204	Baltimore to Sunbury	Northern Central	76		14	25,420 00		200 00		
3207	Baltimore to Washington	Baltimore and Ohio	40		26	12,000 00		300 00	Service on this route has been very irregular since the war.	
3208	Baltimore to Wheeling	do	179		19	93,900 00		300 00		
			201		13			200 00		
3259	Grafton to Parkersburg	do	164		6	10,400 00		100 00		
3214	Intersection with Northern Central Railroad (2201) to Union Bridge	Western Maryland	40		6	2,000 00		50 00		
3257	Annapolis to Annapolis Junction	Annapolis and Elk Ridge	20		13	2,875 00		112 50		
3266	Anby to Frederick	Baltimore and Ohio	31		7	340 00		100 00		
				820			184,485 00			
OHIO.										
9004	Bell Air to Columbus	Central Ohio	137		14	27,575 00		200 00		
9005	Steubenville to Newark	Steubenville and Indiana	116		6	8,700 00		75 00		
9009	Means to Cadiz	do	8		6	210 00		50 00		
9051	Pittsburg to Chicago	Pittsburg, Fort Wayne, and Chicago	462		12	93,600 00		200 00		
9052	Pittsburg to Bell Air	Cleveland and Pittsburg	15		6	7,175 00		75 00		
9055	Erie to Cleveland	Cleveland, Painesville, and Ashtabula	16		13	29,600 00		225 00		
9101	Hudson to Millersburg	Cleveland, Zanesville, and Cincinnati	62		6	1,820 00		50 00		
9103	Cleveland to Youngstown	Cleveland and Mahoning	67		6	3,350 00		50 00		
9104	Cleveland to Wellsville	Cleveland and Pittsburg	39 1		12	15,687 50		150 00		
			40 1		6			100 00		
9105	Cleveland to Sandusky	Cleveland and Toledo	61		6	3,050 00		50 00		
9125	Bayard to New Philadelphia	Cleveland and Pittsburg	32		6	1,372 00		42 86		
9129	Oneida to Carrollton	Oneida and Carrollton	12		6	400 00		50 00		
9146	Sandusky to Newark	Sandusky, Mansfield, and Newark	124		6	12,400 00		100 00		
9169	Xenia to Dayton	Columbus and Xenia	17		12	2,125 00		125 00		
9170	Springfield to Sandusky	Sandusky, Dayton, and Cincinnati	132		6	13,200 00		100 00		
9171	Springfield to Delaware	Springfield, Delaware, and Lakeville	50		6	2,113 00		42 86		
9173	Springfield to Dayton	Sandusky, Dayton, and Cincinnati	24		6	2,400 00		100 00		
9197	Columbus to Cleveland	Cleveland, Columbus, and Cincinnati	138		13	29,100 00		210 00		
9201	Columbus to Xenia	Columbus and Xenia	55		13	12,375 00		225 00		
9202	Columbus to Richmond	Columbus, Piqua, and Indiana	118 1		6	8,887 50		75 00		
9222	Galion to Union City	Bellefontaine and Indiana	119		12	17,850 00		150 00		
9247	Blanchester to Hillsboro	Marietta and Cincinnati	21		6	787 50		37 50		
9266	Portsmouth to Reed's Mills	Scioto and Hocking Valley	56		6	2,800 00		50 00		
9343	Toledo to Cleveland	Cleveland and Toledo	114		12	22,800 00		200 00		
9344	Toledo to State Line	Toledo and Wabash	243		6	24,300 00		100 00		
9345	Toledo to Elkhart	Michigan Southern and Northern Indiana	131		6	6,650 00		50 00		
9351	Fremont to Finley	Fremont and Indiana	37		6	710 00		20 00		
9370	Carey to Finley	Sandusky, Dayton, and Cincinnati	16		6	480 00		50 00		
9378	Dayton to Union City	Dayton and Union	48		6	3,600 00		75 00		
9381	Dayton to Toledo	Dayton and Michigan	149		12	22,350 00		150 00		
9401	Hamilton to Connersville	Cincinnati and Indianapolis Junction	42		6	1,764 00		12 00		
9403	Hamilton to Richmond	Eaton and Hamilton	48		6	3,600 00		75 00		
9405	Cincinnati to Dayton	Cincinnati, Hamilton, and Dayton	25		12	10,875 00		225 00		
			26		12			100 00		
9406	Cincinnati to Springfield	Little Miami	19		6	10,525 00		25 00		
			20		13			100 00		
9407	Cincinnati to Parkersburg	Marietta and Cincinnati	117		6	21,150 00		100 00		
9429	Morrow to Zanesville	Cincinnati, Wilmington, and Zanesville	9		6	9,975 00		50 00		
			122 9		6			75 00		
				1,123 31			130,136 50			

No. 5—E.

Steamboat service as in operation September 30, 1864.

States.	Number of route.	Terminal.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
New Hampshire	317	Alton Bay to Wolfboro' and Centre Harbor to Meredith Village.	10		6	1,000 00		During navigation between Centre Harbor and Meredith Village.
	324	Weir's Bridge to Wolfboro'.	20		3			
			30	60	6	650 00	1,650 00	
Massachusetts	671	Hyannis to Nantucket.	30		3	2,500 00		Mails to be carried six times a week when boats run so often.
	674	New Bedford to Edgartown.	30		6	1,800 00		
	684	Fall River to New York.	180		6	3,500 00		
				240			7,800 00	
Rhode Island	804	Providence to Newport.	28	28	12	800 00	800 00	
New York	1108	Whitehall to Plattsburg.	95			4,800 00		Eleven times a week eight months. Part of a railroad contract.
	1359	Plattsburg to Cayuga.	40	135	6	1,713 00	6,513 00	
New Jersey	2005	New York to Elizabethport.	12		12	1,200 00		Part of railroad contract.
	2007	New York to Keyport.	25		12	350 00		
	2008	New York to Port Monmouth.	20			500 00		
	2092	South Amboy to New York.	27	84	6	2,338 00	4,338 00	
Pennsylvania	2326	Pittsburg to Greensboro'.	85	85	6	6,300 00	6,300 00	During navigation.
Maryland	3210	Baltimore to Queenstown.	36	36	3	547 00	547 00	Do.
Ohio	9267	Portsmouth to Cincinnati.	123		3	2,500 00		Do.
	9413	Cincinnati to Maysville.	64	187	6	4,000 00	6,500 00	
West Virginia	4102	Wheeling to Parkersburg.	96½		3	3,600 00		
	4109	Parkersburg to Gallipolis.	88		3	2,700 00		
Virginia	4116	Kanawha C. H. to Point Pleasant.	56		3	1,400 00		
	4182	Old Point Comfort to Baltimore.	185	425½	6	18,000 00	25,700 00	
Michigan	12659	Grand Haven to Milwaukee.	85			5,578 00		Twelve times a week nine months. Three times a week eight months.
	12712 (part.)	Gena to Green Bay.	134			4,550 00		
	12717	Ontonagon to Detroit.	640			7,200 00		Three times a week seven months. Once a week seven months.
		Branch, Ontonagon to Superior.	80	939			17,398 00	
Wisconsin	13068	Oshkosh to New London.	67		6	505 00		From May 1 to November 15 in each year. During navigation.
	13186	Milwaukee to Two Rivers.	95	162	6	200 00	705 00	
Iowa	10906	Fort Madison to Davenport.	118			6,210 00		Six times a week eight months. Do.
	11122	Dubuque to Davenport.	110	228		2,704 00	8,944 00	
Missouri	10404	St. Louis to Keokuk.	232		6	15,000 00		During navigation.
	10405	St. Louis to Cairo.	200	432	2	7,350 00	22,350 00	
Minnesota	13501	St. Paul to Galena.	373		6	23,000 00		From April 15 to November 15 in each year, at \$100 the round trip; pay estimated. From April 15 to November 15 in each year, at \$50 the round trip; pay estimated.
	13502	La Crosse, Wis., to St. Paul, Minn.	175		6	11,000 00		
	13570	Prescott, Wis., to Falls of St. Croix.	61½	609½	6	1,995 00	36,495 00	
Kentucky	9501	Louisville to Evansville.	202		4	8,300 00		33,200 00
	9503	Louisville to Cincinnati.	135		7	9,000 00		
	9510	Evansville, Ind., to Cairo, Ill.	197		4	8,400 00		
	9650	Bowling Green to Evansville.	225	759	2	7,500 00		
California	14751	San Francisco to Sacramento City.	110		6	20,000 00		45,500 00
	14752	San Francisco to Stockton.	120		6	20,000 00		
	14754	San Francisco to Petaluma.	35		6	4,000 00		
	14755	San Francisco to Oakland.	9	274	6	1,500 00		
Oregon	12723	Portland to Monticello.	66		3	4,507 00		11,497 00
	15002	Astoria to Monticello.	55	121	2	6,990 00		
Sea service to southern ports.		New York to Newbern, North Carolina.	553		1	5,200 00		This service is set down to New York in the report of June 30, 1864.
		New York to New Orleans, Louisiana.	1,956	2,509	55 trips.	12,000 00	17,200 00	

GEO. WM. McLELLAN, Second Assistant Postmaster General.

A table showing the increase and decrease of mail transportation and cost in

States and Territories.	CELERITY, CERTAINTY, AND SECURITY.				STEAM-	
	Length of route.		Cost.		Length of route.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.
Maine		2		143		
New Hampshire		7	16			
Vermont		66		828		
Massachusetts		15		260		
Connecticut	3		170			
New York		14	2,704		*2,469	
New Jersey		146		1,528		
Pennsylvania		115		2,170		
Delaware						
Maryland	3		75			
Ohio		144		1,409		
Michigan		153	720			78
Indiana		162		191		
Illinois		142		546		
Wisconsin		19	†11,408			
Iowa		239		1,864		
Missouri		1,206		14,547		
Minnesota		265		2,496		
Kentucky		531		5,565	227	
California		98		799		†10
Oregon	305		24,400			130
Kansas		139		804		
New Mexico Territory		56		491		
Utah Territory	248		**15,400			
Nebraska Territory		77	††2,769			
Washington Territory		339		8,507		
Colorado Territory		138		1,562		
Dakota Territory	49		735			
Nevada Territory	167		9,400			
Total	775	4,073	67,797	43,710	2,696	218
Deduct		775	43,710		218	
Decrease		3,298				
Increase			24,087		2,478	

* Sea routes to southern ports.

† This increase arises from putting in operation the service from Green Bay to Hancock.

‡ On the route from Fort Madison to Davenport \$30 the round trip allowed in lieu of \$22.59.

§ 25 per cent. increase in pay on routes from St. Paul to Galena, and from La Crosse to St. Paul.

|| Service on 13 miles of the route from Nicholasville to Covington reduced from twelve to six times a week.

—F.

the following States and Territories during the year ended June 30, 1864.

BOAT.		RAILROAD.				TOTAL ANNUAL TRANSPORTATION.		TOTAL ANNUAL COST.	
Cost.		Length of route.		Cost.		Net increase.	Net decrease.	Net increase.	Net decrease.
Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.				
Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.
						1,010			143
						2,340		16	
		15		3,285			11,650	2,457	
		24		967		10,378		707	
						9,264		170	
*16,900		35		1,750		340,955		21,354	
		67		2,974			3,808	1,446	
		230		10,174		115,974		8,004	
			1		125		1,248		125
						12,006		75	
		14		1,125		26,841			284
	2,648		13		416	10,338			2,344
			41		3,675		215,632		3,866
		55		7,901		32,098		7,355	
		1		50		70,616		11,458	
†1,540		62		3,096			63,847	2,772	
		11		1,767			99,691		12,780
§6,900							72,208	4,404	
7,500		5			‡400		47,684	1,535	
							18,865		799
	4,680					86,634		19,720	
							34,892		804
							2,704		491
						25,792		15,400	
						‡1,196		2,769	
							26,156		8,507
							3,796		1,562
						20,566		735	
						57,408		9,400	
32,840	7,328	519	55	33,089	4,616	823,356	602,131	109,777	31,705
7,328		55		4,616		602,131		31,705	
25,512		464		28,473		221,225		78,072	

† Distance corrected by circular.
** Includes \$14,850 for the route from Salt Lake City to Bannock City.
†† \$2,000 additional allowed for additional stock on the route from Nebraska City to Kearney City.
‡‡ Service increased by additional trips.

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

No. 6.

Statement of the number, kinds, sizes, and cost of mail bags, purchased under contract and put into service during the fiscal year ended 30th June, 1864, viz:

452 leather mail pouches, No. 1, \$8 50.....	\$3,842 00	
602.....do.....No. 2, 7 50.....	4,515 00	
702.....do.....No. 3, 6 50.....	4,563 00	
602.....do.....No. 4, 5 25.....	3,160 00	
502.....do.....No. 5, 3 75.....	1,882 50	
12.....do.....3 00*.....	36 00	
		\$17,998 50
38 leather horse mail bags, No. 1, 7 00*.....	266 00	
2.....do.....7 75.....	15 50	
21.....do.....No. 2, 6 30*.....	132 30	
2.....do.....6 85.....	13 70	
41.....do.....No. 3, 4 90*.....	200 91	
2.....do.....5 50.....	11 00	
		639 41
15,852 jute canvas mail sacks, No. 1, 88.....	13,949 76	
4,702.....do.....No. 2, 65.....	2,656 30	
1,602.....do.....No. 3, 21.....	336 42	
		16,942 48
25,134 mail bags of all kinds and sizes.....		35,580 39
Add cost of repairs, inspection, &c.		12,510 96
Total expenditure for mail bags.....		48,091 35

Number and cost of mail locks (not yet introduced into the service) purchased under contract during the fiscal year ended 30th June, 1864.

17,759 iron mail locks, at 55 cents each.....	\$9,767 45
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No. 7,

Showing operations and results of the foreign mail service for the fiscal year ended June 30, 1864.

I.—POSTAGES ON UNITED STATES AND EUROPEAN MAILS.

The aggregate amount of postage (sea, inland, and foreign) on the mails exchanged with the United Kingdom, was.....	\$852,474 50
With Prussia, was.....	229,522 67
With France, was.....	191,044 98
With Hamburg, was.....	61,111 02
With Bremen, was.....	53,017 78
With Belgium, was.....	12,434 74
Total postages.....	1,399,605 69

Being an increase over the amount reported for the previous year of \$174,930 48.

* Residue of prior contract received.

The postages on mails *sent* to Europe were as follows, viz:

To Great Britain.....	\$428, 886 64
To Prussia.....	113, 173 24
To France.....	97, 410 01
To Hamburg.....	39, 922 43
To Bremen.....	31, 541 65
To Belgium.....	5, 813 64
Total.....	<u>716, 747 61</u>

The postages on mails *received* from Europe were as follows, viz:

From Great Britain.....	423, 587 86
From Prussia.....	116, 349 43
From France.....	93, 634 97
From Hamburg.....	21, 188 59
From Bremen.....	21, 476 13
From Belgium.....	6, 621 10
	<u>682, 858 98</u>

Postages collected in the United States.....	881, 730 68
Postages collected in Europe.....	517, 875 01

Excess of collections in the United States.....	363, 855 67
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Number of letters <i>sent</i> from the United States.....	3, 315, 569
Number of letters <i>received</i> from Europe.....	3, 122, 539

Total.....	<u>6, 438, 108</u>
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Being an increase of 834,977 over the number reported for the previous year.

Number of newspapers <i>sent</i> from the United States.....	2, 247, 278
Number of newspapers <i>received</i> from Europe.....	1, 029, 346

Total.....	<u>3, 276, 624</u>
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Being an increase of 28,437 over the number reported for the previous year

The excess of postages 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:

Great Britain.....	\$5, 298 78
France.....	3, 775 04
Hamburg.....	8, 733 84
Bremen.....	10, 065 52
Total.....	<u>27, 873 18</u>

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

Prussia.....	3, 176 18
Belgium.....	807 46
Total.....	<u>3, 983 64</u>

II.—CLOSED MAILS.

Weight of closed letter mails <i>received</i> from Prussia, ounces....	121, 764
Weight of closed letter mails <i>sent</i> to Prussia, ounces.....	116, 992¾
Total	238, 756¾
Weight of British closed mails for Canada, ounces	47, 099¾
Weight of Canada closed mails for Great Britain, ounces.....	36, 263¼
Total	83, 363
Weight of British and California closed mails <i>received</i> , ounces	22, 428¼
Weight of British and California closed mails <i>sent</i> , ounces....	7, 442¼
Total	29, 870½
Weight of British closed mails for Havana, ounces.....	6, 898¼
Weight of British closed mails for Mexico, ounces	33
Total	6, 931¼
Weight of Belgian closed letter mails received, ounces.....	3, 119½
Weight of Belgian closed letter mails sent, ounces	3, 545
Total	6, 664½
Amount paid Great Britain for the sea and territorial transit of closed mails through the United Kingdom.	94, 820 56¼
Amount received from Great Britain for the sea and territorial transit of closed mails through the United States.....	38, 983 03¾

III.—OCEAN TRANSPORTATION.

The sea transportation of mails to and from Europe was performed as follows :

By foreign steamships employed as United States mail packets,	
Of the Canadian line	\$145, 562 02
Of the Liverpool, New York, and Philadelphia Steamship Company	332, 559 36
Of the New York and Hamburg Steamship Company	152, 068 06
Of the North German Lloyd Company	140, 175 57
	770, 365 01
By British contract mail packets—	
Of the Cunard line	\$596, 748 49
Of the Galway line.	32, 492 19
	629, 240 68
Total	1, 399, 605 69

IV.—BALANCES ON SETTLEMENT OF ACCOUNTS WITH FOREIGN POST DEPARTMENTS.

Balance due Great Britain, on adjustment of accounts for the year ended December 31, 1863.....	112,633 17½
Balance due France, on adjustment of accounts for the fiscal year ended June 30, 1863.....	28,546 62
Balance due Hamburg, on adjustment of accounts for the fiscal year ended June 30, 1864.....	34,748 97
Balance due Bremen, on adjustment of accounts for the fiscal year ended June 30, 1864.....	33,836 78½
	<hr/>
Total balances against the United States.....	209,765 55½
	<hr/> <hr/>
Balance due the United States, on adjustment of accounts with Prussia, during fiscal year ended June 30, 1864.....	19,279 34
Balance due the United States, on adjustment of accounts with Belgium, during fiscal year ended June 30, 1864.....	3,825 27
	<hr/>
Total balances in favor of the United States...	23,104 61
	<hr/> <hr/>

No. 8.

Additional articles to the articles agreed upon between the Post Office of the United States of America and the Post Office of the United Kingdom of Great Britain and Ireland, for carrying into execution the convention of December 15, 1848.

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

ARTICLE 1.

An exchange of mails shall hereafter take place between the post office of New York and the British packet office at Colon, New Granada, by means of United States mail packets plying between those ports.

ARTICLE 2.

The mails forwarded from New York to Colon shall comprise the correspondence addressed to Colon, Santa Martha, Carthagena, or any other port on the Atlantic coast of the republic of New Granada, as well as the correspondence addressed to any place in the interior of New Granada.

ARTICLE 3.

Reciprocally the mails forwarded from Colon to New York shall comprise the correspondence originating in Colon, Santa Martha, Carthagena, or other port on the Atlantic coast of the republic of New Granada, or in any place in the interior of New Grenada, and addressed to the United States.

ARTICLE 4.

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

Done in duplicate, and signed at Washington on the sixth day of August, one thousand eight hundred and sixty-four, and at London on the tenth day of September, one thousand eight hundred and sixty-four.

M. BLAIR, *Postmaster General United States.*
STANLEY, *of Alderley.*

No. 9.

POSTAL CONVENTION BETWEEN THE UNITED STATES AND BREMEN.

Additional article agreed upon between the Post Office Department of the United States and the Post Office Department of the Hanseatic republic of Bremen, providing for the conveyance of the international correspondence in time of war or threatening war.

Whenever, in consequence of war or threatening war, the international correspondence between the United States and Bremen cannot be conveyed by United States or Bremen steamers, it may be conveyed by steamers under neutral flag, subject to all the stipulations, rules, and regulations contained in the several postal conventions heretofore concluded between both countries.

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

M. BLAIR, [SEAL.]
Postmaster General United States.
R. SCHLEIDEN, [SEAL.]
Minister Resident of the Hanseatic Republics.

No. 10.

POSTAL CONVENTION BETWEEN THE UNITED STATES AND HAMBURG.

Additional article agreed upon between the Post Office Department of the United States and the Post Office Department of the Hanseatic republic of Hamburg, providing for the conveyance of the international correspondence in time of war or threatening war.

Whenever, in consequence of war or threatening war, the international correspondence between the United States and Hamburg cannot be conveyed by United States or Hamburg steamers, it may be conveyed by steamers under neutral flag, subject to all the stipulations, rules, and regulations contained in the several postal conventions heretofore concluded between both countries.

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

M. BLAIR, [SEAL.]
Postmaster General United States.
R. SCHLEIDEN, [SEAL.]
Minister Resident of the Hanseatic Republics

No. 11.

Table showing the increase and decrease of post offices in the several States and Territories; also the number of post offices at which appointments are made by the President and by the Postmaster General.

