

REPORT

OF

THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,

November 26, 1866.

SIR: The revenues of this department for the year ending June 30, 1866, were \$14,386,986 21, and the expenditures \$15,352,079 30, showing an excess of the latter of \$965,093 09. Anticipating this deficiency, a special appropriation was made by act of Congress approved July 28, 1866.

The decrease of revenue compared with the previous year was $1\frac{1}{2}$ per cent., and the increase of expenditures 12 per cent. Including the standing appropriation for free mail matter, \$700,000, as a legitimate portion of the revenues yet remaining unexpended, the actual deficiency for the past year is only \$265,093 09—within \$51,141 of amount estimated in the annual report of 1864.

That portion of the revenues accumulated in depository and draft offices, under the supervision of the “finance office” of this department, was \$6,751,655 39; collected by the Auditor, \$2,641,074 38; and retained by postmasters for salaries and office expenses, \$4,994,256 44.

The estimated expenditures for the year ending June 30, 1868,

are		\$17, 583, 000
The revenues, estimated at 5 per cent. over last		
year.....	\$15, 106, 335	
Appropriation for free matter.....	700, 000	
	—————	15, 806, 335
Excess of expenditures		1, 776, 665

For this deficiency no special appropriation will be required. The standing appropriations for free matter, unexpended for several years, are deemed sufficient. The following amounts will, however, be required from any money in the treasury not otherwise appropriated, viz:

For overland mail transportation between Atchison and Folsom, and		
for marine mail transportation between New York and California.	\$900, 000	
For steamship service between San Francisco, Japan, and China,		
for one year from July 1, 1867.....	500, 000	
For steamship service between the United States and Brazil, for the		
same period	150, 000	
	—————	1, 550, 000
		1, 550, 000

(See Appendix.)

For detailed information as to the finances of the department, reference is made to the full and satisfactory report of the Auditor, hereto appended.

The number of postage stamps issued during the year was 347,734,325, representing \$10,816,661; stamped envelopes 30,386,200, representing \$921,500 50; stamped envelopes bearing printed cards and requests 7,683,525, representing \$230,006 75; stamped wrappers 1,025,000, representing \$20,500; making in all \$11,988,668 25; a decrease of \$858,769 25, as compared with the previous year.

The aggregate of stamped envelopes and stamped wrappers issued during the year ended June 30, 1866, was 39,094,725, representing \$1,172,007 25; an increase of 12,888,550, representing \$424,557 25, or nearly 50 per cent.; being largely in excess of issues during any previous year since the introduction of stamped envelopes.

The sale of stamps, envelopes, &c., during the past year amounted to \$12,204,729 54, or \$216,061 29 more than the issues; showing the absorption to that extent of the stock remaining unsold in the hands of postmasters, which amounted on the 1st of July, 1865, to \$447,710. (See Appendix.)

The issues of postage stamps and stamped envelopes during the current fiscal year, from 1st of July to 1st November, are \$360,765 in excess of the issues for the corresponding period of last year, being at the rate of more than one million of dollars per annum.

The increased demand since 1st July for envelopes with printed cards and requests for returning direct to the sender, if not promptly delivered to the address, is very notable, being about 66 $\frac{2}{3}$ per cent. The general use of such envelopes will tend largely to reduce the number of dead letters.

During the year, sixty-six cases of claims, on account of robberies by armed forces, involving an amount of \$4,226 06, have been acted upon. Fifty-seven of these claims, amounting to \$3,852 04, have been allowed under the provisions of the acts approved April 29, 1864, and March 3, 1865, and nine, amounting to \$374 02, have been rejected as not coming within the provisions of the law.

CONTRACTS.

There were in the service of the department on the 30th June, 1866, 6,069 contractors for the transportation of the mails.

Of mail routes in operation there were 6,930; aggregate length 180,921 miles; aggregate annual transportation 71,837,914 miles; aggregate annual cost \$7,630,474; including the compensation of route agents, local agents, mail messengers, postal railway clerks, and baggage-masters in charge of mails, viz., \$779,710, the aggregate annual cost was \$8,410,184. This service was divided as follows:

Railroad routes: length 32,092 miles; annual transportation 30,609,467 miles; annual cost \$3,391,592, about 11 cents per mile.

Steamboat routes: length 14,346 miles; annual transportation 3,411,962 miles; annual cost \$440,844, about 13 cents per mile.

Celerity, &c.: routes' length 134,483 miles; annual transportation 37,816,485 miles; annual cost \$3,798,038, about 10 cents per mile.

The length of routes was increased over the preceding year 38,581 miles; the annual transportation, 13,724,420 miles; and the cost, \$1,393,590, the increase arising principally from the restoration of service in the southern States.

A table herewith annexed shows the rate of pay per annum for mail transportation in operation in late insurgent States on the 30th June, 1866, \$1,170,529, compared with the amount due for service actually rendered in those States in the year ending with that date, \$769,218; the difference, \$401,311, resulting from the fact that much of the service was in operation only part of the year. The net postal receipts from those States for the same period being \$693,835, the liabilities (without including the compensation of route agents, local agents, and mail messengers) exceed the receipts by \$75,383.