States and Territories.	Whole number of post offices June 30, 1863.	Increase.	Decrease.	By the President of the United States June 30, 1863.	Increase.	Decrease.	Total by the President of the United States June 30, 1864.	Total by the Postmaster General June 30, 1864.	Whole number of offices in the United States June 30, 1864.
Alabama	875			8			8	867	875
Arkansas	730			2			2	728	730
Arizona	1							1	1
California	398	10		15			15	393	408
Colorado	59		6	1	1		2	51	53
Connecticut	383		2	13	7		20	361	381
Dakota	9	2						11	11
Delaware	69		2	2			2	65	67
District of Columbia	4			2			2	2	4
Florida	174			2			2	172	174
Georgia	893			12			12	881	893
Idaho	8	9						17	17
Illinois	1,535	4		36	19		55	1,484	1,539
Indiana	1,267		25	26	9		35	1,207	1,242
Iowa	1,013		34	15	10		25	954	979
Kansas	270	2		4	2		6	266	272
Kentucky	782		62	15	4		19	701	720
Louisiana	387			5			5	382	387
Maine	800	1		17	3		20	781	801
Maryland	408	5		8	4		12	401	413
Massachusetts	657	2		44	14		58	601	659
Michigan	837	6		22	9		31	812	843
Minnesota	470	8		5	2		7	471	478
Mississippi	668			8			8	660	668
Missouri	1,003		143	12	4		16	844	860
Montana									
Nebraska	121	4		2			2	123	125
Nevada	14	5		2			2	17	19
New Hampshire	389	3		10			10	382	392
New Jersey	440			16	5		21	459	440
New Mexico	17		2		1		1	14	15
New York	2,524	2		82	21		103	2,483	2,526
North Carolina	1,185			7			7	1,178	1,185
Ohio	1,946		14	47	10		57	1,875	1,932
Oregon	99			2		1	1	98	99
Pennsylvania	2,530	26		43	17		60	2,496	2,556
Rhode Island	94			6	1		7	87	94
South Carolina	634			4	2		6	628	634
Tennessee	1,024	4		5	1		6	1,022	1,028
Texas	923			4			4	919	923
Utah	59	15		1			1	73	74
Vermont	435	2		9	2		11	426	437
Virginia	1,244	3		13			13	1,234	1,247
Washington	69		2					67	67
West Virginia	541	5		2			2	544	546
Wisconsin	959	5		21	8		29	935	964
	29,047	123	292	550	156	1	705	28,173	29,078

No. 12.

Total operations of the appointment office for the year ending June 30, 1864.

States and Territories.	Established.	Discontinued.	Names and sites changed.	Appointments on changes of names and sites.	Resigned.	Removed.	Deceased.	Total cases.
Alabama								
Arkansas								
Arizona						1		1
California	33	23	11	6	61	18	2	143
Colorado	7	13	3	3	23	6	1	53
Connecticut	1	3	3		32	6	7	52
Dakota	3	1	3	3		2		9
Delaware	1	3	1		7		2	14
District of Columbia								
Florida								
Georgia								
Idaho	11	2			2	1		16
Illinois	44	40	13	2	265	51	15	428
Indiana	34	59	18	8	332	51	27	521
Iowa	39	73	19	13	212	33	13	349
Kansas	18	16	8	6	55	17	2	116
Kentucky	59	121	10	9	115	28	12	345
Louisiana					1			1
Maine	12	11	11	3	95	21	7	157
Maryland	18	13	8	3	72	11	3	125
Massachusetts	3	1	3	2	53	11	9	80
Michigan	26	20	11	7	120	34	14	225
Minnesota	28	20	10	6	90	16	7	171
Mississippi								
Missouri	39	182	12	6	161	31	8	423
Montano								
Nebraska	12	8	1	1	20	2		43
Nevada	7	2	1	1	6	4		20
New Hampshire	3		1	1	40	13	9	63
New Jersey	4	4	4	3	35	10	7	65
New Mexico	2	4			3	3		12
New York	24	22	12	9	273	74	33	458
North Carolina							1	1
Ohio	41	55	17	13	323	87	25	548
Oregon	5	5			23	4	1	38
Pennsylvania	64	38	13	2	331	59	31	536
Rhode Island	1	1			7	2	1	12
South Carolina					1			1
Tennessee	4				1	1		6
Texas								
Utah	17	2			4	2	1	26
Vermont	3	1	1	1	42	12	5	64
Virginia	5	2	1	1	13	4	1	26
Washington	2	4	1	1	10	3		20
West Virginia	17	12	2	2	50	5	6	92
Wisconsin	32	27	13	9	150	51	2	281
	619	788	211	133	3,028	674	259	5,579

No. 13.

List of the first, second, and third classes of post offices as classified by the Postmaster General under the act July 1, 1864, with the amount of salary assigned to each.

FIRST CLASS.

Name of office.	State.	Salary.	Name of office.	State.	Salary.
Albany	New York ..	\$4,000	Portland	Maine	\$3,600
Auburn	do	3,000	Philadelphia	Penn	4,000
Brooklyn	do	3,400	Pittsburg	do	4,000
Buffalo	do	4,000	Newark	N. J	3,600
Rochester	do	4,000	Baltimore	Maryland ..	4,000
Troy	do	3,400	Cincinnati	Ohio	4,000
Syracuse	do	4,000	Columbus	do	4,000
Peoria	Illinois	3,500	Dayton	do	3,800
Springfield	do	3,500	Toledo	do	3,900
Quincy	do	3,500	Cleveland	do	4,000
Cairo	do	3,000	New Orleans	Louisiana ..	4,000
Chicago	do	4,000	Washington	D. C	4,000
Boston	Mass	4,000	Janesville	Wisconsin ..	3,000
Lowell	do	3,000	Madison	do	3,500
New Bedford	do	3,000	Milwaukie	do	4,000
Worcester	do	3,600	Sacramento City	California ..	4,000
Dubuque	Iowa	3,500	San Francisco	do	4,000
Davenport	do	3,000	Denver City	Col. Ter	3,100
New Haven	Conn	3,900	Leavenworth City	Kansas	3,400
Hartford	do	4,000	St. Louis	Missouri	4,000
Fort Wayne	Indiana	3,000	Wheeling	W. Virginia ..	3,100
Lafayette	do	3,000	Louisville	Kentucky	4,000
Indianapolis	do	4,000	Cold Water	Michigan	3,000
Saint Paul	Minnesota ..	3,500	Detroit	do	4,000
Providence	R. Island ..	4,000	Memphis	Tennessee ..	4,000
Bangor	Maine	3,200	Nashville	do	4,000

SECOND CLASS.

Cambridge	Mass	2,500	Ottawa	Illinois	2,900
Cambridgeport	do	2,400	Rockford	do	2,900
Charlestown	do	2,300	Rock Island	do	2,000
Chelsea	do	2,400	Alton	do	2,500
Fall River	do	2,700	Aurora	do	2,600
Fitchburg	do	2,300	Belleville	do	2,200
Gloucester	do	2,200	Bloomington	do	2,500
Greenfield	do	2,200	Decatur	do	2,600
Lawrence	do	2,600	Galena	do	2,900
Lynn	do	2,200	Monmouth	do	2,000
Milford	do	2,100	Batavia	New York ..	2,200
Newburyport	do	2,400	Dunkirk	do	2,100
Northampton	do	2,200	Elmira	do	2,500
Pittsfield	do	2,500	Geneva	do	2,500
Roxbury	do	2,600	Hudson	do	2,400
Salem	do	2,700	Ithaca	do	2,400
Springfield	do	2,900	Kingston	do	2,100
Taunton	do	2,500	Little Falls	do	2,200
Westfield	do	2,100	Lockport	do	2,700
Haverhill	do	2,800	Newburg	do	2,300
Dixon	Illinois	2,100	Ogdensburgh	do	2,500
Freeport	do	2,800	Oswego	do	2,900
Galesburg	do	2,500	Owego	do	2,400
Jacksonville	do	2,400	Plattsburg	do	2,100
Joliet	do	2,600	Poughkeepsie	do	2,500

Second class—Continued.

Name of office.	State.	Salary.	Name of office.	State.	Salary.
Rome	New York..	2,500	Camden	New Jersey..	2,100
Saratoga Springs	do.....	2,400	Jersey City	do.....	2,500
Schenectady	do.....	2,600	New Brunswick	do.....	2,300
Seneca Falls	do.....	2,500	Paterson	do.....	2,400
Utica	do.....	2,900	Trenton	do.....	2,700
Watertown	do.....	2,700	Augusta	Maine	2,500
West Troy	do.....	2,100	Bath	do.....	2,500
Youkers	do.....	2,200	Belfast	do.....	2,000
Albion	do.....	2,100	Biddeford	do.....	2,100
Binghamton	do.....	2,600	Calais	do.....	2,200
Canandaigua	do.....	2,200	Lewiston	do.....	2,500
Penn Yan	do.....	2,100	Rockland	do.....	2,200
Suspension Bridge	do.....	2,100	Allentown	Penn	2,200
Williamsburg	do.....	2,200	Carlisle	do.....	2,300
Newport	R. Island ..	2,600	Chambersburg	do.....	2,300
Pawtucket	do.....	2,700	Chester	do.....	2,100
Manchester	N. H	2,600	Easton	do.....	2,400
Nashua	do.....	2,600	Erie	do.....	2,400
Portsmouth	do.....	2,500	Harrisburg	do.....	2,700
Concord	do.....	2,600	Johnstown	do.....	2,000
Dover	do.....	2,500	Reading	do.....	2,700
Rolla	Missouri ..	2,100	Lancaster	do.....	2,500
Jefferson City	do.....	2,100	Pottsville	do.....	2,400
Saint Joseph	do.....	2,700	Scranton	do.....	2,300
Springfield	do.....	2,200	Titusville	do.....	2,000
Jeffersonville	Indiana	2,000	Williamsport	do.....	2,600
Madison	do.....	2,600	York	do.....	2,200
Richmond	do.....	2,500	Alleghany	do.....	2,600
Terre Haute	do.....	2,900	Altoona	do.....	2,000
Vincennes	do.....	2,000	Meadville	do.....	2,300
Evansville	do.....	2,400	Norristown	do.....	2,100
Laporte	do.....	2,200	Westchester	do.....	2,700
Logansport	do.....	2,200	Wiikesbarre	do.....	2,000
New Albany	do.....	2,600	Fon du Lac	Wisconsin ..	2,800
South Bend	do.....	2,000	La Crosse	do.....	2,500
Bridgeport	Conn	2,900	Oshkosh	do.....	2,600
Danbury	do.....	2,200	Racine	do.....	2,600
Derby	do.....	2,300	Beloit	do.....	2,500
New Britain	do.....	2,200	Annapolis	Maryland ..	2,000
New London	do.....	2,600	Cumberland	do.....	2,200
Norwich	do.....	2,700	Frederick	do.....	2,200
Middletown	do.....	2,600	Burlington	Vermont ..	2,500
West Meriden	do.....	2,300	Montpelier	do.....	2,300
Waterbury	do.....	2,500	Rutland	do.....	2,200
Adrian	Michigan ..	2,400	Brattleborough	do.....	2,500
Ann Arbor	do.....	2,700	Akron	Ohio	2,100
Battle Creek	do.....	2,500	Chillicothe	do.....	2,400
Flint	do.....	2,200	Delaware	do.....	2,300
Grand Rapids	do.....	2,900	Hamikon	do.....	2,600
Kalamazoo	do.....	2,800	Mansfield	do.....	2,300
Marshall	do.....	2,200	Marietta	do.....	2,100
Niles	do.....	2,100	Newark	do.....	2,100
Pontiac	do.....	2,000	Painesville	do.....	2,000
Ypsilanti	do.....	2,100	Piqua	do.....	2,100
East Saginaw	do.....	2,400	Sandusky	do.....	2,500
Jackson	do.....	2,400	Springfield	do.....	2,500
Lansing	do.....	2,400	Stenbenville	do.....	2,400
Burlington	Iowa	2,500	Tiffin	do.....	2,100
Des Moines	do.....	2,600	Warren	do.....	2,100
Iowa City	do.....	2,500	Wooster	do.....	2,100
Muscatine	do.....	2,400	Xenia	do.....	2,400
Keokuk	do.....	2,800	Zanesville	do.....	2,800
Mount Pleasant	do.....	2,000	Miamisville	do.....	2,200

Second class—Continued.

Name of office.	State.	Salary.	Name of office.	State.	Salary.
Mount Vernon.....	Ohio	\$2,000	Newport	Kentucky..	\$2,200
Portsmouth .....	....do.....	2,200	Paducah .....	....do.....	2,400
Carson City.....	Nev. Ter...	2,000	Covington .....	....do.....	2,600
Virginia City .....	....do.....	2,500	Salt Lake City	Utah	2,200
Omaha City.....	....do.....	2,200	Beaufort	S. Carolina.	2,500
Georgetown.....	D. C.	2,400	Port Royal.. ..	....do.....	2,500
Key West.....	Florida ..	2,300	Newburn.....	N. Carolina.	2,400
Wilmington.....	Delaware ..	2,500	Beaufort .....	....do.....	2,000
Marysville	California ..	2,500	Knoxville	Tennessee..	2,000
Stockton.....	....do.....	2,400	Chattanooga .....	....do.....	2,000
Atchison	Kansas	2,100	Murfreesboro' .....	....do.....	2,100
Fort Scott.....	....do.....	2,200	Alexandria	Virginia ..	2,600
Bowling Green	Kentucky ..	2,200	Harper's Ferry.....	....do.....	2,100
Columbus.....	....do.....	2,200	New Creek Station.....	....do.....	2,100
Danville .....	....do.....	2,000	Norfolk .....	....do.....	2,400
Frankfort.....	....do.....	2,300	Old Point Comfort .....	....do.....	2,000
Lexington .....	....do.....	2,900			

THIRD CLASS.

Name of office.	State.	Salary.	Name of office.	State.	Salary.
Auburn	Maine	\$1,000	Lee	Mass	\$1,200
Brunswick .....	....do.....	1,800	Marblehead .....	....do.....	1,300
Bucksport .....	....do.....	1,000	Marlborough .....	....do.....	1,100
Eastport .....	....do.....	1,700	Medford .....	....do.....	1,200
Ellsworth.....	....do.....	1,300	Middleborough .....	....do.....	1,000
Gardiner.....	....do.....	1,800	Nantucket .....	....do.....	1,900
Hallowell .....	....do.....	1,200	Natick .....	....do.....	1,000
Saco .....	....do.....	1,700	North Adams.....	....do.....	1,400
Skowhegan .....	....do.....	1,100	North Bridgewater.....	....do.....	1,300
Thomaston.....	....do.....	1,100	Plymouth .....	....do.....	1,800
Waterville .....	....do.....	1,300	Quincy .....	....do.....	1,200
Claremont	N. H.	1,500	South Danvers .....	....do.....	1,400
Exeter.....	....do.....	1,600	Waltham .....	....do.....	1,800
Great Falls .....	....do.....	1,400	Ware .....	....do.....	1,000
Hanover .....	....do.....	1,200	Watertown .....	....do.....	1,000
Keene .....	....do.....	1,900	Westborough .....	....do.....	1,000
Brandon	Vermont ..	1,200	Winchendon .....	....do.....	1,100
Middlebury .....	....do.....	1,100	Woburn .....	....do.....	1,400
Saint Albans .....	....do.....	1,800	Webster .....	....do.....	1,100
Saint Johnsbury.....	....do.....	1,500	Fairhaven	Conn	1,500
Springfield .....	....do.....	1,000	Litchfield .....	....do.....	1,600
Windsor .....	....do.....	1,300	Meriden.....	....do.....	1,100
Woodstock.....	....do.....	1,500	Norwalk .....	....do.....	1,800
Amesbury	Mass	1,200	Rockville .....	....do.....	1,200
Amherst .....	....do.....	1,500	South Norwalk.....	....do.....	1,000
Andover .....	....do.....	1,800	Stamford .....	....do.....	1,900
Barre.....	....do.....	1,000	West Winsted.....	....do.....	1,000
Beverly.....	....do.....	1,200	Willimantic .....	....do.....	1,100
Bridgewater.....	....do.....	1,000	Bristol	R. Island ..	1,400
Brookline .....	....do.....	1,200	Portsmouth Grove .....	....do.....	1,400
Chicopee.....	....do.....	1,800	Westerly .....	....do.....	1,400
Clinton .....	....do.....	1,300	Woonsocket Falls.....	....do.....	1,700
Dedham .....	....do.....	1,400	Amsterdam	New York..	1,400
East Cambridge .....	....do.....	1,900	Ballston .....	....do.....	1,400
East Hampton .....	....do.....	1,100	Bath .....	....do.....	1,600
East Somerville .....	....do.....	1,200	Brockport .....	....do.....	1,300
Great Barrington .....	....do.....	1,200	Canton .....	....do.....	1,300
Holyoke .....	....do.....	1,600	Cape Vincent .....	....do.....	1,200

Third class.—Continued.

Name of office.	State.	Salary.	Name of office.	State.	Salary.
Bucyrus	Ohio	\$1,300	Valparaiso	Indiana	\$1,400
Canton	do	1,800	Wabash	do	1,400
Circleville	do	1,700	Warsaw	do	1,200
Defiance	do	1,000	Belvidere	Illinois	1,500
Elyria	do	1,400	Canton	do	1,300
Finley	do	1,500	Carlisle	do	1,100
Fremont	do	1,700	Centralia	do	1,300
Gallipolis	do	1,900	Champaign	do	1,500
Hillsborough	do	1,100	Charleston	do	1,300
Ironton	do	1,400	Danville	do	1,300
Jefferson	do	1,300	Elgin	do	1,700
Kenton	do	1,000	Geneseo	do	1,500
Lancaster	do	1,800	Henry	do	1,100
Lebanon	do	1,300	Jerseyville	do	1,100
Lima	do	1,500	Kankakee Depot	do	1,600
Marion	do	1,300	Kewanee	do	1,400
Massillon	do	1,900	Lacon	do	1,200
New Philadelphia	do	1,100	Lasalle	do	1,700
Norwalk	do	1,800	Lincoln	do	1,300
Oberlin	do	1,900	Lockport	do	1,000
Oxford	do	1,300	Macomb	do	1,300
Ravenna	do	1,400	Mattoon	do	1,400
Ripley	do	1,000	Mendota	do	1,400
Salem	do	1,800	Moline	do	1,000
Sidney	do	1,100	Morris	do	1,700
Troy	do	1,500	Morrison	do	1,200
Urbana	do	1,700	Mound City	do	1,300
Youngstown	do	1,600	Oney	do	1,000
Albion	Michigan	1,500	Paris	do	1,400
Allegan	do	1,100	Pekin	do	1,600
Bay City	do	1,300	Peru	do	1,200
Dowagiac	do	1,200	Polo	do	1,100
Hancock	do	1,500	Princeton	do	1,800
Hillsdale	do	1,900	Shelbyville	do	1,200
Houghton	do	1,100	Sterling	do	1,600
Hudson	do	1,500	Sycamore	do	1,200
Ionia	do	1,400	Waukegan	do	1,800
Monroe	do	1,800	Wilmington	do	1,000
National	do	1,300	Appleton	Wisconsin	1,300
Port Huron	do	1,700	Baraboo	do	1,200
Saginaw	do	1,200	Beaver Dam	do	1,400
Saint Joseph	do	1,000	Berlin	do	1,400
Tecumseh	do	1,200	Columbus	do	1,000
Three Rivers	do	1,100	Delavan	do	1,200
Attica	Indiana	1,200	Green Bay	do	1,500
Bloomington	do	1,200	Kenosha	do	1,900
Columbus	do	1,200	Manitowoc	do	2,000
Crawfordsville	do	1,400	Mineral Point	do	3,000
Delphi	do	1,000	Monroe	do	1,000
Elkhart	do	1,200	Platteville	do	1,500
Franklin	do	1,100	Portage City	do	1,100
Goshen	do	1,500	Prairie du Chien	do	1,600
Greensburg	do	1,100	Ripon	do	1,400
Greencastle	do	1,500	Sheboygan	do	1,200
Huntington	do	1,400	Sparta	do	1,900
Kokomo	do	1,100	Watertown	do	1,600
Lawrenceburg	do	1,200	Waukesha	do	1,300
Michigan City	do	1,400	Waupun	do	1,500
Muncie	do	1,100	White Water	do	1,200
Peru	do	1,500	Cedar Falls	Iowa	1,400
Plymouth	do	1,200	Cedar Rapids	do	1,100
Princeton	do	1,000	Clinton	do	1,600
Shelbyville	do	1,000	Council Bluffs	do	1,111

Third class —Continued.

Name of office.	State.	Salary.	Name of office.	State.	Salary.
Eddyville.....	Iowa.....	\$1,100	Sedalia.....	Missouri...	\$1,200
Fairfield.....	do.....	1,200	Glasgow.....	Kentucky..	1,300
Fort Madison.....	do.....	1,100	Henderson.....	do.....	1,100
Independence.....	do.....	1,100	Lebanon.....	do.....	1,600
Lyons.....	do.....	1,500	Maysville.....	do.....	1,900
Macgregor.....	do.....	1,900	Munfordsville.....	do.....	1,200
Marshalltown.....	do.....	1,000	Nicholasville.....	do.....	1,900
Newton.....	do.....	1,000	Owensburg.....	do.....	1,100
Oskaloosa.....	do.....	1,600	Paris.....	do.....	1,500
Ottumwa.....	do.....	1,400	Shelbyville.....	do.....	1,100
Sioux City.....	do.....	1,100	Somerset.....	do.....	1,200
Washington.....	do.....	1,400	Clarksville.....	Tennessee..	1,900
Waterloo.....	do.....	1,300	Clarksburg.....	Virginia....	1,500
Hastings.....	Minnesota..	1,300	Kanawha C. H.....	do.....	1,800
Minneapolis.....	do.....	1,900	Martinsburg.....	do.....	1,600
Red Wing.....	do.....	1,300	Parke sburg.....	do.....	1,900
Rochester.....	do.....	1,300	Washington.....	N. Carolina..	1,000
St. Anthony's Falls.....	do.....	1,000	Benicia.....	California..	1,100
Winona.....	do.....	1,900	Columbia.....	do.....	1,000
Fort Leavenworth.....	Kansas.....	1,300	Grass Valley.....	do.....	1,100
Lawrence.....	do.....	1,600	Los Angeles.....	do.....	1,300
Topeka.....	do.....	1,100	Nevada City.....	do.....	1,300
Boonville.....	Missouri....	1,100	Oroville.....	do.....	1,000
Cape Girardeau.....	do.....	1,200	Placerville.....	do.....	1,300
Columbia.....	do.....	1,000	Petaluma.....	do.....	1,000
Hannibal.....	do.....	1,700	San José.....	do.....	1,700
Ironton.....	do.....	1,100	Sonora.....	do.....	1,000
Jefferson Barracks.....	do.....	1,300	Yreka.....	do.....	1,000
Kansas City.....	do.....	1,800	Portland.....	Oregon.....	1,700
Lexington.....	do.....	1,600	Nebraska City.....	Nebr. Ter..	1,300
Pilot Knob.....	do.....	1,700	Mountain City.....	Col. Ter....	1,500
Saint Charles.....	do.....	1,100	Santa Fe.....	N. Mex. Ter.	1,100

No. 14.

Post offices at which letter-carriers are employed, with the number and annual aggregate compensation of the latter at each office.

Offices.	Agg'te carriers.	Aggregate pay.	Remarks.
New York, N. Y.....	150	\$108,146 32	
Boston, Mass.....	49	25,919 22	
Baltimore, Md.....	27	16,768 00	
Brooklyn, N. Y.....	24	14,419 87	
Philadelphia, Pa.....	127	82,014 63	
Cincinnati, Ohio.....	18	8,376 25	
Washington, D. C.....	26	9,945 70	
Chicago, Ill.....	33		No returns.
Detroit, Mich.....	20		Do.
St. Louis, Mo.....	16	2,500 90	Incomplete.
Williamsburg, N. Y.....	6	4,200 00	
Albany, N. Y.....	5	2,258 99	Incomplete.
Providence, R. I.....	6	3,029 00	
Newark, N. J.....	7	3,300 00	
Newport, R. I.....	2	755 67	
New Haven, Conn.....	4	1,752 75	

No. 14—Continued.

Offices.	Agg'te carriers.	Aggregate pay.	Remarks.
Salem, Mass.....	3	1,237 50	
Lowell, Mass.....	3	1,350 00	
Louisville, Ky.....	3	2,121 00	
Cleveland, Ohio.....	19	3,202 98	
Hartford, Conn.....	3	600 00	Incomplete.
Manchester, N. H.....	2	960 64	
Germantown, Pa.....	2	150 00	Incomplete.
Charlestown, Mass.....	3	1,203 79	
Lawrence, Mass.....	4	800 00	
New Bedford, Mass.....	4	1,600 74	
Roxbury, Mass.....	3	1,418 87	
Fall River, Mass.....	2	800 00	
Pittsburg, Pa.....	7	1,023 00	Three quarters.
Troy, N. Y.....	7	1,200 00	
Syracuse, N. Y.....	9	558 05	
Utica, N. Y.....	8	666 66	
Paterson, N. J.....	2	616 66	Three quarters.
Jersey City, N. J.....	2	1,050 00	
Trenton, N. J.....	2	884 56	
Wilmington, Del.....	3	1,001 00	
Worcester, Mass.....	5	\$1,187 19	Three quarters.
Nashua, N. H.....	1	500 00	
Reading, Pa.....	2	450 00	
Lancaster, Pa.....	1	518 54	
Norristown, Pa.....	1	337 50	Three quarters.
York, Pa.....	1	294 23	
Newburyport, Mass.....	1	308 33	Three quarters.
Cambridgeport, Mass.....	2	472 50	
Hoboken, N. J.....	1	262 50	Three quarters.
Poughkeepsie, N. Y.....	1	337 50	
Allegheny, Pa.....	3	751 84	
Bath, Me.....	2	351 75	
Frederick, Md.....	1	262 49	Three quarters.
Chelsea, Mass.....	3	524 98	
Marblehead, Mass.....	1	86 00	Two quarters.
Harrisburg, Pa.....	3	1,067 00	
Camden, N. J.....	3	.....	Not adjusted.
Buffalo, N. Y.....	18	3,247 48	Two quarters.
Portland, Me.....	2	268 58	Two quarters.
Rochester, N. Y.....	3	.....	No returns.
Springfield, Mass.....	3	.....	Do.
Lockport, N. Y.....	2	.....	Do.
Titusville, Pa.....	1	.....	Do.
Lynn, Mass.....	3	.....	Do.
Cambridge, Mass.....	1	.....	Do.
Morristown, N. J.....	2	.....	Do.
Auburn, N. Y.....	2	.....	Do.
Beaver Dam, Wis.....	2	.....	Do.
Oswego, N. Y.....	2	.....	Do.

No. 15.

Statement of the operations of the free delivery letter-carrier system at the following offices for the fiscal year ending June 30, 1864.

Names of offices.	No. of letters delivered.	Papers delivered.	Paid for delivery.	Average cost per letter.
				<i>Cts. ms. frac.</i>
New York.....	8,823,628	1,336,225	\$108,146 82	1 0 64
Philadelphia.....	6,407,328	543,879	82,014 63	1 1 798
Baltimore.....	1,462,146	16,049	16,762 60	1 1 34
Boston*.....	1,240,961	60,861	25,919 25	1 1 90
Washington, D. C.....	1,087,516	144,167	9,945 70	0 8 007

No. 16.

Statement of dead letters returned to foreign countries during the fiscal year 1863-'64.

Countries.	Pa. l.	Unpaid.	Total.	Amount.
To England.....	22,523	53,206	75,729	\$6,058 72
France.....	5,390	5,762	11,152	1,147 16
Belgium.....	139	218	357	15 35
Prussia.....	1,422	14,081	15,503	1,075 53
Hamburg.....	1,432	3,391	4,823	412 74
Bremen.....	1,510	2,798	4,308	492 03
Canada.....			46,996	
New Brunswick.....			1,254	
Nova Scotia.....			2,071	
Prince Edward's Island.....			398	
	32,416	79,456	162,591	9,161 53

Statement of dead letters received from foreign countries during the fiscal year 1863-'64.

Countries.	Paid.	Unpaid.	Total.	Amount.
From England.....	11,249	18,405	29,654	\$1,428 25
France.....	1,039	1,798	2,837	251 10
Belgium.....	20	66	86	21 80
Prussia.....	487	1,329	1,816	343 82
Hamburg.....	400	527	927	27 55
Bremen.....	320	423	743	16 05
Canada.....			22,475	
New Brunswick.....			2,011	
Nova Scotia.....			1,700	
Prince Edward's Island.....			180	
	13,515	22,548	62,427	2,688 57

* Returns incomplet.

No. 17.

Table showing the whole number of letters received from and sent to foreign countries, the number of dead letters and the relative percentage thereof, during the last five years, from 1860 to 1864, inclusive.

Fiscal year ending—	Whole number of letters received.	Number of dead letters returned.	Percentage.	Whole number of letters sent.	Number of dead letters received.	Percentage.
June 30, 1860.....	3, 072, 979	81, 247	2. 61	3, 093, 390	.....	.....
1861.....	3, 059, 700	85, 969	2. 80	3, 086, 121	.....	.....
1862.....	2, 456, 715	110, 952	4. 51	2, 520, 968	22, 020	0. 87
1863.....	2, 720, 236	100, 708	3. 70	2, 882, 795	21, 156	0. 73
1864.....	3, 122, 539	111, 872	3. 58	3, 315, 569	36, 063	1. 08

This calculation embraces the interchange of correspondence with the European countries only.

No. 18.

Statement showing the disposition of letters received containing money during the year ending June 30, 1864.

	Letters.	Amount.
Number of letters containing money sent out for delivery.....	25, 752	
Aggregate contents of the same.....		\$131, 611 24
Number of letters delivered.....	20, 059	
Aggregate amount of money restored in letters delivered.....		104, 665 84
Number of letters returned and filed.....	1, 743	
Aggregate amount in letters unclaimed and filed.....		7, 794 08
Number of letters returned and held for disposition*.....	2, 669	
Aggregate amount contained in same.....		12, 691 41
Number of letters outstanding.....	1, 281	
Aggregate amount in same.....		6 459 91

* These letters belong chiefly to soldiers and other transient persons, and are incapable of delivery in the usual way.

No. 19.

Annual statement of dead letters containing papers of value other than money registered and sent out for delivery to the writers or owners thereof during the fiscal year ending on the 30th day of June, 1864.

	Number.	Amount.
Number of letters sent out	12, 436	
Number of letters delivered	11, 378	\$1, 615, 694 75
Number of letters unclaimed	883	147, 054 54
Number of letters outstanding	175	6, 683 19
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.....		1, 769, 432 48
Deeds, mortgages, land titles, &c.....	942	
Powers of attorney, contracts, articles of agreement, &c.....	374	
Certificates of stock, land warrants, patents, and pension papers.....	251	
Miscellaneous papers.....	1, 296	

No. 20.

Statement of letters containing miscellaneous articles received during the year ending June 30, 1864.

Number of letters and packages received.....	45, 330	
Number sent out.....		29, 999
Number delivered.....		18, 213
Number unclaimed.....		8, 325
Number outstanding		3, 461
Contents of letters and packages sent out.		
Number of packages of jewelry		1, 410
Number of miscellaneous articles		1, 982
Number of photographs and daguerreotypes		26, 607
Reasons assigned why not previously delivered.		
Held for postage.....		1, 216
Misdirected and insufficient address.....		3, 415
Missent		2, 916
Mails suspended		164
Refused		180
Not called for; not found; not known.....		22, 168

Amount of postage due the department from 18,213 letters and packages delivered, \$1, 944 24.

No. 21.

AUDITOR'S REPORT.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT,*November 5, 1864.*

SIR: In submitting to you, as I have now the honor to do, my first annual report of the receipts and expenditures of the department, and of the operations of this office, for the fiscal year ending June 30, 1864, it is proper to state that the brief period which has elapsed since my appointment as Auditor of this bureau has afforded me but little opportunity to make any extended or satisfactory personal examination into the details of its operations, or decide upon the measures it may be found necessary to adopt to meet the progressive increase in its business.

The following comprehensive analysis, furnished from the records of the office, shows the immense and diversified character of the clerical labor performed.

The subjoined tabular statements exhibit, in detail, the nature and extent of the receipts and expenditures of the department, and the operations of this office, as well as the result of our extensive postal intercourse with foreign nations, during the year.

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

That numbered 2 exhibits the expenditures under the several heads.

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

That numbered 4 exhibits the operations of the free delivery letter-carrier system, as compared with the letter-carrier system under the old system.

That numbered 5 shows the amount of letter postage on British mails received in and sent from the United States.

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

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

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

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

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

That numbered 11 shows the number of letters and newspapers exchanged between the United States and the United Kingdom, in British mails.

That numbered 12 shows the numbers of letters and newspapers exchanged between the United States and the Kingdom of Prussia, in closed mails.

That numbered 13 shows the number of letters, and newspapers exchanged between the United States and France.

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

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

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

That numbered 17 shows the number of letters and newspapers, with the several postages, conveyed by the West India line of ocean steamers.

That numbered 18 shows the number of letters and newspapers, with the several postages, conveyed by the south Pacific line of ocean steamers.

That numbered 19 shows the number of letters and newspapers exchanged between the United States and foreign countries.

That numbered 20 shows the revenue to the United States, also to the United States post office by the Cunard line.

That numbered 21 shows the amount of postages on mails exchanged between the United States and the British provinces.

That numbered 22 shows the Prussian closed mail account for the year ending December 31, 1863.

That numbered 23 shows the Canadian closed mail account for the year ending December 31, 1863.

That numbered 24 shows the California closed mail account for the year ending December 31, 1863.

That numbered 25 shows the Belgian closed mail account for the year ending December 31, 1863.

That numbered 26 shows the Havana closed mail account for the year ending December 31, 1863.

That numbered 27 shows the Mexican closed mail account for the year ending December 31, 1863.

That numbered 28 shows the account of the United Kingdom of Great Britain and Ireland with the United States for the year ending December 31, 1863.

That numbered 29 shows the account of the general post office of France with the United States for the fiscal year ending June 30, 1863.

That numbered 30 shows the account of the Kingdom of Prussia with the United States.

That numbered 31 shows the account of the general post office at Belgium with the general post office of the United States.

That numbered 32 shows the account of the post office at Hamburg, Germany, with the United States.

That numbered 33 shows the account of the post office of Bremen, Germany, with the United States.

That numbered 34 shows the balances due the United States on the adjustment of accounts between the United States and Belgium.

The numbered 35 shows the amount of postage accounted for on foreign letters sent from and returned to the United States.

That numbered 36 shows the amounts reported as due the steamers of the Canadian line, being the sea postages.

That numbered 37 shows the amounts reported as due the steamers of the German Lloyd line, being the sea postages.

That numbered 38 shows the amounts reported as due the steamers of the Hamburg line, being the sea postages.

That numbered 39 shows the amounts reported as due the steamers of the miscellaneous line, being the sea postages.

That numbered 40 shows the amounts reported as due the steamers of the West India line.

That numbered 41 shows the amounts reported as due the steamers of the South Pacific line.

REVENUE ACCOUNT OF THE POST OFFICE DEPARTMENT.

The amounts placed in the Treasury for the service of the department for the fiscal year, being grants by Congress in aid of the revenues under the acts cited below, were as follows :

Under the second section of the act entitled "An act making appropriations for the service of the Post Office Department during the fiscal year ending the 30th of June, 1864," approved February 9, 1863, (12 Statutes at Large, 647).....	\$999,980 00
Under a joint resolution entitled "A resolution for the relief of Carlisle Doble," approved July 1, 1864, (Private Laws, 1st session, 38th Congress, 16).....	3,968 46

Total amount of grants drawn from the treasury.....	1,003,948 46
The balance standing on the books of this office to the credit of the revenue account of the Post Office Department on the 30th day of June, 1863, was.....	1,242,723 09
The receipts of the department for the fiscal year ending June 30, 1864, as presented in the tabular statement herewith, numbered 1, were.....	12,438,253 78

Aggregate of grants and revenue.....	14,684,925 33
The expenditures of the department for the fiscal year ending June 30, 1864, together with the arrearages of the previous years, paid during the year 1864, as shown in the statement herewith numbered 2, amounted to.....	\$12,644,786 20
Add amount of accounts closed by being charged to "suspense account".....	21 05
	12,644,807 25

Leaving to the credit of the revenue account on the 1st day of July, 1864, the sum of.....	2,040,118 08
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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 day of July, 1863, and of the sums appropriated by the several acts of Congress out of the general revenues of the United States, was.....	\$206,532 42
To which add amount of accounts closed by being charged to the nominal account of "suspense".....	21 05

Total excess of expenditures of all kinds over the revenue of the fiscal year ending June 30, 1864.....	206,553 47
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The net revenue of the department from postages, being the aggregate of amount of the balances due 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, 1863	\$1, 685, 643 72
For the quarter ending December 31, 1863.....	1, 799, 896 39
For the quarter ending March 31, 1864	2, 119, 177 99
For the quarter ending June 30, 1864	2, 136, 903 05

Total net revenue from postages.....	7, 741, 621 15
--------------------------------------	----------------

The amount of letter postage paid in money, was :

For the quarter ending September 30, 1863	\$189,797 90
For the quarter ending December 31, 1863	194,303 93
For the quarter ending March 31, 1864	235,588 08
For the quarter ending June 30, 1864	249,944 80

Total	869,634 71
-------------	------------

The number of quarterly returns of postmasters received and audited during the year, and on which the sum of \$7,741,621 15 was found due to the United States, was :

For the quarter ending September 30, 1863	19,464
For the quarter ending December 31, 1863	19,638
For the quarter ending March 31, 1864	19,579
For the quarter ending June 30, 1864 ..	19,649

Total number.....	78,330
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The total amount of stamps and stamped envelopes sold during the year was :

For the quarter ending September 30, 1863	\$2,374,766 27
For the quarter ending December 31, 1863	2,514,611 85
For the quarter ending March 31, 1864	2,914,713 09
For the quarter ending June 30, 1864	2,972,498 37
	10,776,589 58

The amount used in the prepayment of postage, and cancelled, was :

For the quarter ending September 30, 1863	\$2,233,292 21
For the quarter ending December 31, 1863	2,299,126 24
For the quarter ending March 31, 1864	2,624,638 63
For the quarter ending June 30, 1864	2,721,098 53

Total cancelled.....	9,878,155 61
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The amount sold during the year was.....	10,776,589 58
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Leaving in the possession of the purchasers.....	898,433 97
--	------------

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

For the quarter ending September 30, 1863	\$10,900 90
For the quarter ending December 31, 1863	13,088 95
For the quarter ending March 31, 1864	14,629 55
For the quarter ending June 30, 1864	13,340 20
	51,959 60

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.....	3, 956
On special mail routes.....	2, 217
Of route and special agents.....	1, 300
Of mail messengers and local agents.....	1, 743
	<hr/>
Total number of accounts each quarter.....	9, 216
	<hr/>
Aggregate of settlements of such accounts during the year...	36, 864
	<hr/>

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 the regular service on mail lines.....	\$5, 818, 573 46
For supply of "special" and "mail messenger" offices.....	260, 510 16
For salaries of route agents.....	297, 841 85
	<hr/>
	6, 376, 925 47

And for foreign mail transportation :

For New York, Southampton, and Havre mails.....	90, 791 38
For Liverpool, New York, and Philadelphia mails.....	149, 722 39
For Portland and Liverpool mails.....	99, 002 00
For New York and Havana mails.....	27, 132 38
For New York and New Orleans mails.....	9, 027 79
For New York and San Francisco mails <i>via</i> Panama.....	31, 098 58
For New York and Jamaica mails.....	1, 798 09
For New York and St. Domingo mails.....	503 35
For New York, Beaufort, and Port Royal, S. C., mails.....	7, 193 28
For expenses of government mail agent at Aspinwall.....	600 00
For expenses of government mail agent at Panama.....	720 00
	<hr/>
	6, 794, 514 71

The amount credited to accrued transportation, and charged to contractors, for overcredits, damages, &c., during the year, was.....

Of fines imposed on contractors.....	\$13, 394 19
Of deductions from their pay.....	2, 951 11
	<hr/>
	41, 934 55
	<hr/>
	58, 279 85

Net amount to the credit of mail contractors and others.....

6, 736, 234 86

The amount actually paid and credited during the year for mail transportation was.....

Of which sum there was paid for mail transportation of previous years the sum of.....	\$6, 897, 053 37
	<hr/>
	160, 818 51
	<hr/>
	6, 736, 234 86
	<hr/>

COLLECTION OF POST OFFICE REVENUES.

The number of post offices in operation during the year was 19,976, 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, sixty-five 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 :

List of post offices designated as depositories.

Post office and State.	Postmaster.
Albany, New York.....	George Dawson.
Baltimore, Maryland.....	W. H. Purnell.
Bangor, Maine.....	J. Weeks.
Batavia, New York.....	George Bowen.
Binghamton, New York.....	W. Stuart.
Buffalo, New York.....	A. M. Clapp.
Chicago, Illinois.....	J. L. Scripps.
Cincinnati, Ohio.....	F. J. Mayer.
Cleveland, Ohio.....	E. Cowles.
Columbus, Ohio.....	J. Graham.
Concord, New Hampshire.....	R. N. Corning.
Cumberland, Maryland.....	G. A. Hoffman.
Davenport, Iowa.....	E. Russel.
Des Moines, Iowa.....	J. Teesdale.
Detroit, Michigan.....	W. A. Howard.
Dover, Delaware.....	J. H. Bateman.
Dubuque, Iowa.....	E. C. David.
Easton, Pennsylvania.....	C. C. Jennings.
Eastport, Maine.....	C. C. Norton.
Evansville, Indiana.....	J. H. McNeely.
Fort Wayne, Indiana.....	M. Drake, Jr.
Geneva, New York.....	W. Johnson.
Grand Rapids, Michigan.....	N. L. Avery.
Harrisburg, Pennsylvania.....	G. Bergner.
Hartford, Connecticut.....	E. S. Cleveland.
Indianapolis, Indiana.....	A. H. Conner.
Kalamazoo, Michigan.....	J. A. Walter.
Keene, New Hampshire.....	T. E. Hatch.
Lafayette, Indiana.....	J. P. Luse.
Lancaster, New Hampshire.....	R. Joyclin.
Lexington, Kentucky.....	L. B. Todd.
Lima, Ohio.....	C. Parmenter.
Louisville, Kentucky.....	J. J. Speed.
Lowell, Massachusetts.....	J. A. Godwin.
Madison, Wisconsin.....	E. W. Keyes.
Meadville, Pennsylvania.....	C. Cullum.
Milwaukie, Wisconsin.....	E. K. Wells.
Montpelier, Vermont.....	J. G. French.
Newark, New Jersey.....	D. Price.
New Haven, Connecticut.....	N. D. Sperry.
Olean, New York.....	R. L. Page.
Ogdensburg, New York.....	R. G. Pettibone.
Pittsburg, Pennsylvania.....	S. F. Von Bonnhorst.
Plattsburg, New York.....	L. Platte.
Portland, Maine.....	A. T. Dole.
Portsmouth, Ohio.....	J. Row.
Providence, Rhode Island.....	W. C. Simmons.
Quincy, Illinois.....	Mrs. L. Jonas.
Ripon, Wisconsin.....	J. Bowen.
Rochester, New York.....	S. W. Updike.
Rutland, Vermont.....	M. G. Everts.
Sandusky, Ohio.....	T. C. McEwen.