A table is annexed showing the mail service in operation in these States September 30, 1866, compared with the condition of the service in the same States, November 1, 1865, the date to which the statements on this subject were made up in the last annual report. From this table it will be seen that there are in operation in the States enumerated ninety railroad routes, with an aggregate length of $8,170\frac{3}{4}$ miles, at a cost of \$587,581 per annum; twenty-six steamboat routes, with an aggregate length of 5,557 miles, at a cost of \$195,565 per annum; and 1,137 "star service" routes, (celerity, &c.,) with an aggregate length of $46,442\frac{3}{4}$ miles, at a cost of \$1,062,477 $\frac{54}{100}$ per annum; making the whole service now in operation in these States, of all grades, 1,253 routes, with an aggregate length of $60,170\frac{1}{2}$ miles, at a cost of \$1,845,623 $\frac{54}{100}$ per annum. Compared with the service in operation on the 1st November, 1865, viz., seventy-one railroad routes, with an aggregate length of $6,242\frac{2}{10}$ miles, at a cost of \$437,257 per annum; twelve steamboat routes, with an aggregate length of $3,869\frac{1}{2}$ miles, at a cost of \$93,260 per annum; and 154 "star service" routes, with an aggregate length of $8,186\frac{1}{4}$ miles, at a cost of \$177,743 per annum, there appears an increase of nineteen routes, $1,928\frac{55}{100}$ miles, and \$150,324 annual cost of railroad service; fourteen routes, $2,971\frac{1}{2}$ miles, and \$102,305 annual cost of steamboat service; and 983 routes, $38,256\frac{1}{2}$ miles, and \$884,734 $\frac{54}{100}$ annual cost of "star service;" making a total increase of 1,016 routes, $41,872\frac{55}{100}$ miles, and \$1,137,363 $\frac{54}{100}$ annual cost.

Another table is annexed showing the number, termini, and length of southern railroad routes not in operation September 30, 1866; the number being only fourteen, and the aggregate length $696\frac{12}{100}$ miles. Comparing this with ninety routes in operation, having an aggregate length of $8,170\frac{3}{4}$ miles, shows a remarkable progress in the resuscitation of the railroad system of the South. There being two thousand two hundred and fifty routes in all the States enumerated, these statements show more than half the whole number to be in operation, comprising nearly nine-tenths of the railroad routes. All the routes in these States were duly advertised to be let to contract; a part from 1st January, 1866, and the residue from 1st July, 1866; but on a large number of them no proposals were received under the advertisement, and on many others the bids were extravagantly high. In the latter case, offers of the highest admissible rates were submitted by the department to the lowest bidders

and in some instances negotiations were opened through special agents, postmasters, and leading citizens. By all these means combined, the amount of service here stated has been obtained.

The existing contracts in all the States named, except Tennessee, will expire on the 30th June, 1867. New advertisements, inviting proposals for four years' service from 1st July, 1867, are now being issued, under which it is hoped all routes of real utility in the whole section will be let.

By a recent order of the department, the overland mail route to California, of which Atchison, Kansas, had been the initial point, has been changed so as to have two points of departure—one from Junction City, Kansas, on the Union Pacific railroad route, (eastern division,) running from Wyandotte, Kansas; and the other from Fort Kearney, Nebraska, on the Union Pacific railroad route, running from Omaha City, Nebraska. The lines from these two points meet at Denver City, in Colorado Territory.

The Junction City road connects at Wyandotte with the Pacific railway from St. Louis, Mo., making a continuous railway connection with the eastern cities. By this route the stage travel is diminished one hundred and sixty-eight miles, and the time occupied in the transit should be proportionally reduced. The mails to and from California, which before were sent via Chicago and St. Joseph, were consequently ordered, on the 15th of August last, to be sent via St. Louis, Wyandotte, and Junction City. The reports so far received of the actual running of the mails since the change took effect do not show the average diminution of time in the performance of the through trip which the department was led to expect, though the capacity of the route for superior expedition is proved by the fact, that in one or two instances the mails have been received at New York in nineteen days from San Francisco, a day less than the shortest time ever made previous to the change. Subsequently, however, the extension of the Chicago and Northwestern railway to Omaha City, which is necessary to form a continuous line by rail to Fort Kearney, has become so nearly completed, that, on the 13th of November instant, orders were issued to forward via Chicago, Omaha City, and Fort Kearney, all mails destined for the overland route from the distributing offices at Portland, Boston, Hartford, Albany, New York, Philadelphia, Pittsburg, Buffalo, Cleveland, and Detroit—the expectation being that mails from that portion of the country represented by these distributing offices will find their quickest transit by the northern route.

The preparation of post-route maps for publication has been continued by the topographer, and is well advanced. Two sheets, exhibiting the post offices and mail service of the New England States, are in the hands of the engraver, and will be ready for distribution and sale early this winter.

The amount of fines imposed and deductions made from the pay of contractors for failures and other delinquencies during the year was \$62,956 48, and the amount remitted for the same period was \$6,654 39, leaving the net amount of fines and deductions \$56,302 09.