Post office and State.	Postmaster.
Scranton, Pennsylvania.....	A. H. Coursen.
Springfield, Illinois.....	J. Armstrong.
Springfield, Massachusetts.....	W. Stowe.
Steubenville, Ohio.....	G. B. Filson.
Syracuse, New York.....	P. H. Agan.
Urbana, Ohio.....	N. Ambrose.
Utica, New York.....	C. H. Hopkins.
Vincennes, Indiana.....	H. M. Smith.
Wheeling, West Virginia.....	A. W. Campbell.
Williamsport, Pennsylvania.....	J. R. Campbell.
Wooster, Ohio.....	E. Foreman.
Worcester, Massachusetts.....	J. M. Earle.
Zanesville, Ohio.....	W. C. Moorhead.

The following treasury depositaries, and assistant treasurers receive and retain, subject to the warrants of the Post Office Department, the funds of such post offices as are instructed to deposit in them:

Buffalo, New York, C. Metz, jr.
 Chicago, Illinois, L. Haven.
 Cincinnati, Ohio, E. T. Carson.
 Detroit, Michigan, H. H. Sanger.
 Louisville, Kentucky, W. D. Gallagher.
 Pittsburg, Pennsylvania, C. W. Batchelor.
 Saint Paul, Minnesota, Charles Nichols.

ASSISTANT TREASURERS.

New York, New York.	Boston, Massachusetts.
Philadelphia, Pennsylvania.	San Francisco, California.
St. Louis, Missouri.	

Two hundred and thirty are "draft offices," and, together with the foregoing offices, paid during the year 13,899 drafts, issued by the Postmaster General, and countersigned, entered, and sent out by the Auditor for sums amounting in the aggregate to.....	\$2, 470, 024 83
One thousand and sixteen are "deposit offices," a portion of which, during the year, deposited with the Treasurer and assistant treasurers of the United States the sum of.....	2, 909, 508 05
The remaining offices deposited with the sixty-five "depositories" named above \$420,707 81, which is embraced in the sum of \$2,470,024 83 paid on the drafts of the department by said "depositories" and "draft offices."	
Fourteen thousand seven hundred and five are "collection offices" and paid on "collection orders" issued to mail contractors.....	2, 003, 914 89
Three thousand nine hundred and sixty are special and mail messenger offices, and derive their mail supplies by the payment of the revenues of their offices, amounting to.....	260, 510 16
Showing the amount paid into the treasury for the use and purposes of the Post Office Department by postmasters to have been.....	7, 643, 957 93

Revenue and balances uncollected from late postmasters.

Year.	Gross revenue for the fiscal year ending June 30.	Am't still due the United States not in suit.	Am't still due the United States in suit.
1846.....	\$3,487,199 35	\$5 32	\$3,025 77
1847.....	3,945,892 98	115 01	728 06
1848.....	3,371,077 00	6 15	802 16
1849.....	4,705,176 28	32 42	1,833 37
1850.....	5,499,984 86	124 58	1,971 47
1851.....	6,410,604 33	478 46	2,599 71
1852.....	5,184,526 84	790 35	2,816 90
1853.....	5,240,724 70	12,622 51	41,794 80
1854.....	6,255,586 22	12,345 07	11,772 39
1855.....	6,642,136 13	6,124 48	8,104 65
1856.....	6,920,821 66	1,935 00	14,904 81
1857.....	7,353,951 76	15,279 98	10,038 06
1858.....	7,486,792 86	12,263 81	19,539 59
1859.....	7,968,484 07	11,920 66	21,148 31
1860.....	8,518,067 40	34,617 25	201,665 63
1861.....	8,349,296 40	88,131 63	120,556 05
1862.....	8,299,820 90	25,773 91	19,449 59
1863.....	11,163,789 59	65,807 04	1,731 11
1864.....	12,438,253 78	135,486 49	578 31
Total	129,242,187 11	423,860 12	483,561 24

Total due the United States by late postmasters to June 30,

1863 \$771,356 56

Amount due for the last fiscal year..... 136,064 80

Total amount..... 907,421 36

COLLECTIONS.

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

Of postmasters..... 19,976

Of late postmasters whose terms of service expired between July 1,
1845, and June 30, 1863..... 24,872

Of late postmasters for the last fiscal year..... 5,501

Total number..... 50,349

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 5,501, and the balances ascertained to be due the United States thereon amounted to..... \$306,462 42

Brought forward	\$306, 442 42
Of which there was collected	\$155, 072 68
Credited on vouchers	17, 481 16
Charged to "suspense" account	126 13
	<hr/> 172, 679 97
Amount remaining for collection	<hr/> 133, 782 45
Of which there is in suit	\$578 31
Amount due and not in suit	133, 204 14
	<hr/> 133, 782 45

The balance due the United States by late postmasters, whose terms of office expired between July 1, 1845, and June 30, 1863, uncollected and <i>not in suit</i> , as stated in the last annual report of this office, was	\$288, 373 63
Which was increased by "estimated postage"	9, 228 71
Total for collection during the fiscal year ending June 30, 1864..	<hr/> 297, 602 34

Of which sum there has been collected	\$37, 909 37
Credited on vouchers	28, 309 87
Charged to "suspense" account	14 77
Charged to "bad debt" account	24 36
	<hr/> 66, 258 37
Amount uncollected June 30, 1864	231, 343 97
Of which there has been placed in suit	\$20, 755 73
Amount due and not in suit	210, 588 24
	<hr/> 231, 343 97

SUMMARY OF DEBTS AND COLLECTIONS.

The aggregate amount due the United States on the 30th of June, 1863, by late postmasters, whose terms of office expired between July 1, 1845, and June 30, 1863, was	\$771, 356 56
Add amount due by late postmasters for the last fiscal year	306, 462 42
Increase by estimated postages, penalties, and other charges	12, 838 42
Total for collection during the year	<hr/> 1, 090, 657 40

The amount collected and credited on accounts due prior to June 30, 1863, which includes the sum of \$14,267 55, collected by suit, was	\$80, 526 22
On accounts for the last fiscal year	172, 679 97
	<hr/> 253, 206 19
Amount remaining due the United States on June 30, 1864	837, 451 21
Of which there is in suit	\$470, 620 75
And not in suit	366, 830 46
	<hr/> 837, 451 21

The above sum of \$470,620 75, alleged to be in suit, includes the balance of \$170,947 67 due from Isaac Fowler, late defaulting postmaster at New York, N. Y., as well as large sums due by late postmasters at New Orleans, La., a late postmaster at Mobile, Ala., and other late postmasters in the rebellious States.

The Solicitor of the Treasury, under Mr. Buchanan's administration, proceeded on the 12th of May, 1860, 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;" no suit having been instituted by this officer for the recovery of the said balance of \$170,947 67.

BALANCES DUE TO LATE POSTMASTERS.

Balances apparently due to late postmasters whose terms of office expired between July 1, 1845, and June 30, 1863, as stated in the last annual report of this office.....	\$317,381 71
Which has been increased by the allowance of additional vouchers	6,430 97
Total	323,812 68
Amount paid, or closed by adjustment during the year of balances due prior to June 30, 1863.....	14,330 47
Leaving due to June 30, 1863.....	309,482 21
Add amount due to late postmasters for the last fiscal year.....	37,927 43
Total	347,409 64
Amount paid, and closed by adjustment during the year.....	3,602 90
Amount apparently due to late postmasters, July 1, 1864.....	343,806 74

SUITS.

The amount due by late postmasters whose terms of office expired between July 1, 1845, and June 30, 1863, for the collection of which suits were instituted prior to July 1, 1863, as stated in the last annual report of this office, was....	\$337,526 93
Add amount of 129 new cases, commenced during the fiscal year, for the collection of balances due on accounts prior to July 1, 1863.....	20,546 52
Add, also, amount of three new cases on account of the fiscal year.....	209 21
Amount in suit during the year.....	358,282 66
Amount collected during the year.....	27,835 61
Leaving still due, June 30, 1864.....	330,447 05

EMOLUMENTS AND COMMISSIONS.

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, 1864, viz :

Alexandria, Va.....	\$222 90	Freeport, Ill.....	\$62 18
Albany, N. Y.....	15,113 88	Frederick, Md.....	456 66
Auburn, N. Y.....	623 87	Flint, Mich.....	45 84
Augusta, Me.....	656 51	Gettysburg, Pa.....	324 84
Alton, Ill.....	907 28	Grand Rapids, Mich.....	172 03
Alleghany City, Pa.....	836 73	Georgetown, D. C.....	655 35
Annapolis, Md.....	237 38	Greenfield, Mass.....	74 26
Baltimore, Md.....	6,836 06	Harper's Ferry, Va.....	1,097 54
Boston, Mass.....	39,205 57	Hartford, Conn.....	1,821 28
Brooklyn, N. Y.....	1,943 50	Harrisburg, Pa.....	12,856 44
Bangor, Me.....	43 87	Hamilton, O.....	348 02
Buffalo, N. Y.....	13,820 24	Indianapolis, Ind.....	16,007 55
Bridgeport, Ct.....	466 64	Iowa City, Ia.....	451 45
Binghampton, N. Y.....	294 52	Jersey City, N. J.....	1,752 53
Burlington, Ia.....	60 30	Jackson, Mich.....	331 25
Beaufort, S. C.....	7 60	Jeffersonville, Ind.....	118 38
Burlington, Vt.....	177 52	Kansas City, Mo.....	42 15
Camden, N. J.....	20 14	Knoxville, Tenn.....	3,750 99
Chambersburg, Pa.....	26 01	Kalamazoo, Mich.....	61 86
Cumberland, Md.....	577 27	Kanawha C. H., Va.....	1,133 32
Cold Water, Mich.....	145 52	Louisville, Ky.....	20,699 17
Chattanooga, Tenn.....	7,024 07	Lowell, Mass.....	173 07
Columbus, Ky.....	181 56	Lexington, Ky.....	443 27
Cleveland, O.....	14,391 67	Lancaster, Pa.....	1,201 07
Columbus, O.....	496 75	Little Falls, N. Y.....	5 68
Chicago, Ill.....	56,919 89	Lockport, N. Y.....	779 01
Cincinnati, O.....	38,537 19	Lafayette, Ind.....	174 15
Concord, N. H.....	262 35	Lynn, Mass.....	65 39
Charlestown, Mass.....	726 49	Leavenworth City, Kan..	406 38
Cairo, Ill.....	15,108 72	La Crosse, Wis.....	92
Cumberland Gap, Tenn...	326 49	Laporte, Ind.....	193 55
Calais, Me.....	81 91	Logansport, Ind.....	7 83
Covington, Ky.....	253 01	Memphis, Tenn.....	19,463 14
Detroit, Mich.....	27,056 36	Meadville, Pa.....	118 68
Davenport, Ia.....	535 94	Milwaukie, Wis.....	3,364 29
Des Moines, Ia.....	875 26	Manchester, N. H.....	183 04
Delaware city, Del.....	494 15	Madison, Ind.....	240 39
Danville, Ky.....	26 49	Martinsburg, Va.....	136 03
Eric, Pa.....	929 26	Murfreesboro', Tenn...	576 86
Elmyra, N. Y.....	665 40	New Bedford, Mass.....	798 57
Evansville, Ind.....	384 20	Newark, N. J.....	1,933 13
Elizabeth, N. J.....	16 57	Norristown, Pa.....	192 85
Fall River, Mass.....	274 87	Nashville, Tenn.....	37,479 43
Fort Schuyler, N. Y.....	28 83	New York, N. Y.....	195,066 87
Fond du Lac, Wis.....	35 63	New Haven, Conn.....	1,443 09

Emoluments and commissions—Continued.

Newport, R. I.....	\$1,233 25	Rock Island, Ill.....	\$172 50
Norfolk, Va.....	1,724 58	Seneca Falls, N. Y.....	134 74
New Orleans, La.....	3,557 01	St. Louis, Mo.....	20,957 73
Norwich, Conn.....	432 64	Syracuse, N. Y.....	761 97
Newburyport, Mass.....	258 71	Salem, Mass.....	688 87
Newburg, N. Y.....	11 62	Springfield, Mass.....	1,145 57
New Brunswick, N. J.....	537 83	Sacramento, Cal.....	1,550 69
Newport, Ky.....	220 22	San Francisco, Cal.....	111 16
Natchez, Miss.....	1,255 62	Springfield, Ill.....	695 57
New Britain, Conn.....	190 78	Sandusky, O.....	1,597 87
New Creek Station, Va....	918 82	Suspension Bridge, N. Y.	10 06
Newark, O.....	88 60	Springfield, O.....	26 76
Oswego, N. Y.....	1,024 30	Saint Joseph, Mo.....	4,767 75
Ottawa, Ill.....	198 14	Salt Lake City, Utah....	40 47
Owego, N. Y.....	74 52	Troy, N. Y.....	1,585 88
Old Point Comfort, Va....	3,128 64	Trenton, N. J.....	1,770 31
Portsmouth, O.....	93 86	Terre Haute, Ind.....	85 75
Portland, Me.....	8,177 28	Taunton, Mass.....	156 65
Philadelphia, Pa.....	27,756 68	Tiffin, O.....	23 01
Providence, R. I.....	2,986 82	Vicksburg, Miss.....	5,917 06
Pittsburg, Pa.....	15,807 00	Washington, D. C.....	18,975 85
Portsmouth, N. H.....	686 66	Wheeling, Va.....	2,706 12
Poughkeepsie, N. Y.....	2,177 46	Worcester, Mass.....	2,088 18
Portsmouth, Va.....	231 33	Wilmington, Del.....	1,083 79
Port Royal, S. C.....	2,372 39	Williamsburg, N. Y.....	822 94
Painsville, O.....	70 28	West Chester, Pa.....	14 35
Point Lookout, Md.....	259 68	Watertown, N. Y.....	134 08
Quincy, Ill.....	334 10	West Meridian, Conn....	7 00
Rochester, N. Y.....	4,292 83	Xenia, O.....	221 76
Rome, N. Y.....	17 75	York, Pa.....	711 12
Rockford, Ill.....	361 04	Ypsilanti, Mich.....	133 51
Reading, Pa.....	519 77		
Roxbury, Mass.....	351 77	Total.....	725,167 20

The foregoing surplus of emoluments and commissions exceed, in the aggregate, that which accrued during the fiscal year ending June 30, 1863, in the sum of \$132,494 16.

CONCLUSION.

The satisfactory results attained through the operations of the department and this bureau deserve more than ordinary attention.

The success of the Post Office Department, in availing itself of its scattered revenues, may challenge a comparison with any other system of fiscal management now extant. It maintains an expenditure equal to its revenues by a reliance, mainly, upon the fidelity of more than nineteen thousand agents, who collect it from the people, and upon a machinery adapted to reach it in their

hands, under all the difficulties arising from the great extent of our country, and the troubles and embarrassments growing out of the present rebellion.

As the revenue of the past year has been paid over to the use of the department with unexampled punctuality, so it is gratifying to know that it has been disbursed with equal promptitude in the payment of its public creditors.

The systematic and rigid rules adopted by this bureau for the collection of the accruing revenues can only be maintained by a faithful observance of the order of the Secretary of the Treasury, requiring the regular attendance of its officers, and, as nearly as practicable, an equal distribution of duties. For the more convenient government and despatch of business, this office is divided into six sections, or sub-offices, viz: the examiner's, the register's, the pay, the book-keeper's, the collection, and the miscellaneous. So far as the duties of any of these sections are periodic, there is a fixed day upon which the clerks are required to report to me the completion of the work, and I am happy to be able to state, that, whilst there has been no diminution of the business, but rather an increase, corresponding with the continued increase of preceding years, there has been no abatement of application and exertion on the part of a large majority of the clerks to the business in its various branches.

Respectfully submitted.

E. SELLS, *Auditor.*

Hon. WILLIAM DENNISON,
Postmaster General.

MISCELLANEOUS PAYMENTS.

A detailed statement, under the head of the payments made by this Post Office Department for the fiscal year ended June 30, 1864, exhibiting the following sums placed to the credit of postmasters and others, and charged to miscellaneous account, viz :

1863.

Oct. 2.	Allowed C. A. Walborn, postmaster, Philadelphia, Pa., for safe, chandelier, cases, carpets, &c.	\$4, 564 83
Oct. 2.	Allowed same, on account of penny mail service, flag-staff, carpets, &c.	1, 598 62
Oct. 17.	Allowed S. M. Gilham, late postmaster, Rough and Ready, Cal., for office rent.	438 12
Oct. 20.	Allowed A. M. Clapp, postmaster, Buffalo, N. Y., for amount paid by him to railroad company for transportation of blanks.	188 56
Oct. 21.	Allowed C. A. Walborn, postmaster, Philadelphia, Pa., for fuel, gas, stationery, &c., in the second quarter of 1863.	2, 306 73
Nov. 7.	Allowed D. M. Whitney, postmaster, Green Bay, Wis., for transportation of a package of specie from Green Bay to Milwaukee.	35
Nov. 11.	Allowed Jessup and Moore, for twine	727 30
Dec. 17.	Allowed J. L. Riddell, postmaster, New Orleans, La., for expenses incurred in completing the interior of post office in the new custom-house building.	3, 866 17
Dec. 31.	Allowed to various postmasters, being credits omitted in auditing their quarterly returns during the present fiscal year.	2, 282 24

1864.

Jan. 2.	Allowed J. L. Riddell, postmaster, New Orleans, La., for expenses in preparing returns	\$20 00
Jan. 14.	Allowed H. Brooks, late postmaster, Yreka, Cal., for rent, fuel, gas, &c.	806 45
Jan. 14.	Allowed B. Reynolds, late postmaster, Crescent City, Cal., for same items	441 97
Jan. 20.	Allowed C. W. Chapman, postmaster, New Bedford, Mass., for money advanced by him for improvements in his office	675 00
Feb. 1.	Allowed E. Cowles, postmaster, Cleveland, Ohio, for lights, stationery, fuel, &c., in second quarter, 1863.	104 43
Feb. 5.	Allowed Wm. Freeman, postmaster, Bridgewater, N. Y., for blank books in third quarter, 1863.	2 50
Feb. 6.	Allowed Melancthon Smith, late postmaster, Rockford, Ill., for stationery, &c., in July, 1863.	11 35
Feb. 24.	Allowed George Hawly, postmaster, Poy Sippi, Wis., for repairing letter balances	1 00
Mar. 3.	Allowed Melancthon Smith, late postmaster, Rockford, Ill., for gas, office rent, &c., expended in the 4th quarter, 1861.	71 33
Mar. 8.	Allowed Edward F. Bean, late postmaster, Nevada City, Cal., for rent, fuel, gas, &c.	716 25
Mar. 4.	Allowed J. M. G. Parker, late postmaster, New Orleans, La., for lights, fuel, stationery, &c., in first quarter, 1863.	686 55
Mar. 18.	Allowed H. Cummings, postmaster, Covington, Ky., for a fire-proof safe for his office	125 00
Mar. 22.	Allowed George H. Kling, postmaster, Mansfield, Ohio, for stationery	15 31
Mar. 23.	Allowed Wm. F. Canby, postmaster, Dayton, Ohio, for lights, stationery, &c., in second quarter, 1863.	222 15
Mar. 28.	Allowed John Tapley, postmaster, Racine, Wis., for lights, stationery, &c.	14 17
April 7.	Allowed W. W. Wing, postmaster, Norfolk, Va., for stationery	7 70
April 9.	Allowed J. J. Chamberlin, postmaster, Brest, Mich., for removing a desk, upon change of site of office	1 50
April 11.	Allowed E. Cowles, postmaster, Cleveland, Ohio, for sundry telegrams on official business	11 93
April 11.	Allowed J. A. Walter, Kalamazoo, Mich., for lights, rent, fuel, stationery, &c., from April 1, 1861, to June 30, 1863.	202 42
April 16.	Allowed H. Addison, postmaster, Georgetown, D. C., for lights, stationery, &c.	20 01
April 22.	Allowed Benedict Hazel, late postmaster, Fort Madison, Iowa, for expenses incurred in taking charge of the property of the post office at Jeffersonville, Ia.	2 50
April 22.	Allowed C. A. Walborn, postmaster, Philadelphia, Pa., amount paid C. Whiteside, superintendent of letter boxes	400 00
May 3.	Allowed J. W. Jones, late postmaster, Benicia, Cal., for lights, fuel, stationery, &c., from July 9, 1861, to Sept. 30, 1862.	64 65
May 3.	Allowed S. M. Cutler, late postmaster, San José, Cal., for same items, same period.	16 66

1864.

May 3.	Allowed S. H. Parker, late postmaster, San Francisco, Cal., for gas in fourth quarter, 1863.	\$17 00
May 5.	Allowed W. H. Bodfish, late postmaster, Coloma, Cal., for rent, fuel, lights, &c., from February 22, 1860, to October 31, 1861.	141 99
May 5.	Allowed W. Stevenson, late postmaster, Camplouville, Cal., for rent, fuel, stationery, &c., from July 1, 1860, to June 30, 1861.	300 00
May 9.	Allowed A. Wakeman, postmaster, New York, N. Y., for sundry expenses incurred and paid by him in the cases of Carmack & Ramsay and Johnson & Morehan vs. The United States	294 50
May 10.	Allowed D. W. C. Gage, postmaster, East Saginaw, Mich., for lights, stationery, &c., on third quarter, 1863.	75 72
May 10.	Allowed A. H. Spence, late postmaster, Placerville, Cal., for rent, fuel, stationery, &c., from July 1, 1860, to June 30, 1861.	537 65
May 10.	Allowed T. T. Hooper, late postmaster, Benicia, Cal., for same items, from April 2, 1860, to June 30, 1861.	123 00
May 10.	Allowed H. A. Bostwick, late postmaster, Visalia, Cal., for similar expenses	220 00
May 10.	Allowed N. Mills, late postmaster, Columbia, Cal., for light, stationery, &c., from October 1, 1855, to June 30, 1856	18 00
May 19.	Allowed D. F. Pickering, postmaster, Elmira, N. Y., for rent of office, third quarter, 1863.	72 00
May 19.	Allowed J. H. Kimmel, late postmaster, Oroville, Cal., for rent of office from October 2, 1860, to October 1, 1861.	144 98
May 27.	Allowed S. H. Parker, late postmaster, San Francisco, Cal., for rent fuel, lights, stationery, &c., during third and fourth quarters, 1863	766 89
June 14.	Allowed J. B. Campbell, postmaster, Williamsport, Penn., for rent of office, second quarter, 1863.	66 78
June 14.	Allowed E. Longyear, postmaster, Lansing, Mich., for blank book to record redeemed stamps.	1 25
June 15.	Allowed W. W. Dresser, late postmaster, Folsom City, Cal., for rent of office from August 28, 1861, to September 30, 1863.	311 72
June 15.	Allowed C. O. Burton, late postmaster, Stockton, Cal., for rent, gas, and fuel from September 10, 1861, to December 31, 1863.	506 07
June 15.	Allowed A. J. McKinsey, postmaster, Downieville, Cal., for rent, stationery, fuel, &c.	53 70
June 15.	Allowed J. G. Downer, late postmaster, Oroville, Cal., for rent, fuel, lights, stationery, &c., from October 24, 1861, to September 30, 1862.	258 60
June 15.	Allowed Henry Jacobs, postmaster, Georgetown, Cal., for rent of office from July 1, 1861, to September 30, 1863	600 00
June 15.	Allowed W. H. Rogers, late postmaster, Placerville, Cal., for rent fuel, stationery, and gas from October 1, 1862, to June 30, 1863.	565 56

1864.

June 15. Allowed A. R. Shipley, late postmaster, Portland, Oregon, for rent of office from September 30, 1860, to November 30, 1861.....	\$255 10
June 17. Allowed E. Cowles, postmaster, Cleveland, Ohio, for thirty-one pounds twine.....	12 40
June 17. Allowed John Graham, postmaster, Columbus, Ohio, for rent of office for part of first quarter, 1863	49 94
June 22. Allowed William F. Comby, postmaster, Dayton, Ohio, for rent, fuel, stationery, &c.....	116 11
June 22. Allowed John Milton Earle, postmaster, Worcester, Mass., for one copy of Lippincott's Gazetteer of the World.....	5 50
June 25. Allowed J. G. Palfrey, postmaster, Boston, Mass., for twine in fourth quarter, 1863	45 25

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

1864.

April 15. Paid George F. Nesbitt, for manilla envelopes.....	\$855 00
April 15. Paid R. J. Lackey, for services as attorney of the United States for the western district of Missouri, in two cases.....	40 00
July 5. Paid American Bank Note Company, for furnishing paper, printing drafts, and binding books.....	171 25
July 9. Paid George F. Nesbitt, for return letter envelopes....	1,060 75
July 21. Paid F. G. Adams, for services as clerk of the district court of the United States for the district of Kansas in three cases.....	17 30

Amount paid by the department on drafts and charged to miscellaneous accounts, viz :

1863.

Oct. 8. Paid R. J. Lackey, for services as attorney of the United States for the western district of Missouri in two cases	\$40 00
Oct. 14. Paid Jay Cooke & Co., assignees, for jute twine.....	2,400 00
Oct. 19. Paid George F. Nesbitt, for envelopes, wrappers, wooden cases, return letter envelopes, &c.....	666 00
Oct. 19. Paid same, for various articles for the use of blank agency, New York.....	36 12
Nov. 9. Paid American Bank Note Company, for printing drafts, furnishing paper, and binding books.....	227 50
Nov. 13. Paid Watt J. Smith, for services as clerk of the district court of the United States for the district of Indiana in two cases.....	24 00
Nov. 19. Paid John B. D. Cogswell, for services as attorney of the United States for the district of Wisconsin in two cases.....	20 00
Nov. 20. Paid Robert Crozier, for services as attorney of the United States for the district of Kansas in four cases.....	20 00
Dec. 5. Paid Benjamin F. Wilkins, for his expenses in going to, returning from, and attendance on, the district court of the United States for the eastern district of Pennsylvania in one case.....	10 00
Dec. 14. Paid W. H. F. Gurley, for services as attorney of the United States for the district of Iowa in five cases..	85 00

1863.

Dec. 23. Paid John P. Wheeler his expenses as government witness in one case before the district court of the United States for the district of Maryland	\$7 00
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1864.

Jan. 4. Paid John F. Sharretts his expenses as government witness, in one case, before William C. Ruzer, at Syracuse, New York.	15 70
Jan. 8. Paid R. Pierson, for money paid Lyman Phillip, as temporary route agent, per order August 3, 1863	5 00
Jan. 23. Paid Alfred Russell, for services as attorney of the United States for the eastern district of Michigan in two cases.	40 00
Jan. 27. Paid George F. Nesbitt, for returned letter envelopes. .	733 00
Mar. 12. Paid American Bank Note Company, for printing, binding, and furnishing paper.	171 25
Mar. 14. Paid F. Green, for services as clerk of the district court of the United States for the northern district of Ohio in three cases.	33 45
Mar. 15. Paid H. E. Mann, for services as clerk of the United States circuit court for the district of Minnesota in four cases.	30 05
Nov. 22. Paid J. R. Jones, for services as marshal of the United States for the northern district of Illinois in three cases.	85 82
Mar. 22. Paid George Gorham, for services as clerk of the district court of the United States for the northern district of New York in seven cases.	58 10
Mar. 25. Paid Hiram Willey, for services as United States district attorney for Connecticut in one case.	20 06
April 1. Paid William R. Lloyd, administrator, for services of David H. Carr, as marshal of the United States for the district of Connecticut in three cases.	35 09
April 16. Paid Frederic O. Rogers, for services as attorney of the United States for the western district of Michigan in two cases.	20 00
April 15. Paid Adams Express Company, for transfer of silver coin in January and February, 1864.	77 20
April 16. Paid John B. D. Cogswell, for services as attorney of the United States for the district of Wisconsin in one case.	20 00
May 4. Paid Fairbanks & Co., for marking stamps and letter balances.	775 60
May 7. Paid Milton Whitney, for services as attorney in the case of United States <i>vs.</i> Carmack & Ramsay.	2 270 00
June 13. Paid William Price, for services as attorney of the United States for the district of Maryland in two cases.	60 00
June 27. Paid John Hanna, for services as attorney of the United States for the district of Indiana.	10 00
July 12. Paid J. M. Miller, for services as clerk of the district court of the United States for the district of Wisconsin in nine cases.	82 60
July 12. Paid Horace H. Harrison, for services as clerk of the United States circuit court, in one case, middle district of Tennessee.	5 35

1854.

July 29. Paid A. C. Sands, for services as marshal of the United States for the southern district of Ohio in three cases.	\$24 37
Aug. 5. Paid E. C. Larned, for services as attorney of the United States for the northern district of Illinois in two cases	40 00
Aug. 11. Paid William H. Bradley, for services as clerk of the circuit court of the United States for the northern district of Illinois in two cases	23 40
Sept. 12. Paid H. C. McDowell, for services as marshal of the United States for the district of Kentucky in twenty-three cases	262 90
Sept. 22. Paid William A. Dart, for services as attorney of the United States for the northern district of New York in nine cases	180 00

Amount allowed to the postmasters at the principal offices in the United States for incidental expenses of their offices, actually and necessarily incurred, such as rent, fuel, stationery, office repairs, printing, gas-fixtures, &c., viz :

Third quarter, 1863	\$38,978 70
Fourth quarter, 1863	58,008 53
First quarter, 1864	53,436 03
Second quarter, 1864	51,660 11

202,083 37

Total of miscellaneous payments \$239,074 08

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY,
FOR THE POST OFFICE DEPARTMENT,
November 5, 1864.

No. 1.

Statement exhibiting the receipts of the Post Office Department, under the several appropriate heads, by quarters, for the fiscal year ending June 30, 1864.

Receipts.	Third quarter, 1863.	Fourth quarter, 1863.	First quarter, 1864.	Second quarter, 1864.	Total amount under each head	Aggregate amount.
Letter postage.....	\$189,737 90	\$191,363 93	\$225,588 68	\$249,944 80	\$860,634 71	.....
Newspaper postage, &c.....	137,373 76	132,876 60	150,659 76	150,652 17	571,562 29	.....
Registered letters.....	10,900 00	13,088 95	14,629 55	13,340 20	51,958 60	.....
Fines.....				50 00	50 00	.....
Enrolments.....	31,638 80	34,724 22	34,040 89	40,314 94	140,622 85	.....
Stamps sold.....	2,374,766 27	2,514,611 85	2,911,713 09	2,972,498 57	10,776,589 58	.....
Miscellaneous.....	629 05	15,679 63	4,332 09	7,213 94	27,854 71	.....
	2,745,086 68	2,905,159 15	3,353,963 46	3,434,014 46	.....	\$12,438,253 78

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1864

Statement exhibiting the expenditures of the Post Office Department, under their several appropriate heads, by quarters, for the fiscal year ending June 30, 1864.

Expenditures.	Third quarter, 1863.	Fourth quarter, 1863.	First quarter, 1864.	Second quarter, 1864.	Total amount under each head.	Aggregate amount.
Compensation to postmasters.....	\$741,943 49	\$740,673 55	\$836,224 62	\$855,484 02	\$3,174,325 68	.....
Compensation to letter-carriers in third and fourth quarters of 1863.....	.....	140,494 18	88,547 19	88,550 04	317,591 41	.....
Ship, steamboat, and way letters.....	1,675 07	1,515 99	760 07	1,646 07	5,597 20	.....
Transportation of the mails.....	1,740,754 47	1,670,813 24	1,834,364 21	1,651,121 45	6,897,053 37	.....
Wrapping paper.....	8,108 31	23,724 78	33,225 00	6,956 90	72,014 99	.....
Office furniture.....	140 06	227 50	131 53	132 37	631 46	.....
Advertising.....	10,558 53	19,920 13	13,631 96	12,710 45	56,824 07	.....
Mail bags.....	6,580 44	13,977 37	16,969 36	10,748 49	48,275 66	.....
Blank agents and assistants.....	1,515 24	1,478 70	1,557 53	1,510 82	6,062 29	.....
Mail locks, keys, and stamps.....	1,721 20	616 25	4,992 90	1,093 35	8,423 70	.....
Mail depredations and special agents.....	9,681 73	12,821 18	15,038 43	12,391 28	49,932 62	.....
Clerks for offices.....	294,258 95	295,413 14	343,693 03	355,151 37	1,288,516 49	.....
Postage stamps and stamped envelopes.....	20,619 78	21,738 78	23,245 91	22,580 69	88,185 16	.....
Miscellaneous.....	61,614 02	67,001 75	69,885 13	57,499 64	256,000 54	.....
Miscellaneous account of Hamburg mails *	.....	48,224 71	.....	.....	48,224 71	.....
Miscellaneous account of British mails †	.....	144,988 11	.....	.....	144,988 11	.....
Miscellaneous account of Bremen mails ‡	.....	.....	.....	70,262 59	70,262 59	.....
Miscellaneous account of French mails §	.....	.....	.....	111,876 15	111,876 15	.....
	2,899,171 29	3,203,629 36	3,282,269 87	3,259,715 68	.....	\$12,644,786 20

* For balance of postages due Hamburg in third and fourth quarters, 1862, and first, second, and third quarters, 1863. Chargeable to previous year, \$12,935 88.

† For balance of postages due Great Britain in third and fourth quarters, 1862, and first and second quarters, 1863.

‡ For balance of postages due Bremen in first, second, third, and fourth quarters, 1863. Chargeable to previous year, \$12,334 15.

§ For balance of postages due France in first, second, third, and fourth quarters, 1862, and first and second quarters, 1863.

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

Statement of the operation of the free-delivery (letter-carrier) system at the following offices for the fiscal year ended June 30, 1864.

Names of post offices.	No. letters delivered.	Papers delivered.	Paid for delivery.
New York.....	8,823,628	1,336,125	\$108,146 32
Philadelphia.....	6,407,328	543,879	82,014 63
Baltimore.....	1,462,146	16,049	16,768 00
Boston*.....	1,240,961	60,861	25,919 28
Washington, D. C.....	1,081,516	144,167	9,945 70
Total.....	19,015,579	2,101,081	242,793 93

* Returns of delivery not complete.

Statement of the operation of the letter-carrier system for the fiscal year ended June 30, 1863, at the above offices.

Names of post offices.	No. letters delivered.	Papers delivered.	Paid for delivery.
New York.....	8,896,321	2,982,969	\$116,267 91
Philadelphia.....	3,243,074	299,360	33,927 54
Baltimore.....	1,052,376	112,190	11,084 70
Boston.....	1,863,334	121,809	19,433 66
Washington, D. C.....	722,299	91,552	7,680 74
Total.....	15,777,404	3,607,880	188,394 55

Statement of the operation of the letter-carrier service for the second quarter of 1862, in comparison with the corresponding quarter of 1864, at the following offices.

Names of post offices.	No. letters delivered.	Papers delivered.	Paid for delivery.
New York.... 1862.....	2,033,440	509,264	\$26,071 20
Do..... 1864.....	2,731,742	226,944	28,674 66
Philadelphia.. 1862.....	717,728	78,008	7,567 32
Do..... 1864.....	1,798,301	132,886	22,238 56
Baltimore.... 1862.....	230,628	26,332	2,437 94
Do..... 1864.....	407,667	49,519	4,501 50
Boston..... 1862.....	377,886	30,181	3,973 72
Do..... 1864.....	749,931	52,262	8,927 89
Washington.. 1862.....	158,790	23,776	1,706 78
Do..... 1864.....	275,625	46,639	3,368 11

E. SELLS, Auditor.

No. 5.

Amount of letter postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1864.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$35,405 07	\$42,865 55	\$47,108 84	\$45,725 76	\$171,105 22
Canadian line.....	7,217 24	24,462 92	10,116 82	25,105 44	66,902 42
Miscellaneous line....	19,027 67	56,155 30	25,765 66	36,171 38	137,120 01
Galway line.....	1,830 56	6,133 82	1,365 06	3,693 97	13,023 41
German Lloyd line....	2,241 35	5,499 27	2,814 26	4,498 88	15,053 76
Hamburg line.....	2,873 71	7,970 85	3,638 64	5,899 84	20,383 04
Total.....	68,595 60	143,087 71	90,809 28	121,095 27	123,587 86
Amount received.....	211,683 31	.....	211,904 55	.....	.....
Sent.	Paid,	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$803 90	\$91,401 20	\$60,979 30	\$53,140 32	\$206,324 72
Canadian line.....	.....	19,623 84	7,815 67	5,224 81	32,664 32
Miscellaneous line....	604 15	60,765 27	31,400 39	25,275 37	118,045 18
Galway line.....	.....	7,315 22	2,152 48	2,699 00	11,566 70
German Lloyd line....	215 79	13,182 88	9,719 86	8,859 92	31,977 45
Hamburg line.....	145 26	12,412 63	8,220 06	7,529 32	28,307 27
Total.....	1,769 10	204,701 04	120,287 76	102,128 74	428,886 64
Amount sent.....	326,757 90	.....	.....	102,128 74	.....

Amount collected in the United States.....	\$538,441 21
Amount collected in the United Kingdom.....	314,033 29
Total.....	852,474 50
Excess collected in the United States.....	\$224,407 92
Increase of postage over last fiscal year.....	118,957 12

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

No. 6.

Amount of letter postage on Prussian mails received in and sent from the United States during the fiscal year ended June 30, 1864.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$10,313 15	\$26,132 86	\$5,053 97	\$7,887 01	\$49,386 99
Canadian line	773 66	12,350 22	267 03	2,132 51	15,463 42
Miscellaneous line	3,498 01	16,105 10	1,615 02	3,551 11	24,769 24
Galway line.....	687 09	2,341 43	346 92	629 06	4,004 50
German Lloyd line.....	1,510 44	6,883 67	740 32	1,411 39	10,545 82
Hamburg line.....	1,717 98	7,839 21	900 76	1,721 51	12,179 46
Total.....	18,500 33	71,652 49	8,864 02	17,332 59	116,349 43
Amount received	90,152 82	.....	26,196 61	.....	.....
Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	.....	\$24,718 09	\$10,942 24	\$29,536 34	\$65,196 71
Canadian line .....	.....	5,109 00	1,185 13	5,339 82	11,634 01
Miscellaneous line .....	.....	9,151 84	2,946 30	5,871 10	17,969 24
German Lloyd line.....	.....	5,617 15	1,478 48	1,975 20	9,070 83
Hamburg line.....	.....	5,952 62	1,365 77	1,924 00	9,302 45
Total.....	.....	50,548 76	17,917 96	44,706 52	113,173 24
Amount sent.....	68,466 72	.....	.....	44,706 52	.....

Amount collected in the United States..... \$158,619 54
Amount collected in Prussia

70,903 13

Total..... 229,522 67

Excess collected in the United States..... \$87,716 41
Increase of postage over last fiscal year..... 16,812 19

E. SELLS, Auditor.

No. 7.

Amount of letter postage on French mails received in and sent from the United States during the fiscal year ended June 30, 1864.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$10,113 48	\$10,477 97	\$12,406 45	\$14,655 47	\$47,653 37
Canadian line	2,466 50	4,283 68	3,633 15	5,356 43	15,739 76
Miscellaneous line	2,706 45	3,899 44	2,976 71	3,700 97	13,283 57
German Lloyd line.....	1,332 43	1,922 93	1,708 94	1,854 33	6,818 63
Hamburg line.....	1,550 52	2,230 26	1,842 60	2,198 55	7,821 93
Galway line.....	408 48	740 94	454 47	713 82	2,317 71
Total.....	18,577 86	23,555 22	23,022 32	28,479 57	93,634 97
Amount received	42,133 08	.....	51,501 89	.....	.....
Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$334 77	\$14,480 67	\$12,901 00	\$23,302 83	\$51,019 27
Canadian line .....	.....	862 64	751 30	904 25	2,518 19
Miscellaneous line	177 03	5,892 14	4,329 47	8,039 88	18,498 52
German Lloyd line.....	100 47	3,641 86	2,988 41	5,555 02	12,285 76
Hamburg line.....	59 73	3,750 07	2,746 00	5,074 91	11,630 71
Galway line.....	.....	758 97	183 79	514 80	1,457 56
Total.....	672 00	29,386 35	23,899 97	43,451 69	97,410 01
Amount sent	53,958 32	.....	.....	43,451 69	.....

Amount collected in the United States \$96,091 40

Amount collected in France..... 94,953 58

Total..... 191,044 98

Excess collected in the United States..... 1,137 82

Increase of postage over last fiscal year..... \$21,938 93

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 8.