A table is annexed, showing the number, description, and cost of mail bags, locks, and keys purchased during the year; the amount expended for mail bags of all kinds being \$53,627 50. This, compared with the expenditure of the preceding year, (\$91,715 86,) shows a curtailment of \$38,088 36.

FOREIGN MAIL SERVICE.

The aggregate amount of postage, sea, inland, and foreign, upon the correspondence exchanged with foreign countries, was \$2,289,219 30, being an increase of \$469,290 70, as compared with the previous year. Of this amount \$1,840,800 92 accrued upon the mails exchanged with Great Britain, France, Prussia, Bremen, Hamburg, and Belgium; \$328,341 33 on mails exchanged with the British North American Provinces, and \$120,077 05 on the correspondence transmitted to and from the West Indies, Mexico, Central and South America.

The transatlantic mail steamship lines employed in the service of foreign governments conveyed mails, the postages on which amounted to \$975,109 23; and those employed in the service of this department conveyed mails, the postages on which amounted to \$865,691 69.

The United States' portion of the postages upon the correspondence exchanged with Great Britain and the continent of Europe amounted to \$775,647 59; with the British North American Provinces, \$188,883 53; with the West Indies, Mexico, Central and South America, \$120,077 05.

The number of letters exchanged in the mails with foreign countries was 9,430,546; of which 4,886,916 were sent from, and 4,543,630 received in the United States. Of this number 8,564,847 were exchanged with European countries, an increase of 1,851,330 over the number exchanged in 1865.

The number of newspapers sent to foreign countries was 2,804,442, and the number received from foreign countries 1,381,724, making a total of 4,186,166. Of this number 3,828,135 were exchanged with Europe, being an increase of 29,157 on the number in 1865.

The increased correspondence with foreign countries, particularly with the continent of Europe, during the year is unprecedented, amounting to more than twenty-five per cent. as compared with the previous year.

The cost of transatlantic mail service performed by steamships employed by this department, under the provisions of the existing law, which allows the sea and inland postage to American and the sea postage only to foreign steamers, was \$525,307 46.

The cost of ocean transportation of mails to and from the West Indies, by steamers receiving different rates of compensation within the limit of the postages, was \$57,871 69, being \$20,742 32 less than the amount of United States postages upon the mails conveyed.

The amount paid for sea and isthmus transportation of the mails exchanged with Central and South America, via Panama, was \$17,377 45.

The excess of postage collected in the United States upon the correspondence exchanged with Great Britain and the continent of Europe was \$500,627 76; causing balances against the United States on settlement of the international postage accounts, amounting in the aggregate to \$278,714 19. For full particulars of the operations of the foreign service reference is made to the Appendix, and to the report of the Auditor annexed hereto.

A liberal postal convention has been concluded with the kingdom of Italy, which adopts the leading reforms in international postal intercourse, recommended by the postal conference held at Paris in May, 1863. It was nego-

tiated and signed at Turin on the 8th of July, 1863, and the ratifications thereof were formally exchanged at Florence on the 14th of June, 1866. This convention, a copy of which is annexed, will be carried into execution as soon as notice is received from the post department of Italy of the route or routes of transit by which the exchange of correspondence in closed bags can be effected.

Notice was given by the British government, under date of July 25, 1866, of its purpose to terminate the existing postal convention between this country and the United Kingdom on the 1st of January, 1868, simultaneously with the expiration of the mail subsidy contract with the Cunard line; accompanied with an assurance of the desire of that government to conclude a new convention on a more liberal basis, reducing the present rates of international postage and granting enlarged mail facilities. The necessary steps were at once taken to accomplish that object, and I have the satisfaction of announcing that a preliminary basis for a new postal convention has been agreed upon by the two post departments, reducing the international charge on a single letter from twenty-four to twelve cents; admitting into the mails printed matter of every kind, and patterns of merchandise, at such rates as the despatching country shall establish; and granting to each country, reciprocally, the right to transmit correspondence in closed bags, or in the ordinary mails, through the other, at the same rates of charge paid by the inhabitants of the country through which the correspondence is forwarded.

The principal advantages of the new arrangement may be briefly stated as follows:

1. A reduction of the international letter postage to one-half of the existing charge.

2. The removal of all restrictions upon the exchange of printed matter in the mails at reduced postage charges.

3. The compulsory prepayment of postage upon letters and other mail matter, avoiding entirely the keeping of complicated postage accounts upon international correspondence.

4. A reduction of postage with all other countries to and from which correspondence is transmitted in the British mail, or in closed bags through the United Kingdom.

5. The establishment of uniform and reasonable charges for the sea and territorial transit of correspondence in closed mails; and granting to each post department the right to make use of all mail communications established under the authority of the other, for the despatch of correspondence, either in open or closed mails, on the same terms as those applicable to the inhabitants of the country providing the means of transmission.

6. The postage of all international letters to belong wholly to the despatching country, and no charge whatever to be made by the receiving country on delivery.