Amount of letter postage on Belgian mails received in and sent from the United States during the fiscal year ended June 30, 1864.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$638 82	\$525 15	\$213 41	\$795 42	\$2,772 80
Canadian line.....	123 93	115 02	156 60	173 88	569 43
Miscellaneous.....	457 35	440 37	430 91	455 22	1,813 85
German Lloyd line.....	160 65	158 76	142 83	164 97	627 21
Hamburg line.....	120 36	200 07	150 66	184 41	715 50
Galway line.....	27 81	23 76	35 10	35 64	122 31
Total.....	1,618 92	1,463 13	1,729 51	1,829 54	6,621 16
Amount received.....	3,082 05		3,589 05		
Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....		\$619 92	\$692 01	\$1,977 42	\$3,289 41
Canadian line.....		21 87	23 22	25 38	70 47
Miscellaneous line.....		238 14	232 74	588 87	1,059 75
German Lloyd line.....		166 59	177 39	433 35	777 33
Hamburg line.....		150 93	135 54	330 21	616 68
Total.....		1,197 45	1,260 90	3,355 29	5,813 64
Amount sent.....	\$2,458 35			3,355 29	

Amount collected in the United States..... \$5,540 40

Amount collected in Belgium..... 6,891 34

Total..... 12,434 74

Excess collected in Belgium..... 1,353 94

Increase of postage over last fiscal year..... \$1,202 91

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 9.

Amount of letter postage on Bremen mails received in and sent from the United States during the fiscal year ended June 30, 1864.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
German Lloyd line.....	\$2,546 80	\$10,354 28	\$2,393 10	\$6,181 95	\$21,476 13
Amount received	12,901 08	.....	8,575 05	.....	.....
Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
German Lloyd line.....	\$50 95	\$17,801 73	\$6,974 55	\$6,714 42	\$31,541 65
Amount sent.....	24,857 23	.....	.....	6,714 42	.....
Amount collected in the United States.....					\$17,729 31
Amount collected in Bremen.....					13,289 47
Total.....					33,017 78
Excess collected in the United States.....					22,438 84
Increase of postage over last fiscal year.....					13,515 97

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 10.

Amount of letter postage on Hamburg mails received in and sent from the United States during the fiscal year ended June 30, 1864.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg line.....	\$2,971 09	\$10,430 41	\$2,424 70	\$5,362 39	\$21,188 59
Amount received	13,401 50	.....	7,787 09	.....	.....
Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg line.....	\$40 90	\$23,571 57	\$2,295 85	\$8,014 11	\$39,922 43
Amount sent.....	31,908 32	.....	.....	8,014 11	.....
Amount collected in the United States.....					\$45,309 82
Amount collected in Hamburg.....					15,891 20
Total.....					61,111 02
Excess collected in the United States.....					29,508 62
Increase of postage over last fiscal year.....					2,483 56

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

No. 11.

Number of letters and newspapers exchanged between the United States and the United Kingdom in British mails during the fiscal year ended June 30, 1864.

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	755,013	870,464	505,464	686,459
Canadian line.....	271,930	132,216	75,987	75,192
Miscellaneous line.....	576,158	487,049	176,643	337,885
Galway line.....	57,006	48,775	30,893	46,422
German Lloyd line.....	62,440	128,876	37,485	134,752
Hamburg line.....	85,455	113,063	40,954	127,513
Total.....	1,808,002	1,780,443	867,426	1,438,223
Increase over last fiscal year.....	245,675	259,290	101,509	149,403

E. SELLS, *Auditor.*

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No. 12.

Number of letters and newspapers exchanged between the United States and the kingdom of Prussia, in closed mails, during the fiscal year ended June 30, 1864.

Lines.	Number of letters		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	163,599	218,716	10,842	40,301
Canadian line.....	50,390	36,354	2,334	3,456
Miscellaneous line.....	81,563	62,825	7,674	26,607
Galway line.....	13,152	.....	1,548	.....
German Lloyd line.....	31,261	31,748	2,620	16,877
Hamburg line.....	40,186	32,534	3,372	15,655
Total.....	380,091	382,157	27,863	102,896
Increase over last fiscal year.....	28,436	33,335

E. SELLS, *Auditor.*

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No. 13.

Number of letters and newspapers exchanged between the United States and France during the fiscal year ended June 30, 1864.

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	292, 182	326, 681	37, 602	130, 134
Canadian line	95, 162	14, 786	13, 320	4, 617
German Lloyd line.....	41, 396	77, 283	7, 901	32, 161
Hamburg line	46, 938	73, 428	10, 359	31, 310
Miscellaneous line.....	78, 504	116, 467	17, 844	48, 679
Galway line	13, 694	9, 786	4, 389	3, 526
Total	567, 876	618, 431	91, 415	250, 427
Increase over last fiscal year.....	71, 334	67, 097	5, 340	Decrease 110

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 14.

Number of letters and newspapers exchanged between the United States and Belgium during the fiscal year ended June 30, 1864.

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	10, 266	12, 183	6, 209	1, 980
Canadian line.....	2, 058	261	690	117
Miscellaneous line.....	6, 718	3, 925	2, 442	966
Bremen line.....	2, 322	2, 879	863	642
Hamburg line	2, 650	2, 284	918	453
Galway line	453	.....	350	.....
Total	24, 468	21, 532	11, 472	4, 158
Increase over last fiscal year.....	3, 970	520	1, 704	1, 989

E. SELLS, Auditor.

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No. 15.

Number of letters and newspapers exchanged between the United States and Bremen during the fiscal year ended June 30, 1864.

Line.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
German Lloyd line.....	175,413	228,036	15,811	195,161
Increase over last fiscal year.....	38,348	61,233	5,663	55,193

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No. 16.

Number of letters and newspapers exchanged between the United States and Hamburg during the fiscal year ended June 30, 1864.

Line.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Hamburg line	163,709	284,940	15,359	256,413
Increase over last fiscal year.....	14,540	11,389	85	19,288

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 17.

Statement of letters and newspapers, with the several postages, conveyed by the West India line of ocean steamers during the fiscal year ended June 30, 1864.

Name of line.	Letters.	Newspapers.	Postage on letters received.	Postage on letters sent.	Total postages.
West India line	477,943	168,561	\$29,110 90	\$27,508 06	\$56,618 96
Add newspaper postage, at 2 cents.....					3,371 22
Total postages.....					59,990 18
Increase over last fiscal year	41,294	5,441			\$4,992 94

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OFFICE OF THE AUDITOR OF THE TREASURY
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No. 18.

Statement of letters and newspapers, with the several postages, conveyed by the South Pacific line of ocean steamers during the fiscal ended June 30, 1864.

Name of line.	Letters.	Newspapers.	Postage on letters received.	Postage on letters sent.	Total postages.
Vanderbilt line	108,379	101,382	\$3,063 02	\$10,633 30	\$16,731 32
Add newspaper postage.....					2,027 64
Total postages					18,758 96

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 19.

Number of letters and newspapers exchanged between the United States and foreign countries during the fiscal year ended June 30, 1864.

Countries.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Great Britain	1,808,002	1,780,443	867,426	1,438,223
France	567,876	618,431	91,415	250,427
Prussia	383,071	382,187	27,863	102,896
Belgium	24,468	21,532	11,472	4,158
Hamburg	163,709	284,940	15,359	256,413
Bremen	175,413	228,036	15,811	195,161
West Indies	247,310	230,633	45,099	123,462
South Pacific	56,125	52,254	14,281	87,101
Total	3,425,974	3,598,456	1,088,726	2,457,841

Total number of letters 7,024,430
Total number of newspapers..... 3,546,567

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OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

No. 20.

Revenue to the United States, also to the United States Post Office Department, by the Cunard line, for the fiscal year ended June 30, 1864.

Total postage on British mails by the Cunard line..... \$377,429 94

United States portion, being $\frac{5}{24}$ for the United States inland..... \$78,631 24
Add postage on 1,191,923 newspapers, at 2 cents each 23,838 46
102,469 70

The Post Office Department pays commissions to postmasters on above, viz :
For distribution on unpaid distributed received, \$42,865 55, at 12½ per cent..... 5,358 19
For commissions to postmasters at offices where delivered, \$42,865 55, at 40 per cent..... 17,146 20
For distribution on paid distributed received, \$45,725 76, at 12½ per cent..... 5,715 72
For commissions to postmasters at offices where delivered, \$45,725 76, at 40 per cent..... 18,290 30
For distribution on unpaid sent, \$52,140 32, at 12½ per cent..... 6,642 54

For commissions to postmasters at New York, Boston, and Philadelphia on—	
Unpaid received, \$35,405 07, at 15 per cent.....	\$5,310 76
Paid sent, \$803 90, at 15 per cent.....	120 58
Paid stamps sent, \$60,979 30, at 15 per cent.....	9,146 89
Newspaper postage, \$23,838 46, at 50 per cent.....	11,919 23
For distribution on paid distributed sent, \$91,401 20, at 12½ per cent.....	11,425 15
	<hr/>
	\$91,075 56
Revenue to the Post Office Department.....	11,424 14
Deduct United States inland.....	73,631 24
	<hr/>
Deficit to the Post Office Department.....	67,207 10
	<hr/>

E. SELLS, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1864.*

No. 21.

Amount of postages on mails exchanged between the United States and the British provinces during the fiscal year ended June 30, 1864.

Amount on unpaid received.....	\$35,086 19½	
Amount on paid received.....	104,085 75½	
	<hr/>	\$139,171 95
Amount on unpaid sent.....	34,529 89	
Amount on paid sent.....	133,669 55	
	<hr/>	168,199 44
Total		307,371 39
		<hr/>
Amount collected in the United States.....		168,755 74½
Amount collected in the British provinces.....		138,615 64½
		<hr/>
Balance in favor of the United States.....		30,140 10
		<hr/>
Increase of postages over last fiscal year.....		81,628 09
		<hr/>

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OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1864.*

No. 22.

Prussian closed mail account for the year ended December 31, 1863.

Steamer.	Quarter.	Unpaid	Paid.	News- papers.	Am't paid Great Britain.
MAILS RECEIVED.					
	1863.	<i>Ounces.</i>	<i>Ounces.</i>	<i>Number.</i>	
British packets	1st quarter.....	8,603	3,197½	1,806	\$7,133 55½
	2d quarter	8,297	3,201	2,510	6,961 42
	3d quarter	9,124	3,969	3,024	7,914 22½
	4th quarter	11,187½	4,529	3,237	9,504 66½
	Total.....	37,211½	14,896½	10,577	31,513 26½
American packets.....	1st quarter.....	17,109½	4,321½	4,233	4,476 19½
	2d quarter	13,802	3,785½	4,310	3,678 19½
	3d quarter	11,903	3,958½	4,091	3,294 42½
	4th quarter	11,265½	3,510	3,352	3,068 32½
	Total.....	54,080	15,575½	15,986	14,517 14½
MAILS SENT.					
British packets	1st quarter.....	10,881½	7,393	11,167	10,361 52½
	2d quarter	7,731½	7,399	9,355	8,517 19
	3d quarter	8,078	8,646½	11,395	9,412 16½
	4th quarter.....	7,596	8,677	8,713	9,097 32½
	Total.....	34,287	32,115½	40,630	37,388 26½
American packets.....	1st quarter.....	8,871½	7,703½	17,182	2,859 05
	2d quarter	4,095	6,950½	16,809	1,921 61½
	3d quarter	2,966	7,755	16,515	1,818 72½
	4th quarter	3,701	8,548½	15,375	2,023 69½
	Total.....	19,633½	30,957	65,881	8,623 08½

Total received.....	<i>Ounces.</i> 121,764	<i>Newspapers.</i> 26,563
Total sent	116,992½	106,511
Grand total.....	238,756½	133,074

Total amount paid Great Britain, \$92,041 76½.

E. SELLS. Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 23.

Canadian closed mail account for the year ended December 31, 1863.

Steamers.	Quarters.	RECEIVED.		SENT.		Am't received by the U. States.
		Ounces of letters.	Number of newspap's.	Ounces of letters.	Number of newspap's.	
British packets ..	1863.					
	1st quarter..	11,205	74,721	6,553½	21,197	\$1,154 20½
	2d quarter ..	11,295	70,144	7,890½	21,232	4,225 71
	3d quarter ..	12,582½	71,959	12,353½	22,720	5,010 70½
	4th quarter .	11,311	75,961	9,274	18,626	4,464 80½
	Total....	46,393½	292,785	36,072	83,775	17,855 48½
American packets	1st quarter..	230	54	107½	163	181 66
	2d quarter ..	141½	19	53	37	103 36½
	3d quarter ..	115½	21	10½	1,124	88 79½
	4th quarter .	219½	58	20½	21	127 44
	Total....	706½	152	191½	1,345	501 25½

Total received.....	Ounces.	Newspapers.
Total sent.....	47,090½	292,937
	36,263½	85,120
Grand total	83,363	378,057

Total amount received by the United States, \$18,356 74.

E. SELLS, Auditor.

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FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

No. 24.

California closed mail account for the year ended December 31, 1863.

Steamers.	RECEIVED.		SENT.		VIA PANAMA.		Fees on registered letters.	Amount received by the United States.
	Ounces of letters.	Number of newspapers.	Ounces of letters.	Number of newspapers.	Ounces of letters.	Number of newspapers.		
British steamers....	12,977½	36,884	3,576½	716	.....	.....	.....	\$4,890 62½
American steamers..	9,450½	27,890	3,865½	855	7,169	6,228	\$60 30	12,937 70½
Total.....	22,428½	64,684	7,442½	1,571	7,169	6,228	60 30	17,828 32

Total received and sent..... Ounces. Newspapers.
37,039½ 72,483

Total amount received by the United States, \$17,828 72.

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OFFICE OF THE AUDITOR OF THE TREASURY

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No. 25.

Belgian closed mail account for the year ended December 31, 1863.

Cunard line.	RECEIVED.		SENT.		Amount paid G. Britain.
	Letters.	Newspapers.	Letters.	Newspapers.	
	Ounces.	Number.	Ounces.	Number.	
1st quarter 1863.....	660	1,195	925½	245	\$263 00
2d quarter 1863.....	743½	1,147	828½	222	63 18
3d quarter 1863.....	912½	1,289	952	274	777 04
4th quarter 1863.....	865½	1,444	839	246	690 30
Total.....	3,119½	5,075	3,545	991	2,757 52

Total received and sent..... Ounces. Newspapers.
6,061½ 6,066

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OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

No. 26.

Harana closed-mail account for the year ended December 31, 1863.

Steamers.	Quarters.	Received.		Amount received by the United States.
		Ounces of letters.	Number of newspapers.	
British packets.....	1st quarter 1863	1,444½	3,111	\$123 40½
	2d quarter 1863	1,298	3,375	392 00
	3d quarter 1863	1,242½	3,391	378 44½
	4th quarter 1863	1,210	3,215	365 80
Total .....	.....	5,195½	13,092	1,560 65½
American packets	1st quarter 1863	505½	589	\$340 51½
	2d quarter 1863	415½	615	282 21½
	3d quarter 1863	360½	618	246 8½
	4th quarter 1863	421½	746	287 89½
Total	1,703½	2,568	1,158 47½

Total received.....	<u>Ounces.</u> 6,898½	<u>Newspapers.</u> 15,660
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Total amount received by the United States \$2,719 12½.

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

No. 27.

Mexican closed-mail account for the year ended December 31, 1863.

Steamers	Received.		Amount received by the United States.
	Ounces of letters.	Number of newspapers.	
British packets.....	21½	60	\$9 35½
American packets	11½	20	9 12
Total.....	33	80	18 47½

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

No. 28.

The United Kingdom of Great Britain and Ireland in account with the United States of America for the year ended December 31, 1863, (service of the Post Office Department.)

DR.

CR.

MAILS SENT.			MAILS RECEIVED.		
For postage on (1) unpaid letters from United States for United Kingdom.....	\$51,090 19		For postage on (1) unpaid letters from United Kingdom for United States.....	\$77,261 10	
For postage on (2) unpaid letters from foreign countries in transit through United States for United Kingdom.....	5,453 63		For postage on (2) unpaid letters from foreign countries, &c., in transit through United Kingdom for United States.....	4,173 66	
For postage on (3) newspapers in transit through United States for United Kingdom.....	45 32		For postage on (3) newspapers in transit through United Kingdom for United States.....	1,053 66	
For postage on (4) mis-sent, re-directed, and returned letters.....	52 45		For postage on (4) mis-sent, re-directed, and returned letters.....	104 03	
For postage on (5) closed mails for United Kingdom in transit through United States.....	14,243 88		For postage on (5) closed mails for United States in transit through United Kingdom.....	47,715 10½	
		\$70,825 47			\$130,307 55½
MAILS RECEIVED.			MAILS SENT.		
For postage on (6) paid letters from United Kingdom for United States.....	96,616 45		For postage on (6) paid letters from United States for United Kingdom.....	117,012 66	
For postage on (7) paid registered letters from United Kingdom for United States, &c.....	3,497 47		For postage on (7) paid registered letters from United States for United Kingdom.....	2,858 31	
For postage on (8) paid letters from foreign countries for United States upon which sea rate has been paid.....	10,227 58		For postage on (8) paid letters for foreign countries, &c., in transit through United Kingdom.....	19,475 72	
For postage on (9) paid letters for foreign countries, &c., in transit, &c.....	6 18		For postage on (9) paid newspapers for foreign countries, &c., in transit through United Kingdom.....	4,165 47	
For postage on (10) paid newspapers for foreign countries, &c., in transit, &c.....	10		For postage on (10) closed mails from United States in transit through United Kingdom.....	47,105 46	
For postage on (11) closed mails from British office in transit through United States.....	24,739 15½				190,617 62
		135,146 93½	Foreign ports' packet-postage account.....		6,790 92
For postage on "loose letters," (collected on the ships).....		3,309 41	For postage on "loose letters," (collected on the ships).....		1,500 21
For postage on dead letters returned.....		7,130 91	For postage on dead letters returned.....		191 90
For overcharges.....		27 50	For overcharges.....		21 43
For discrepancies.....		3 13½	For discrepancies.....		
Balance.....		112,633 17½			329,132 63½
		329,132 63½	Balance for the United Kingdom.....		112,633 17½

REPORT OF THE POSTMASTER GENERAL.

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT, October 31 1864.

879

The General Post Office of France in account with the United States of America for the fiscal year ended June 30, 1863, (service of the Post Office Department.)

DR.

CR.

MAILS SENT.			MAILS RECEIVED.		
For postage on (1) unpaid letters from the United States for France and Algeria	\$8,983 70		For postage on (1) unpaid letters from France and Algeria for the United States	\$14,439 98	
For postage on (2) unpaid letters from the United States for countries beyond France	4,003 58		For postage on (2) unpaid letters from France and Algeria for countries beyond the United States	2,741 51	
For postage on (3) letters not prepaid, &c., for France and Algeria	3,365 89		For postage on (3) letters not prepaid, &c., for the United States	13,469 57	
For postage on (4) letters not prepaid, &c., for countries beyond France	751 98		For postage on (4) letters not prepaid, &c., for countries beyond the United States		
For postage on (5) letters badly directed by French post offices and returned, &c.	12 57		For postage on (5) letters badly directed by the United States post offices and returned, &c.	3 67	
For postage on (6) letters resent, &c.	5 49	\$17,123 21	For postage on (6) letters resent, &c.	103 89	\$30,758 62
MAILS RECEIVED.			MAILS SENT.		
For postage on (7) letters for United States prepaid, &c., from France and Algeria	9,975 59		For postage on (7) letters for France and Algeria from the United States	20,628 72	
For postage on (8) letters for United States prepaid, &c., from countries beyond France	2,349 05		For postage on (8) letters for France and Algeria from countries beyond the United States	1 08	
For postage on (9) prepaid letters for countries beyond the United States from France and Algeria	1,326 46		For postage on (9) prepaid letters for countries beyond France from the United States	8,919 43	
For postage on (10) prepaid letters for countries beyond the United States from countries beyond France	17 84		For postage on (10) prepaid letters from countries beyond France from countries beyond the United States	1 08	
For postage on "loose letters," (collected on the ships)		13,728 94	For postage on "loose letters," (collected on the ships)		29,550 31
For postage on dead letters returned to France		1,085 37	For postage on dead letters returned to Washington		158 72
For overcharges on various letters, &c.		2 97	For overcharges on various letters, &c.		3 94
Balance		28,546 62	For discrepancies		15 52
		60,487 11			60,487 11
			Balance		28,546 62

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

E. SELLS, Auditor.

The Kingdom of Prussia in account with the United States of America for the fiscal year ended June 30, 1864, (service of the Post Office Department.)

DR.

CR.

MAILS SENT.			MAILS RECEIVED.		
For postage on (1) unpaid letters	\$32,574 21		For postage on (1) unpaid letters from Prussia	\$15,119 51	
For postage on (2) unpaid letters in transit through the United States	2,657 89		For postage on (2) unpaid letters from states beyond the German-Austrian Postal Union	5,173 36	
For postage on (3) missent, returned, and redirected letters	41 61	\$35,273 71	For postage on (3) missent, returned, and redirected letters	2,179 23	\$32,472 10
MAILS RECEIVED.			MAILS SENT.		
For postage on (4) paid letters	22,276 68		For postage on (4) paid letters for Prussia		
For postage on (5) paid newspapers	1,264 38		For postage on (5) paid letters for States beyond the German-Austrian Postal Union		
For postage on (6) paid letters for foreign countries, &c., in transit	872 32		For postage on (6) paid newspapers for Prussia		
For discrepancies		24,413 38			
For postage on dead letters returned to Berlin		3 10			
		972 14			
		60,662 33			
Balance due the United States		19,279 34			

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

E. SELLS, Auditor.

No. 31.—*The General Post Office of Belgium in account with the General Post Office of the United States of America for the fiscal year ended June 30, 1864.*

DR. CR.

THE BELGIAN OFFICE DEBTOR TO THE UNITED STATES OFFICE.				THE UNITED STATES OFFICE DEBTOR TO THE BELGIAN OFFICE.			
Number of the articles composing the credit of the United States.	Origin and destination of the correspondence.	Number of single rates, (letters and printed matter.)	Sums due to the United States office.	Number of the articles composing the credit of Belgium.	Origin and destination of the correspondence.	Number of single rates, (letters and printed matter.)	Sums 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 20 cents per single rate.....	12, 672	\$2, 534 40	1	Unpaid letters from Belgium, for the United States, at 7 cents per single rate.....	11, 768	\$223 76
2	Unpaid letters from the United States, for countries to which Belgium serves as an intermediate point, at — cents per single rate.....			2	Unpaid letters from Belgium, for countries to which the United States serves as an intermediate point, at — cents per single rate.....		
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.....			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.....		38
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.....			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 office.....		1 68	7	Unpaid letters badly directed by the U. States post office.....		60
	Unpaid letters resent.....		28	8	Unpaid letters resent.....		68

No. 31.—*The General Post Office of Belgium in account with the General Post Office of the United States of America—Continued.*

DR. CR.

THE BELGIAN OFFICE DEBTOR TO THE UNITED STATES OFFICE.				THE UNITED STATES OFFICE DEBTOR TO THE BELGIAN OFFICE.			
Number of the articles composing the credit of the United States.	Origin and destination of the correspondence.	Number of single rates, (letters and printed matter.)	Sums due to the United States office.	Number of the articles composing the credit of Belgium.	Origin and destination of the correspondence.	Number of single rates, (letters and printed matter.)	Sums due to the Belgian office.
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 20 cents per single rate.....	13, 371	\$2, 674 20	9	Letters for Belgium, prepaid to destination, and proceeding from the United States, at 7 cents per single rate.....	9, 221	\$415 47
10	Letters for the United States, prepaid to destination, and proceeding from countries to which Belgium serves as an intermediate point, at — 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 — cents per single rate.....	2, 446	73 38
11	Newspapers and periodicals for the United States, prepaid to destination, and proceeding from Belgium, at 2 cents per single rate.....	8, 128	162 56	11	Newspapers and periodicals for Belgium, prepaid to destination, and proceeding from the United States, at 3 cents per single rate.....		
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 — cents per single rate.....		
13	Printed matter other than newspapers and periodicals for the United States, prepaid to destination, and proceeding from Belgium, at 2 cents per single rate, per American packets.....	2, 295	45 90	13	Printed matter other than newspapers and periodicals for Belgium, prepaid to destination, and proceeding from the United States per American packets, at 3 cents per single rate.....	1, 017	30 51
	Printed matter other than newspapers and periodicals for the United States, prepaid to destination, and proceeding from Belgium, at 1 cent per single rate, per British packets.....	1, 642	16 42		Printed matter other than newspapers and periodicals for Belgium, prepaid to destination, and proceeding from the United States by British packets, at 4 cents per single rate.....	800	32 00
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 — cents per single rate.....			14	Printed matter other than newspapers and periodicals for Belgium, prepaid to destination, and proceeding from countries to which the United States serves as an intermediate point, at — cents per single rate.....		

THE BELGIAN OFFICE DEBTOR TO THE UNITED STATES OFFICE.				THE UNITED STATES OFFICE DEBTOR TO THE BELGIAN OFFICE.			
Number of the articles composing the credit of the United States.	Origin and destination of the correspondence.	Number of single rates (letters and printed matter.)	Sums due to the United States office.	Number of the articles composing the credit of Belgium.	Origin and destination of the correspondence.	Number of single rates (letters and printed matter.)	Sums due to the Belgian office.
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 Belgium 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	Discrepancies.....		3 46	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	Dead letters returned to Belgium during fiscal year.....		18 48	19	Dead letters received from Belgium during fiscal year.....		25 21
	Prepaid letters badly directed by the United States post office.....		07		Prepaid letters badly directed by the Belgian office.....		121
	Total.....		5,457 45		Total.....		1,632 18

BALANCE.

The office of Belgium debtor to the United States.....	\$5,457 45
The office of United States debtor to Belgium.....	1,632 18
Balance due to the United States for fiscal year.....	3,825 27

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

E. SELLS, Auditor.

No. 32.

The post office of Hamburg, Germany, in account with the United States of America for the fiscal year ended June 30, 1864, (service of the Post Office Department.)
DR. CR.

MAILS SENT.			MAILS RECEIVED.		
For postage on unpaid letters from United States for Hamburg ..	\$2,245 90		For postage on unpaid letters from Hamburg for United States..	\$8,814 63	
For postage on unpaid letters from United States for states beyond Hamburg.....	280 31		For postage on unpaid letters from states beyond Hamburg	1,673 79	
For postage on unpaid letters from foreign countries in transit through United States for Hamburg, &c.....	90 86		For postage on unpaid letters for countries beyond United States		
For postage on misssent, redirected, returned, &c., letters	94		For postage on misssent, redirected, returned, &c., letters.....		\$10,518 42
		\$2,618 01			
MAILS RECEIVED.			MAILS SENT.		
For postage on paid letters from Hamburg for United States.....	2,528 08		For postage on paid letters from United States for Hamburg...	1,310 10	
For postage on paid letters from states beyond Hamburg for United States.....			For postage on paid letters from United States for states beyond Hamburg	23,653 53	
For postage on paid letters for countries beyond United States ..	302 28		For postage on paid letters from countries beyond United States for Hamburg		
For postage on paid newspapers from Hamburg for United States	116 29		For postage on paid newspapers from United States for Hamburg	4,969 13	
For postage on paid pamphlets and magazines from Hamburg for United States.....	22 07		For postage on paid pamphlets and magazines from Hamburg for United States	101 45	
		2,968 72			29,674 21
For postage on registered letters.....		97 84	For postage on registered letters		294 12
For postage on loose letters collected on ships.....			For postage on loose letters collected on ships		
For postage on dead letters returned.....		349 89	For postage on dead letters returned.....		26 08
Balance.....		34,748 97			40,813 43
		40,813 42	Balance due Hamburg		34,748 97

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

E. SELLS, Auditor.

The post office of Bremen, Germany, in account with the United States of America for the fiscal year ended June 30, 1864, (service of the Post Office Department.)

C.R.

MAILS SENT.			MAILS RECEIVED.		
For postage on unpaid letters from United States for Bremen . . .	\$2, 132 31	\$2, 408 73	For postage on unpaid letters from Bremen for United States . .	\$12, 328 57	\$12, 328 85
For postage on unpaid letters from United States for states beyond Bremen	210 39		For postage on unpaid letters from states beyond Bremen		
For postage on unpaid letters from foreign countries in transit through United States for Bremen, &c	153 13		For postage on unpaid letters for countries beyond United States .		
For postage on missent, redirected, returned, &c., letters	2 90		For postage on missent, redirected, returned, &c., letters	1 28	
MAILS RECEIVED.			MAILS SENT.		
For postage on paid letters from Bremen for United States	2, 926 38	3, 423 67	For postage on paid letters from United States for Bremen	1, 929 85	27, 870 58
For postage on paid letters from States beyond Bremen for United States			For postage on paid letters from United States for states beyond Bremen	22, 029 72	
For postage on paid letters for countries beyond United States . .	300 40		For postage on paid letters from countries beyond United States for Bremen		
For postage on paid newspapers from Bremen for United States . .	163 89		For postage on paid newspapers from United States for Bremen . .	4, 963 43	
For postage on paid pamphlets and magazines from Bremen for United States	33 00		For postage on paid pamphlets and magazines from Bremen for United States	87 58	
For postage on registered letters		122 44	For postage on registered letters		221 95
For postage on loose letters collected on ships		486 06	For postage on loose letters collected on ships		19 91
For postage on dead letters returned		104 00	For postage on dead letters returned		
For discrepancies		331, 836 78			40, 482 29
Balance		40, 482 29	Balance due Bremen		331, 836 78

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

E. SELLS, Auditor.

REPORT OF THE POSTMASTER GENERAL.

No. 34.

Balances due the United States on the adjustment of accounts between the United States and Belgium during the fiscal year ended June 30, 1864.

Third quarter 1863.....	\$1,086 87
Fourth quarter 1863.....	885 49
First quarter 1864.....	931, 94
Second quarter 1864.....	920 97
Total	3,825 27

Balances due the United States on the adjustment of accounts between the United States and Prussia during the fiscal year ended June 30, 1864.

Third quarter 1863.....	\$5,053 93
Fourth quarter 1863.....	4,911 37
First quarter 1864.....	5,538 71
Second quarter 1864.....	3,775 33
Total	19,279 34

Balances due Bremen on the adjustment of accounts between the United States and Bremen for the five quarters ended June 30, 1864.

Second and third quarters 1863.....	\$13,378 02½
Fourth quarter 1863.....	7,050 16
First quarter 1864.....	6,525 79
Second quarter 1864.....	6,882 81
Total	33,836 78½

Balances due Hamburg on the adjustment of accounts between the United States and Hamburg during the fiscal year ended June 30, 1864.

Third quarter 1863.....	\$5,288 83½
Fourth quarter 1863.....	8,805 60½
First quarter 1864.....	10,762 05½
Second quarter 1864.....	9,892 47½
Total	34,748 97

Balances due the United Kingdom on the adjustment of accounts between the United States and the United Kingdom during the year ended December 31, 1863.

First quarter 1863.....	\$30, 148 94½
Second quarter 1863.....	26, 717 11½
Third quarter 1863.....	27, 079 54¼
Fourth quarter 1863.....	28, 687 57½
Total	<u>112, 633 17¾</u>

Balances due France on the adjustment of accounts between the United States and France during the fiscal year ended June 30, 1863.

Third quarter 1862.....	\$6, 951 93
Fourth quarter 1862.....	7, 326 10
First quarter 1863.....	7, 782 04
Second quarter 1863.....	6, 486 55
Total	<u>28, 546 62</u>

E. SELLS, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1864.*

No. 35.

Amount of postage accounted for on foreign dead letters sent from and returned to the United States.

United Kingdom to United States, year ended December 31, 1863.	\$1,203 21
Prussia to United States, year ended June 30, 1864.....	369 41
Bremen to United States, five quarters ended June 30, 1864.....	19 91
Hamburg to United States, year ended June 30, 1864.....	26 68
France to United States, year ended June 30, 1863 ...	158 72
Belgium to United States, year ended June 30, 1864	25 20
United States to United Kingdom, year ended December 31, 1863.	7,130 91
United States to Prussia, year ended June 30, 1864.....	972 14
United States to Bremen, five quarters ended June 30, 1864.....	496 66
United States to Hamburg, year ended June 30, 1864....	349 89
United States to France, year ended June 30, 1863.....	1,085 37
United States to Belgium, year ended June 30, 1864	18 48
Total.....	<u>11,856 58</u>

E. SELLS, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1864.*

No. 36.

Amounts reported as due the steamers of the Canadian line, bring the sea-postage for the fiscal year ended June 30, 1864.

Steamers.	Trips.	Amounts.
Bohemian	Outward trip.. July 2, 1863	\$390 04½
North American...	Round trip.... July 3 and July 9, 1863	812 14½
Hibernian	do	1,453 42½
Jura	do	1,141 13½
Nova Scotian	do	1,358 39
Damascus	do	981 14
America	do	1,362 72¾
Bohemian	do	886 45½
Hibernian	do	1,699 91½
North American	do	945 73
Jura	do	1,415 17¾
Nova Scotian	do	1,161 72½
Damascus	do	1,107 99½
America	do	976 21
Bohemian	do	1,221 73½
North American	do	1,018 16½
Jura	do	1,421 25½
Hibernian	do	933 43¾
Damascus	do	1,566 31½
Nova Scotian	do	881 48½
Bohemian	do	1,367 38½
North American	do	1,518 80
America	do	2,427 28¾
Hibernian	do	1,668 00
Damascus	do	1,506 20¾
Nova Scotian	do	1,406 58
Jura	do	1,636 65
North American	do	1,173 27¾
Bohemian	do	1,121 36½
Hibernian	do	1,660 95
Damascus	do	1,636 15½
Nova Scotian	do	1,802 55¾
Jura	do	1,791 44½
North American	do	1,581 00½
Bohemian	Inward trip... Feb. 23, 1864	1,290 62
Hibernian	Round trip... Feb. 25 and Feb. 27, 1864	1,779 49½
Damascus	do	2,227 02¾
St. Andrew	Outward trip.. Mar. 12, 1864	782 99
Nova Scotian	Round trip... Mar. 9 and Mar. 19, 1864	1,897 40¾
Jura	do	1,857 86½
America	do	1,764 25¾
North American	do	2,120 22
Hibernian	do	1,690 72¾
Peruvian	do	1,782 84¾
Nova Scotian	do	2,066 98½
Damascus	do	1,590 32
Belgian	do	1,051 76½

Amounts reported as due the steamers of the Canadian line—Continued.

Steamers.	Trips.	Amounts.
North American..	Round Trip... May 13 and May 20, 1864	\$1,502 42 $\frac{3}{4}$
Hibernian	do.... May 19 and May 27, 1864	1,171 02 $\frac{1}{2}$
Peruvian	do..... May 24 and June 3, 1864	1,935 21
Nova Scotian ...	do..... June 3 and June 10, 1864	958 90
Damascus.....	do..... June 10 and June 17, 1864	1,484 54
Belgian.....	do..... June 17 and June 24, 1864	1,219 19 $\frac{1}{4}$
North American..	do..... June 23 and June 30, 1864	1,369 24 $\frac{1}{2}$
Total		77,175 30 $\frac{3}{4}$

E. SELLS, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE TREASURY DEPARTMENT, *October 31, 1864.*

No. 37.

Amounts reported as due the steamers of the German Lloyd line, being the sea postages for the fiscal year ended June 30, 1864.

Steamers.	Trips.	Amounts.
America.....	Outward trip... Aug. 15, 1863.....	\$291 81
Bremen.....	Round trip.... Aug. 17 and Aug. 28, 1863	3, 273 74 $\frac{1}{2}$
Hansa.	do..... Sept. 15 and Sept. 25, 1863	2, 534 30 $\frac{1}{4}$
America.....	do..... Sept. 28 and Oct. 10, 1863	2, 538 32 $\frac{3}{4}$
Bremen.....	do..... Oct. 13 and Oct. 24, 1863	2, 588 92 $\frac{1}{2}$
Hansa.	do..... Nov. 14 and Nov. 21, 1863	2, 838 76 $\frac{1}{2}$
America.....	do..... Nov. 23 and Dec. 5, 1863	2, 418 26 $\frac{1}{4}$
Bremen.....	do..... Dec. 11 and Dec. 19, 1863	2, 477 09 $\frac{1}{2}$
New York.....	do..... Jan. 12 and Jan. 16, 1864	2, 094 67 $\frac{1}{4}$
America.....	do..... Feb. 3 and Feb. 13, 1864	3, 206 74 $\frac{3}{4}$
Bremen.....	do..... Mar. 1 and Mar. 12, 1864	3, 409 70 $\frac{1}{2}$
Hansa.....	Outward trip... Mar. 26, 1864.....	2, 225 30
America.....	Round trip.... Mar. 27 and April 9, 1864	3, 856 01 $\frac{1}{4}$
Bremen.....	do..... Apr. 27 and May 7, 1864	3, 833 47 $\frac{3}{4}$
Hansa.....	do..... May 10 and May 21, 1864	3, 455 16
America.....	do..... May 22 and June 4, 1864	3, 538 42 $\frac{3}{4}$
Hansa.....	Inward trip... June 23, 1864.....	1, 568 98
Total.....		46, 149 61 $\frac{1}{2}$

E. SELLS, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE POST OFFICE DEPARTMENT, *October 31, 1864.*

No. 38.

Amounts reported as due the steamers of the Hamburg line, being the sea postages for the fiscal year ended June 30, 1864.

Steamers.	Trips	Amounts.
Borussia	Outward trip . . . July 24, 1863	\$122 34
Saxonia	Round trip . . . Aug. 16 and Aug. 21, 1863	3, 132 68½
Germania	do Sept. 6 and Sept. 26, 1863	3, 447 07¾
Saxonia	do Oct. 6 and Oct. 16, 1863	3, 430 63½
Germania	do Nov. 2 and Nov. 14, 1863	3, 615 47½
Saxonia	do Dec. 6 and Dec. 12, 1863	3, 465 76¼
Hammonia	do Dec. 29, '63, and Jan. 9, '64	3, 917 96¼
Germania	do Jan. 30 and Feb. 5, 1864	3, 884 25¼
Hammonia	do Feb. 26 and Mar. 14, 1864	3, 701 92¼
Germania	do Mar. 24 and April 4, 1864	3, 734 86½
Saxonia	do April 19 and April 30, 1864	4, 374 01¼
Germania	do May 18 and May 28, 1864	4, 516 68½
Saxonia	do June 14 and June 25, 1864	4, 157 51¼
Total		45, 501 18¾

E. SELLS, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1864.*

No. 39.

Amounts reported as due the steamers of the Miscellaneous line, being the sea postages for the fiscal year ended June 30, 1864.

Steamers.	Trips.	Amounts.
City of Baltimore.	Round trip July 1 and July 10, 1863	\$6, 117 84¼
City of Manchester	Outward trip . . . July 3, 1863	566 56
City of Washington	Round trip July 6 and July 18, 1863	5, 435 34
Edinburgh	do July 16 and July 24, 1863	2, 244 16
City of London	do July 20 and July 31, 1863	2, 015 86
City of New York	do July 26 and Aug. 7, 1863	5, 600 66½
City of Manchester	do Aug. 4 and Aug. 14, 1863	1, 916 27
Glasgow	do Aug. 12 and Aug. 21, 1863	2, 054 18
City of Washington	do Aug. 18 and Aug. 28, 1863	2, 333 21
City of Baltimore	do Aug. 25 and Sept. 12, 1863	5, 863 22¾
City of London	do Sept. 1 and Sept. 5, 1863	5, 017 55¼
City of New York	do Sept. 7 and Sept. 19, 1863	2, 174 93
City of Manchester	Inward trip . . . Sept. 16, 1863	1, 143 74
Etna	Round trip . . . Sept. 22 and Sept. 26, 1863	3, 607 56¼
City of Washington	do Sept. 30 and Oct. 3, 1863	3, 922 26
City of London	do Oct. 5 and Oct. 17, 1863	2, 197 45

Amounts reported as due the steamers of the Miscellaneous line—Continued.

Steamers.	Trips.	Amounts.
City of Manchester	Outward trip..Oct. 10, 1863.....	\$732 16
City of Baltimore.	Round trip . . . Oct. 12 and Oct. 24, 1863	2, 017 00
City of New York.	....do.....Oct. 19 and Oct. 31, 1863	5, 694 99½
Etna.....	....do.....Oct. 27 and Nov. 7, 1863	4, 784 27¾
City of Washington	....do.....Nov. 2 and Nov. 14, 1863	2, 159 66
Edinburgh.....	....do.....Nov. 15 and Nov. 21, 1863	2, 266 09
City of London...	....do.....Nov. 16 and Nov. 28, 1863	5, 538 88¾
City of Baltimore.	....do.....Nov. 24 and Dec. 4, 1863	3, 199 09½
City of New York.	....do.....Dec. 1 and Dec. 12, 1863	2, 392 98
Etna.....	....do.....Dec. 10 and Dec. 18, 1863	2, 142 74
City of Washington	....do.....Dec. 18 and Dec. 26, 1863	5, 511 98½
Edinburgh.....	....do.....Dec. 24, '63, and Jan. 2, '64	4, 067 77¼
City of Manchester	....do.....Dec. 29, '63, and Jan. 9, '64	2, 168 22
City of Baltimore.	....do.....Jan. 7 and Jan. 16, 1864	2, 167 98¾
City of London...	....do.....Jan. 14 and Jan. 23, 1864	7, 067 69¾
Etna.....	....do.....Jan. 24 and Jan. 30, 1864	5, 100 66½
City of New York.	....do.....Jan. 28 and Feb. 6, 1864	3, 006 00
Edinburgh.....	....do.....Feb. 6 and Feb. 13, 1864	2, 374 56
City of Washington	....do.....Feb. 11 and Feb. 20, 1864	6, 979 00
City of Manchester	....do.....Feb. 19 and Feb. 27, 1864	7, 535 37¼
City of London...	....do.....Feb. 24 and Mar. 5, 1864	3, 151 15
Etna.....	....do.....Mar. 2 and Mar. 12, 1864	2, 837 17½
City of New York.	....do.....Mar. 7 and Mar. 19, 1864	7, 118 94
Edinburgh.....	....do.....Mar. 17 and Mar. 26, 1864	4, 425 96½
City of Washington	....do.....Mar. 23 and Apr. 2, 1864	2, 599 69
City of Manchester	....do.....Mar. 28 and Apr. 9, 1864	2, 171 05
City of London...	....do.....Apr. 4 and Apr. 16, 1864	6, 830 07¼
Etna.....	....do.....Apr. 13 and Apr. 23, 1864	6, 238 69½
Kangaroo.....	Inward trip...Apr. 21, 1864.....	1, 605 10
City of Baltimore.	Round trip . . . Apr. 27 and Apr. 30, 1864	2, 264 16
City of Washington	....do.....May 2 and May 14, 1864	6, 206 37½
Edinburgh.....	Outward trip..May 7, 1864.....	787 84
City of Manchester	Round trip . . . May 11 and May 21, 1864	2, 503 60
City of London...	....do.....May 16 and May 28, 1864	2, 850 02
Glasgow.....	Inward trip...May 25, 1864.....	1, 425 09
City of Baltimore.	Round trip . . . May 30 and June 4, 1864	4, 018 52¼
Etna.....	....do.....June 6 and June 11, 1864	6, 420 80½
City of Washington	....do.....June 15 and June 25, 1864	2, 352 63
Edinburgh.....	Outward trip..June 18, 1864.....	3, 159 86
City of Manchester	Inward trip...June 26, 1864.....	1, 323 89
City of London...	Inward trip...June 28, 1864.....	3, 504 86
Total.....	.....	202, 914 34

E. SELLS, Auditor.

No. 40.