7. Each post department to make its own arrangements for the despatch of mails to the other, by well appointed ships, sailing on stated days, and to pay the owners of such ships for the conveyance of the mails which it despatches.

No time has yet been agreed upon for carrying the new convention into

operation, but it is confidently expected that the British office will consent to name as early a date as practicable, that the public may receive, without unnecessary delay, the benefit of the reduced rates of postage, as well as of more frequent means of mail communication between the two countries.

The postal convention with Venezuela referred to in the last report was executed on the part of Venezuela on the 26th of June, and went into operation on the first of October last. A copy thereof is annexed.

Negotiations have been commenced with the post department of Brazil, for a postal convention to regulate the exchange of correspondence with that empire, by means of the direct line of subsidized mail packets plying between New York and Rio de Janeiro, via St. Thomas, Para, Pernambuco, and Bahia. The draft of articles submitted by this department as the basis of the convention, proposes the establishment of low rates of postage both upon letters and printed matter, the avoidance as far as practicable of postage accounts between the respective post departments, and adopts the leading improvements recommended by the Paris international postal conference. A copy of the contract for the mail service to Brazil, which was executed by the United States and Brazil Mail Steamship Company on the 29th of August, 1865, is annexed hereto.

The Pacific Mail Steamship Company of New York, to which was awarded the contract for the China mail service, authorized by the act of February 17 1865, has executed a contract for that service, a copy of which is annexed. The high reputation of this company, their experience and undoubted resources, and the zeal and energy which they have manifested in making preparations for the service, afford a guarantee of the success of this great national enterprise to extend and develop American commerce, by obtaining control of the vast and constantly increasing trade of Japan and China, which the advantages of our geographical position should enable us to possess.

The contract is for monthly trips between San Francisco and Hong Kong, touching at the ports of Honolulu in the Sandwich Islands, and Yokohama (Kanagawa) in Japan, both on the outward and inward passages, by a line of first-class American sea-going side-wheel steamships of not less than 3,500 tons burden, government measurement, and of sufficient number, not less than four, to perform the stipulated service.

The Great Republic, the first of the new steamships building specially for this service, was launched at New York on the 8th of November instant, is now receiving her machinery, and is expected to be ready for sea about the 1st of May, 1867. She will register over 4,100 tons, government measurement, or 1,100 tons more than the minimum tonnage named in the law; her extreme length is 380 feet, extreme breadth 50 feet, depth of hold 50 feet, and her draught when ordinarily loaded will be 21 feet. The second steamship, of similar size and proportions, is to be launched early in December of this year, and will be prepared for service about the 1st of July, 1867; and the machinery for two others of like dimensions is in course of construction. An inspection of the hulls and machinery of these ships, as well as a general knowledge of the preparations making by the contractors, has satisfied me

that every possible exertion is being used to fulfil the requirements of the law and contract.

The company have tendered their first-class steamship Colorado to take the mails from San Francisco on the 1st of January, 1867, the day named in the law. This ship, which has been withdrawn from the Panama and San Francisco line to prepare her for service on the China route, is of the required tonnage, and will, it is believed, fully comply in other respects with the terms of the law and contract, although the report of her inspection by a naval constructor, under instructions lately given by the Secretary of the Navy, has not yet been received.

In the building of steamships for this line the contractors encountered a practical difficulty, arising out of two conflicting conditions: first, the necessity of constructing ships that could make the long voyage of 7,087 miles between San Francisco and Hong Kong, by the route named in the law, with safety and success, as regards the main object for which Congress authorized the establishment of the line; and secondly, the practicability of securing that object without making the ships so large as to preclude, by their heavy draught, the possibility of entering the harbor of Honolulu, which has a depth of water, under favorable circumstances, of barely 21 feet. These two conditions, they allege, were found to be inconsistent, and they therefore assumed the responsibility of so constructing the ships as to attain the more important objects of the subsidy, while necessarily placing a practical difficulty in the way of the accomplishment of the lesser, believing this to be the only course open to them without disregarding the main ends of their contract, as well as the wisest for the public interests to be promoted by the establishment of the line. They are, consequently, building ships of much greater cost, by reason of increased size, and proportionally more expensive to keep in service, than was necessary to meet the minimum requirements of the law. Although the law, and the contract executed in pursuance thereof, name Honolulu as an intermediate port, the fact appears to be well established by reliable official information, that the laws which govern the navigation of the Pacific ocean, render it unwise, if not incompatible with the complete success of the enterprise, to require the steamships to touch at the Sandwich Islands on their passages between San Francisco, Japan, and China. This is conclusively shown by the report of my predecessor to the Senate Committee on Post Offices and Post Roads, dated June 11, 1866, in which are embodied explanations furnished by Rear-Admiral Charles H. Davis, superintendent of the United States Naval Observatory, respecting the proper routes to be pursued by steam vessels navigating the Pacific ocean between San Francisco, Kanagawa, and Hong Kong. Admiral Davis, referring to the advantages of the great circle, or direct route between China and San Francisco, so clearly defined by natural laws, uses the following explicit language: "It is impossible, in establishing a route between two continents for the improvement of intercourse and trade, to overlook or neglect such advantages as these. It is hardly too much to say that it would amount to an absurdity to select the models of our ships with special reference to speed; and to propel them through the water with engines of enormous power, and then to pretermitt those aids and advantages which nature offers to us as her own means of co-operation. At any rate, if we

are prepared to do so, we must also be prepared to leave this field of enterprise at no distant day to those who will obey the laws governing the navigation of the great seas. These considerations with regard to the eastern voyage appear to dispose of the whole question. They show that touching at the Sandwich Islands on the return from China would prolong the voyage so many days unnecessarily; that an additional line of steamers must soon be established, provided the intercourse between China and America is to acquire that importance which is confidently expected."