Amounts reported as due the steamers of the West India line for the fiscal year ended June 30, 1864.

Steamers.	Trips.	Amounts.
TO AND FROM NEW YORK.		
Roanoke	Round trip . . . July 5 and July 11, 1863	\$1, 378 33
Plantagenet	do July 14 and July 21, 1863	171 85
Evening Star	Inward trip . . . July 15, 1863	101 92
Eagle	Outward trip . . . July 22, 1863	643 49
Roanoke	Round trip . . . July 31 and Aug. 29, 1863	1, 028 23
Eagle	Outward trip . . . Aug. 5, 1863	602 82
Plantagenet	Round trip . . . Aug. 14 and Aug. 21, 1863	168 14
Eagle	Outward trip . . . Sept. 2, 1863	264 00
Tubal Cain	do Sept. 12, 1863	56 07
Corsica	do Sept. 12, 1863	291 74½
Roanoke	Round trip . . . Sept. 14 and Sept. 19, 1863	956 45
Plantagenet	Inward trip . . . Sept. 15, 1863	83 44
Eagle	Round trip . . . Sept. 16 and Sept. 24, 1863	810 01
Creole	Inward trip . . . Sept. 29, 1863	226 66
Corsica	Round trip . . . Oct. 2 and Oct. 12, 1863	205 10
Roanoke	do Oct. 5 and Oct. 10, 1863	707 59
Creole	do Oct. 6 and Oct. 21, 1863	1, 133 21½
Eagle	do Oct. 7 and Oct. 14, 1863	579 96½
Saladin	do Oct. 16 and Oct. 20, 1863	146 93
Evening Star	Outward trip . . . Oct. 17, 1863	125 00
Columbia	do Oct. 24, 1863	474 23¾
Morning Star	Round trip . . . Oct. 25 and Oct. 31, 1863	156 44
Roanoke	do Oct. 27 and Nov. 2, 1863	400 86
Melville	Outward trip . . . Oct. 29, 1863	125 00
Eagle	Round trip . . . Oct. 30 and Nov. 4, 1863	665 89½
Corsica	do Oct. 31 and Nov. 9, 1863	111 93
Tubal Cain	do Nov. 6 and Nov. 17, 1863	78 33
Evening Star	do Nov. 7 and Nov. 14, 1863	250 00
Columbia	do Nov. 15 and Nov. 19, 1863	721 27
Saladin	do Nov. 16 and Nov. 20, 1863	167 16
Roanoke	do Nov. 18 and Nov. 21, 1863	388 57½
Eagle	do Nov. 18 and Nov. 25, 1863	587 30
Morning Star	do Nov. 20 and Nov. 28, 1863	250 00
Corsica	do Nov. 27 and Dec. 7, 1863	324 85
Evening Star	do Dec. 6 and Dec. 12, 1863	250 00
Roanoke	Inward trip . . . Dec. 9, 1863	231 66
Eagle	Round trip . . . Dec. 11 and Dec. 16, 1863	591 80
Saladin	do Dec. 16 and Dec. 22, 1863	183 26
Morning Star	do Dec. 20 and Dec. 26, 1863	250 00
Corsica	do Dec. 26, '63, and Jan. 4, '64	167 46
Roanoke	Inward trip . . . Dec. 29, 1863	265 34
Tubal Cain	do Dec. 29, 1863	58 59
Oriole	Outward trip . . . Dec. 31, 1863	125 00
Eagle	Round trip . . . Dec. 29, '63, and Jan. 6, '64	797 32
Columbia	Outward trip . . . Dec. 19, 1863	269 29¾
Columbia	Round trip . . . Jan. 10 and Jan. 16, 1864	834 11

Amounts reported, as due the steamers of the West India line—Continued.

Steamers.	Trips.	Amounts.
TO AND FROM NEW YORK.		
Evening Star	Round trip Jan. 3 and Jan. 9, 1864	\$250 00
Roanoke	Outward trip Jan. 12, 1864	260 92
Havana	do Jan. 20, 1864	125 00
Morning Star	Round trip Jan. 20 and Jan. 24, 1864	250 00
Eagle	do Jan. 20 and Jan. 27, 1864	825 83
Corsica	do Jan. 22 and Feb. 1, 1864	254 11
Saladin	do Jan. 23 and Feb. 5, 1864	185 43
Roanoke	do Jan. 28 and Feb. 3, 1864	645 39½
Evening Star	do Jan. 30 and Feb. 6, 1864	250 00
Matanzas	Outward trip Feb. 10, 1864	125 00
Columoia	Round trip Feb. 6 and Feb. 13, 1864	673 35¾
Eagle	do Feb. 10 and Feb. 17, 1864	842 10¼
Morning Star	do Feb. 15 and Feb. 20, 1864	250 00
Roanoke	do Feb. 19 and Feb. 24, 1864	685 29
Havana	do Feb. 19 and Feb. 25, 1864	250 00
Corsica	do Feb. 20 and Feb. 29, 1864	177 32
Evening Star	do Feb. 26 and March 6, 1864	250 00
Eagle	do Mar. 2 and Mar. 9, 1864	1 015 84
Matanzas	do Mar. 4 and Mar. 10, 1864	250 00
Columbia	do Mar. 6 and Mar. 12, 1864	416 42
Roanoke	do Mar. 10 and Mar. 23, 1864	697 92
Morning Star	do Mar. 13 and Mar. 19, 1864	250 00
Saladin	do Mar. 15 and Mar. 21, 1864	175 77
Corsica	do Mar. 18 and Mar. 27, 1864	109 80
Havana	do Mar. 19 and Mar. 25, 1864	250 00
Eagle	do Mar. 25 and Mar. 31, 1864	928 63¾
Evening Star	do Mar. 26 and Apr. 2, 1864	250 00
Matanzas	do Apr. 2 and Apr. 11, 1864	250 00
Columbia	do Apr. 4 and Apr. 9, 1864	495 05¼
Roanoke	Inward trip Apr. 10, 1864	456 76
Morning Star	Round trip Apr. 10 and Apr. 16, 1864	250 00
Eagle	do Apr. 13 and Apr. 20, 1864	891 74
Corsica	do Apr. 15 and Apr. 23, 1864	139 30
Havana	do Apr. 18 and Apr. 25, 1864	250 00
Evening Star	do Apr. 23 and Apr. 30, 1864	250 00
Columbia	Inward trip May 1, 1864	456 38
Eagle	Round trip May 4 and May 11, 1864	1,208 01¾
Matanzas	Inward trip May 4, 1864	125 00
Morning Star	Inward trip May 8, 1864	125 00
Corsica	Round trip May 13 and May 21, 1864	382 69½
Eagle	do May 25 and June 1, 1864	1,832 46½
Evening Star	Inward trip May 27, 1864	125 00
Havana	Round trip May 30 and June 8, 1864	250 00
Morning Star	Inward trip June 4, 1864	125 00
Corsica	Round trip June 10 and June 18, 1864	381 96
Eagle	do June 16 and June 22, 1864	985 90
Havana	do June 23 and June 29, 1864	250 00
Liberty	Outward trip June 28, 1864	315 78

Amounts reported as due the steamers of the West India line—Continued.

Steamers.	Trips.	Amounts.
TO AND FROM NEW ORLEANS.		
Columbia	Outward trip...Jan. 3, 1864.....	\$22 15
Morning Star.....	Round trip....Jan. 5 and Jan. 12, 1864	79 23
Evening Star.....	do.....Jan. 17 and Jan. 24, 1864	107 47
Columbia	do.....Jan. 25 and Jan. 30, 1864	54 21
Havana	do.....Jan. 30 and Feb. 9, 1864	20 78
Morning Star.....	do.....Feb. 3 and Feb. 7, 1864	105 55
Evening Star.....	do.....Feb. 15 and Feb. 20, 1864	117 83
Matanzas	do.....Feb. 20 and Feb. 25, 1864	33 65
Columbia	do.....Feb. 22 and Feb. 27, 1864	44 94
Morning Star.....	do.....Feb. 29 and Mar. 6, 1864	106 23
Havana	do.....Mar. 5 and Mar. 11, 1864	82 20
Evening Star.....	do.....Mar. 13 and Mar. 19, 1864	143 14
Matanzas	Inward trip...Mar. 19, 1864	36 20
Columbia	Round trip....Mar. 20 and Mar. 26, 1864	62 66
Morning Star.....	do.....Mar. 29 and Apr. 2, 1864	126 18
Havana	do.....Apr. 7 and Apr. 10, 1864	77 08
Evening Star.....	do.....Apr. 11 and Apr. 16, 1864	97 50
Columbia	do.....Apr. 18 and Apr. 23, 1864	61 60
Matanzas	Inward trip...Apr. 21, 1864	36 50
Morning Star.....	do.....Apr. 25, 1864	79 80
Havana	Round trip....May 7 and May 21, 1864	101 40
Evening Star.....	do.....May 10 and May 19, 1864	75 10
Morning Star.....	Outward trip..May 28, 1864	20 00
Matanzas	do.....June 25, 1864.....	48 80
Total.....	.....	40,337 03½

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

No. 41.

Amounts reported as due the steamers of the South Pacific line for the fiscal year ended June 30, 1864.

Steamers.	Trips.	Amounts.
TO AND FROM NEW YORK.		
Champion	Outward trip..July 3, 1863	\$159 92
Northern Light. . .	Round trip July 5 and July 13, 1863	300 07
Ocean Queen.	do July 16 and July 23, 1863	395 90
Champion	do July 26 and Aug. 3, 1863	215 49
Northern Light. . .	do Aug. 5 and Aug. 13, 1863	296 71
Ocean Queen.	do Aug. 13 and Aug. 24, 1863	317 49
Northern Light. . .	Inward trip Aug. 26, 1863	161 52
North Star.	Outward trip Sept. 3, 1863	163 80
Champion	Round trip Sept. 6 and Sept. 14, 1863	332 74
Ocean Queen.	do Sept. 14 and Sept. 23, 1863	366 15
North Star.	do Sept. 26 and Oct. 3, 1863	251 99
Champion	Inward trip Oct. 7, 1863	160 96
Ariel.	Outward trip Oct. 13, 1863	185 96
Ocean Queen.	Round trip Oct. 15 and Oct. 23, 1863	391 73
North Star.	do Oct. 26 and Nov. 3, 1863	223 88
Ariel	do Nov. 5 and Nov. 13, 1863	311 47
Champion	do Nov. 16 and Nov. 23, 1863	379 00
North Star.	do Nov. 23 and Dec. 3, 1863	274 47
Ariel.	Outward trip Dec. 12, 1863	140 54
Ocean Queen.	Inward trip Dec. 14, 1863	148 45
Champion	Round trip Dec. 17 and Dec. 23, 1863	340 27
North Star.	do Dec. 28, '63, and Jan. 4, '64	302 38
Ocean Queen.	do Jan. 5 and Jan. 13, 1864	373 78
Ariel	do Jan. 17 and Jan. 23, 1864	416 81
Champion	do Jan. 28 and Feb. 3, 1864	249 97
Ocean Queen.	do Feb. 6 and Feb. 13, 1864	384 62
Ariel.	do Feb. 15 and Feb. 23, 1864	312 13
Champion	do Feb. 28 and Mar. 3, 1864	210 76
Ocean Queen.	do Mar. 6 and Mar. 14, 1864	332 14
Ariel.	do Mar. 15 and Mar. 23, 1864	353 48
Champion	do Mar. 27 and Apr. 4, 1864	263 54
Ocean Queen.	do Apr. 6 and Apr. 13, 1864	322 46
Ariel	do Apr. 14 and Apr. 23, 1864	370 58
Champion	do Apr. 28 and May 3, 1864	258 02
Ocean Queen.	do May 5 and May 13, 1864	338 91
Ariel	do May 16 and May 23, 1864	353 20
Champion	do May 27 and June 3, 1864	298 15
Ocean Queen.	do June 5 and June 13, 1864	410 75
Northern Light. . .	do June 14 and June 23, 1864	325 40
Ariel.	Inward trip June 26, 1864	96 44
TO AND FROM SAN FRANCISCO.		
Golden Age.	Outward trip July 3, 1863	38 76
St. Louis.	Round trip July 9 and July 13, 1863	48 84
Constitution	do July 18 and July 23, 1863	72 60

Amounts as reported due the South Pacific line—Continued.

Steamers.	Trips.	Amounts.
TO AND FROM SAN FRANCISCO.		
Orizaba	Round trip... July 30 and Aug. 3, 1863	\$82 06
Golden Age	do..... Aug. 7 and Aug. 13, 1863	58 06
St. Louis	do..... Aug. 17 and Aug. 12, 1863	56 60
Constitution	do..... Aug. 28 and Sept. 4, 1863	86 54
Orizaba	do..... Sept. 8 and Sept. 12, 1863	62 44
Golden Age	do..... Sept. 18 and Sept. 23, 1863	71 20
St. Louis	do..... Sept. 28 and Oct. 3, 1863	77 10
Constitution	do..... Oct. 11 and Oct. 14, 1863	103 30
Orizaba	Inward trip... Oct. 21, 1863	29 26
Sonora	Outward trip.. Oct. 23, 1863	41 94
Golden Age	Round trip... Oct. 27 and Nov. 3, 1863	74 40
St. Louis	do..... Nov. 8 and Nov. 13, 1863	92 78
Constitution	do..... Nov. 16 and Nov. 23, 1863	59 20
Golden City	Inward trip... Nov. 27, 1863	45 14
Orizaba	Outward trip.. Dec. 3, 1863	31 18
Golden Age	Inward trip... Dec. 9, 1863	48 44
Golden City	Outward trip.. Dec. 12, 1863	39 94
St. Louis	Round trip... Dec. 20 and Dec. 23, 1863	67 12
Constitution	Inward trip... Dec. 27, 1863	47 28
Golden Age	Outward trip.. Jan. 4, 1864	51 26
Orizaba	Round trip... Jan. 10 and Jan. 13, 1864	77 72
Golden City	do..... Jan. 17 and Jan. 23, 1864	68 66
St. Louis	do..... Jan. 31 and Feb. 3, 1864	34 80
Golden Age	Inward trip... Feb. 8, 1864	53 20
Constitution	Outward trip.. Feb. 13, 1864	42 54
Orizaba	Inward trip... Feb. 18, 1864	17 38
Golden Age	Outward trip.. Feb. 22, 1864	39 76
Golden City	Round trip... Feb. 29 and Mar. 3, 1864	79 94
St. Louis	Inward trip... Mar. 11, 1864	36 12
Orizaba	Outward trip.. Mar. 12, 1864	28 76
Constitution	Round trip... Mar. 18 and Mar. 23, 1864	90 44
Golden Age	do..... Mar. 29 and Apr. 2, 1864	79 18
Golden City	do..... Apr. 9 and Apr. 13, 1864	59 54
Orizaba	Inward trip... Apr. 17, 1864	8 58
St. Louis	Outward trip.. Apr. 23, 1864	37 54
Constitution	Round trip... Apr. 30 and May 4, 1864	86 56
Golden Age	do..... May 7 and May 13, 1864	65 70
Golden City	do..... May 17 and May 23, 1864	48 18
St. Louis	do..... May 29 and June 3, 1864	93 34
Constitution	do..... June 8 and June 13, 1864	114 34
Uncle Sam	Outward trip.. June 23, 1864	38 42
Golden Age. } Golden City. }	Inward trip... June 29, 1864	50 34
Total .....	.....	\$14,208 51

E. SELLS, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1864.

MAP
of the
PUBLIC LAND STATES
and
TERRITORIES

constructed from
The Public Surveys and other official sources
in the
GENERAL LAND OFFICE

Drawn by J. H. BROWN, Principal Draftsman

T. PRAGER, Assistant

1864

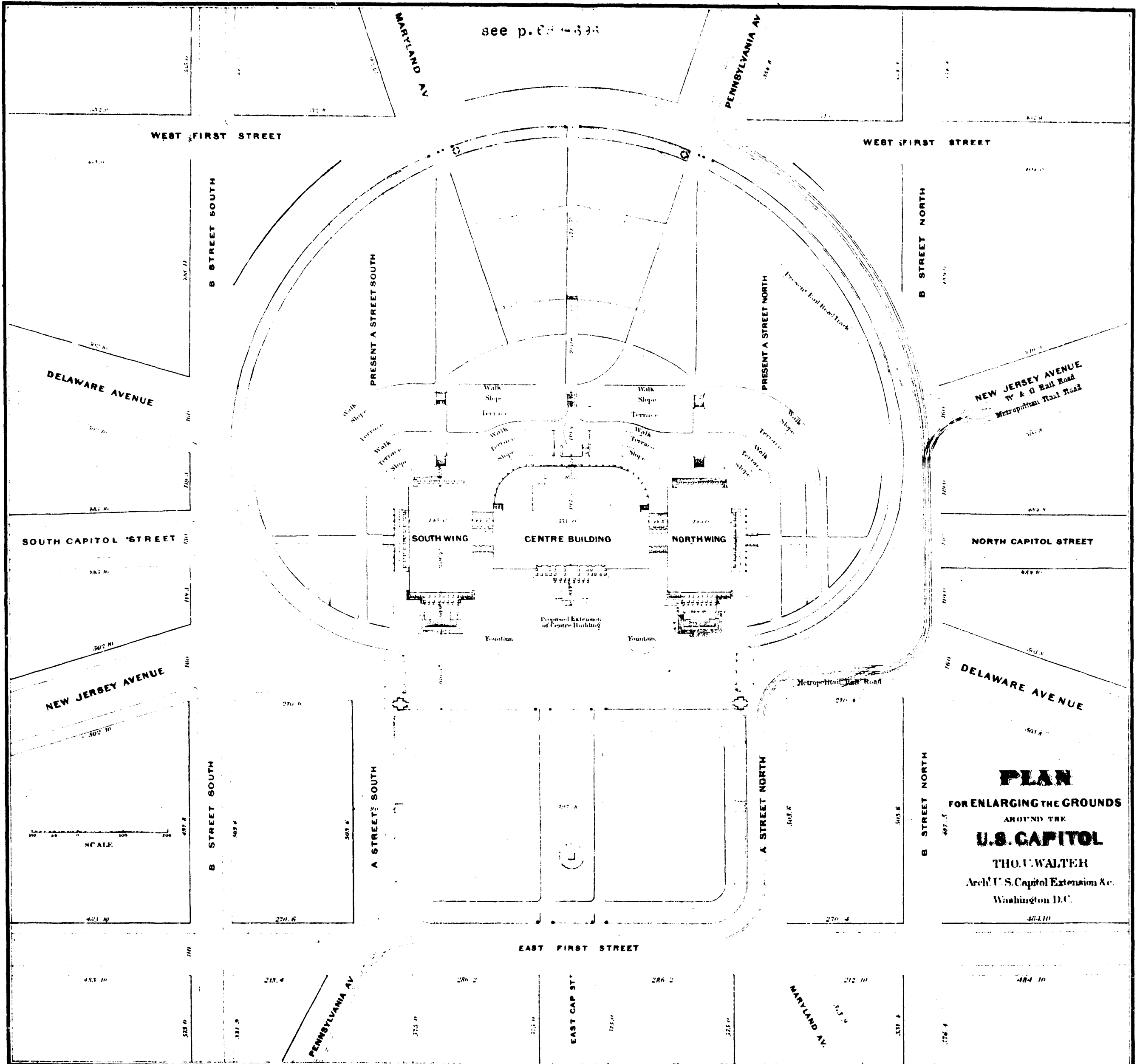
Scale of Miles

Explanations.

The township lines show how far the public surveys have progressed in the several land States and Territories.
Townships west of the limits of the surveys marked with T's and all townships eastward which the section lines are shown, whether marked with the cross or not are subdivided.
Townships not subdivided are designated by T's.
The 4th line indicates range of surveys.
The lines have generally been laid out in accordance with the public surveys to the sale of sections and in accordance with the section lines upon a rectangular system.
Although the township lines of the surveys are not shown over the whole of the States of Missouri, Arkansas, Louisiana and Florida, large portions of these States are covered with section private claims. The same is not the case in Alabama and some of the other States.

Longitude West 102 from Greenwich

see p. 64-65



see p. 637-713