A careful consideration of the subject has satisfied me of the correctness of the views expressed by my predecessor in that report. That the steamships of the main line between San Francisco, Japan, and China should not be required to touch at the Sandwich Islands does not, in my judgment, admit of reasonable doubt; but the conditions upon which such release should be granted is a question exclusively for the determination of Congress. A wise and liberal policy towards a national enterprise of this magnitude would seem to justify the release without imposing onerous conditions, in consideration of the increased expenses incurred in building ships for the service of great size and augmented speed, as well as of the important public interests involved in the success of the line.

APPOINTMENTS.

The number of post offices established during the year.....	1, 143
Number discontinued.....	636
Increase of offices.....	507
Number of post offices in operation on the 30th June, 1865.....	20, 550
Total number in operation on the 30th June, 1866.....	23, 828
Number of post offices in the States not engaged in the rebellion....	20, 550
Number in the late insurgent States, of which 2, 778 were re-opened during the year.....	8, 839
Number of offices subject to appointment by the President.....	709
Number by the Postmaster General.....	23, 119
Number of offices re-opened in the southern States up to November 1 ..	3, 234
Appointments made to fill vacancies by resignation of postmasters..	4, 679
To fill vacancies in suspended offices.....	2, 778
By removals.....	1, 065
By change of names and sites.....	192
By death of postmasters.....	217
By establishment of new offices.....	1, 143
Total number of appointments.....	10, 074
Number of cases acted upon.....	10, 816
No. of special agents..... 36	Aggregate compensation.... \$93, 865
No. of postal route clerks.... 83	Aggregate compensation.... 96, 200
No. of route agents..... 531	Aggregate compensation.... 405, 482

No. of local mail agents.....	58	Aggregate compensation.....	\$38, 919
No of baggage-masters.....	30	Aggregate compensation.....	1, 800
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Total.....	738	636, 266
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The free delivery system is in operation in forty-six of the principal cities. The number of carriers employed was 863, at an aggregate compensation of \$589, 236 41.

This mode of delivery has steadily grown in favor with the public, and in several of the large cities, where its progress has been most marked, the local postage shows a gratifying increase. Experience has shown its superiority over the old system of box delivery, and the results of the last two years commend it to Congress as a permanent branch of the postal service. Its effects in saving time to the public; in insuring the correct delivery by inducing the habit of directing letters to street and number; in reducing the great number of advertised and dead letters; in facilitating correspondence, especially local; in obviating the necessity of the many fruitless calls at the post office, are relied on to prove its advantages over the old system of office delivery. (See tabular statements in the Appendix.)

DEAD LETTERS.

The whole number of dead letters received, examined, and disposed of during the year, was about four and a half millions, upwards of 40 per cent. of which were from forty-seven of the larger post offices. About six hundred thousand other letters were received, being unmailable for want of pre-payment of postage, or on account of misdirection or illegible address.

During the year there were registered and remailed to the respective owners, as enclosing money in sums of one dollar and upwards, 32,814 letters, containing an aggregate of \$244,589 99, of which number 27,948, containing \$221,066 19, were delivered, being 90 per cent. The number of letters enclosing sums of money less than one dollar, remailed to the respective owners, was 13,834, containing an aggregate amount of \$3,652 55. Of these, 11,175, containing \$3,001 23, were delivered.

The number of 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 26,610, and the nominal value of the enclosures therein was \$7,826,881 68. The number of these letters delivered was 24,053, being 85 per cent.

The number of letters and packages containing photographs, daguerreotypes, and articles of jewelry, was 67,016, of which 53,572 were sent out, (containing, for the most part, photographs and daguerreotypes,) and 42,745, or 80 per cent., delivered.

A large number of packages containing miscellaneous articles, for which no owners could be found, were sold at public auction, the proceeds amounting to \$3,543 14.

The number of letters returned, unopened, to foreign countries during the year was 193,754, the amount of unpaid postage on which was \$9,879 40.

The number received from foreign countries in the same condition during the same period was 72,440, and the amount of unpaid postage thereon \$2,039 26. (For additional particulars see Appendix)

The number of congressional and official papers returned to the proper departments was 17,806.

The number of letters enclosing soldiers' discharges and other military papers sent to the Adjutant General's office, &c., was 8,918.

The number of ordinary letters remailed to the writers was 1,746,156, being an increase of 583,472 over the number of the same character returned the year previous. Of these 1,275,845 were delivered.

The whole number of letters of all descriptions sent out during the year was 2,093,444, of which 1,602,224 were delivered, being 77 per cent.

Of the number of ordinary letters sent out for delivery since the 1st July last, from which time, in accordance with the law, they have been returned free, 83 per cent. were delivered, being an increase of 17 per cent. over the percentage delivered during the same period of the year previous.

About 2,500,000 dead letters have been destroyed during the year. Of these upwards of 60 per cent. were ordinary business circulars, advertisements of lottery and gift enterprises, notices of corporate societies, and tradesmen's bills; the remainder being composed of letters not signed, or so written as to be unintelligible.

An investigation into the cause of the non-delivery of letters confirms the statement made in the last report, that three-fourths of the whole number fail to reach the parties addressed through faults of the writers, and it has been ascertained that the proportion of letters fully addressed returned from offices where the free delivery is established is less than 3 per cent. From some of these offices returns have been received, in which not a single letter so addressed appears without a satisfactory reason for the non-delivery. From 40 to 50 per cent. of dead letters are returned from these offices, and it thus appears that a more careful attention to the details of address on the part of writers, together with a more extensive use of request envelopes, would materially promote the certainty of delivery and greatly diminish the number of dead letters.

POSTAL MONEY-ORDER SYSTEM.

The number of money-order offices now in operation is 766, being 347 more than at the date of the last annual report, and measures have recently been taken to establish 67 additional offices in the Pacific States and Territories.

The number of orders issued during the year was 243,609, of	
the value of	\$3, 977, 259 28
The number paid was 233,124, of the value of \$3, 851, 839 49	
To which is to be added amount of orders repaid	
to purchasers	52, 050 73
	<hr/>
	3, 903, 890 22
	<hr/>
Excess of issues over payments	73, 369 06
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From the establishment of the system on November 1, 1864, to July 1, 1865, a period of eight months, the orders issued amounted to \$1,360,122 52, and the orders paid and repaid to \$1,313,577 08. On comparing these amounts with the corresponding transactions of the last fiscal year, it appears that the business has been almost trebled.

The average amount of each order issued during the year was \$16 32.

The whole number of duplicates was 1,432, of which 1,124 were issued to replace originals lost in the mails or otherwise, 296 were in lieu of orders invalidated by age, and 12 to replace orders illegally indorsed.

The sum of \$2,710,685 53, being surplus funds accruing at the smaller offices from the transaction of the money-order business, was transmitted to first-class offices used as depositories, either by national bank drafts or in registered packages by mail. The receipts and expenditures for the last fiscal year, as adjusted and reported by the Auditor, were as follows, viz :

Receipts :

Fees on orders issued.....	\$35,799 98
Premium received on exchange.....	3 08
	<hr/>
	35,803 06

Expenditures :

Commissions to postmasters.....	\$11,432 49
Clerk hire.....	14,910 50
Books and stationery.....	1,224 59
Premium paid on draft.....	25
Miscellaneous, including furniture and fixtures....	563 44
Remittances lost in the mail.....	533 00
	<hr/>
	28,664 27

Excess of receipts over expenditures.....	7,138 79
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This sum represents the gross amount of revenue derived from the transaction of the money-order business for the past year, and if we deduct therefrom the amount of the deficiency in the receipts as compared with the expenditures during the period of eight months ending July 1, 1865, as stated in the last annual report, viz

	7,047 97
	<hr/>

There remains the sum of..... 90 82
as the proceeds of the system from its commencement up to the close of the last fiscal year.

The cost of blanks for postmasters, which are furnished by the department of public printing, is not included in the foregoing statement of expenditures.

The present charge or fee established by law for an order of twenty dollars or less is ten cents, and for an order exceeding twenty dollars, twenty-five cents. These rates are defective in this respect, that an applicant who desires to remit any sum under forty dollars, could do it more cheaply by two orders than by one, inasmuch as two orders for twenty dollars each would cost him but twenty cents, while for a single order of forty dollars he would have to pay

twenty-five cents. The manifest tendency of this state of things is to augment unnecessarily the number of orders issued, involving a waste of time and of clerical labor at both the issuing and paying offices, as well as increasing the liability to error. The adoption of an additional rate of fifteen cents for all orders of more than ten, but not exceeding thirty dollars, without any change of the present fees for orders of ten dollars or less, or for orders exceeding thirty dollars, would remedy the defect in question, and promote expedition and accuracy in the transaction of the business.

At some post offices, particularly those located at centres of trade and commerce, the number of orders paid very greatly exceeds the number issued, so that the payment of orders constitutes the chief business of these offices, and as the postmaster's compensation for paying orders, being one-eighth of one per cent. on the amount thereof, is much less than for issuing them, for which he receives one-third of the fees, it is recommended that the commission for paying orders be increased from one-eighth to one-fourth of one per cent., so as to afford postmasters at such offices a compensation proportionate to their services.

In case of the loss of a money order, the owner, in order to obtain a duplicate thereof, is required "to furnish a statement under oath or affirmation," setting forth the loss or destruction of the original, together with a certificate from the postmaster by whom it was payable that it has not been and will not be paid. A certificate must also be obtained from the issuing postmaster that the order in question had not been and will not be repaid to the purchaser. In the majority of cases the applicant's information with regard to the loss of the original order is limited to the fact that it was mailed at a certain office, but failed from causes unknown to him to reach the person addressed. He is obliged, however, to furnish a statement to that effect under oath, (which is to be administered by the postmaster without charge,) and to defray the cost of a five cent revenue stamp affixed to such statement. This additional expense is burdensome to the owner, who is rarely to be blamed for the loss of the original order, for which the regular fee had already been paid to the department, and the latter having undertaken, in consideration of that fee, to transfer through the mails the sum of money represented by the order, should perform that duty without exacting any further compensation. Experience, moreover, shows that the certificates of both postmasters afford complete security against the erroneous issue of a duplicate in lieu of an order that had once been paid. It would seem therefore, that the legal requirement from the applicant of a sworn statement as to the loss or destruction of the original is entirely unnecessary, as well as onerous, and should be abolished. For similar reasons no charge whatever should be made for the issue of a duplicate order to replace an original that has become invalid because not presented within one year after its date, or because improperly indorsed. In such cases the invalidation of the order is in itself a penalty for any negligence of the holder, who, on application should receive payment of his money by means of a duplicate without a second fee.

During the last fiscal year five cases have occurred of the payment of orders to persons who had forged the signatures of the payees. These persons had

previously, through lack of precaution or injudicious confidence of the remitter or payee, been put in possession of all the information required to obtain payment of the order. To forge or counterfeit a money order is made a penal offence by the act of May 17, 1864, but there is no provision of law to punish the forgery of the payee's signature, and as the latter crime is liable to be often repeated, especially at the large offices, there is a necessity for additional legislation to provide an adequate punishment for it, as well as for any attempt to obtain payment of a money order by fraudulent means.

A remittance of surplus money-order funds, amounting to \$617, sent in a registered package from Natchez, Mississippi, to St. Louis, Missouri, was lost by the destruction of the mail steamer *City of Memphis*, on the 31st of May, but in consequence of delay in obtaining satisfactory evidence that this sum had been duly counted, registered, and mailed, and had subsequently been totally destroyed, the claim of the postmaster at Natchez to be credited therewith was not allowed by this department and transmitted to the Auditor in time to be inserted in his report.

MISCELLANEOUS.

In addition to the details of this report, I submit a few suggestions: The condition of all branches of this department is most encouraging. The general plan proposed by my predecessor for re-establishing postal service in the late insurgent States has been, to a large extent, carried out; and efficient service, with economical expenditures, has resulted. Just as rapidly as the condition of the country and the necessities of the people will warrant, new post offices will be opened, and mail service increased.

The surplus of revenues over expenditures for the fiscal year ending June 30, 1865, was not anticipated for the year ending June 30, 1866. The expense incident to re-establishing mail service in the southern States, where such service had been interrupted by the rebellion, it was known would increase largely the general outlays of the department beyond what had been required during either of the preceding four years.

There is no better evidence of national prosperity than the constant increase from year to year of revenues derived from domestic and foreign postages. There is no better evidence of the increasing general intelligence of the American people than that furnished by the loaded mails.

The change in modes of conveyance from carrier pigeons and special messengers, and post riders with billets and small packages and a few letters, to railroads and steamboats, carrying every day hundreds of tons of letters and newspapers and books, all through the length and breadth of the land, is an extraordinary commentary upon the increasing wealth and prosperity of the nation, and the energy and intelligence of the people. The few thousand pounds of postal revenue in Franklin's time for a single year, give place now to fifteen millions of dollars annually, a sum greater than the annual revenues of the federal government during the administration of John Quincy Adams.

This service, under the liberal patronage of the government, has done more to aid in developing the resources of the country than anything else except the

cultivation of the soil. It has done more to aid in enlightening and Christianizing the people than anything else except the spelling-book and Bible. The post office and mail route travel with civilization, and mark its progress as distinctly as the school-house and meeting-house.

It has always been an erroneous theory in the history of the postal service of the United States that it was established or sustained on the principle of wholly defraying its own expenses out of its own revenues; or, in other words, on the principle that it should be self-supporting. It is a great public necessity, to accommodate private citizens, and it will not do to say that no mail route shall be opened, or post office established, until the business on the proposed route or of the proposed office shall pay all expenses.

Large sums of money are paid every year to contractors for carrying mails beyond our frontier, across the central wilderness, to the Pacific States; and other large sums are paid for service on lines tributary to the main lines, to accommodate as yet sparse settlements. From these, comparatively small returns come back in the shape of postal revenues. Yet these very agencies invite settlement and encourage enterprise in material development, so that there comes back to the people in real wealth almost as many millions of dollars as the government expends thousands in this particular branch of service.

Congress has wisely appropriated five hundred thousand dollars per year to pay for carrying mails from San Francisco to China. There is an excuse, in sending mails, for paying this money to a private company in aid of a great commercial enterprise. This money, so expended, will come back from the China seas in goods and wares and merchandise to our own markets, or, in seeking European markets, in transportation paid across the continent.

Whether the people pay in postage stamps for transmission of letters through the mails, or whether they pay by appropriation of public money, the ends sought and the ends attained are the same. While a lavish expenditure of public money is to be avoided, there ought to be a liberal expenditure for extending mail facilities by land and by sea.

In another respect I recommend more liberality. The clerks and employés of the Post Office Department have not been well paid for the services they have performed. The salaries of clerks in the Post Office Department during the four years of war were not increased, while all the expenses of living were more than doubled. The salaries were fixed in times of peace and low prices. They were not raised when war raised prices. Clerks were compelled to run in debt, and, in many cases, their families suffered from want. They worked faithfully and skilfully and honestly in discharging important duties for the government. I submit that they ought to have some reasonable allowance for the past, and an increase of salary in the future.

Clerks in post offices, letter-carriers, and route agents are not paid what they ought to be paid. Honest, industrious men are required for all these duties, and they ought to be paid a fair and living compensation for their labor. Their employment is uninterrupted, except by sickness. The letter-carriers claim peculiar consideration. They travel every day from early in the morning until late at night, in heat and cold and rain and snow, all through the cities, distrib-

uting letters and papers without compensation enough to pay house rent. I feel that the government ought to pay all these employés better, because they earn more, and because the government can afford to pay more. I plead the cause of all these employés because it is just to them that I should, and I earnestly ask permission and means to pay them better.

The foreign postal service has grown to such magnitude that increased care and responsibility fall upon those having the direct charge of it; and I respectfully ask that authority be given to appoint a superintendent of foreign mails, and an additional clerk for that branch of the service.

I also recommend that authority be given to appoint a superintendent of the opening and distribution of dead letters.

The law regulating the franking privilege ought, in my opinion, to be amended. I do not think the privilege should be abolished. I think it a necessity for the different departments, as well as for Congress. But great abuses have grown up under it. To avoid frauds and a misuse of the privilege, I recommend such a change in the law as to require the written signature of the person exercising the privilege upon the matter franked; and to relieve the heads of departments and bureaus of great labor, that a franking clerk be authorized by law for each department of the government, with the right to frank all matter pertaining to the department for which he is appointed.

Respectfully submitted:

ALEXANDER W. RANDALL,
Postmaster General.

The PRESIDENT.

APPENDIX.

Estimates for expenditures for the fiscal year ending June 30, 1868.

For inland mail transportation	\$8,600,000
For foreign mail transportation	620,000
For ship, steamboat, and way letters	8,000
For compensation to postmasters	4,250,000
For clerks for post offices	2,000,000
For payments to letter-carriers	640,000
For wrapping paper	80,000
For twine	20,000
For letter-balances	4,000
For compensation to blank agents and assistants	8,000
For office furniture	3,000
For advertising	80,000
For postage stamps and stamped envelopes	275,000
For mail depreddations and special agents	105,000
For mail bags and mail-bag catchers	100,000
For mail locks, keys, and stamps	30,000
For payment of balances due foreign countries	360,000
For miscellaneous payments	400,000
	17,583,000

Statement showing the operations of the free delivery system at the following offices for the year ended June 30, 1866.

Offices.	Total letters delivered.	Total papers delivered.	Total letters collected.	Amount paid carriers and incidental expenses.	Average cost per letter in cents.
New York	13,653,639	1,254,527	11,581,835	\$136,480 17	0.5
Philadelphia	7,680,788	1,213,062	5,744,870	93,586 31	0.6
Boston	3,746,446	393,114	2,702,243	34,038 26	0.5
Chicago	2,832,361	450,381	2,160,603	33,244 40	0.6
St. Louis	2,214,527	408,372	1,047,753	26,948 17	0.8
Baltimore	2,170,062	384,327	987,579	29,911 55	0.9
Brooklyn	1,728,321	251,232	400,517	22,251 92	1.0
Washington	1,377,194	289,968	772,938	19,700 17	0.9
Cleveland	1,284,277	349,771	861,569	13,158 34	0.6
Cincinnati	1,372,395	174,068	813,568	22,035 58	1.0

NOTE.—This statement is based on the letter delivery, computed from the amounts set opposite each office, which, it should be observed, include incidental expenses.

It should also be remarked that no account is taken of the delivery or collection of news papers, pamphlets, circulars, &c., &c.

Total operations of the appointment office for the year ended June 30, 1866.

States and Territories.	Established.	Discontinued.	Names and sites changed.	Appointments on changes of name and site.	Resigned.	Removed.	Deceased.	Total number of cases.
Alabama	8	.....	2	2	40	203	2	255
Arizona	5	.....	1	1	5	9	.....	20
Arkansas .....	.....	2	1	.....	16	25	.....	114
California	31	7	11	8	49	21	1	120
Colorado	13	6	3	2	27	2	.....	51
Connecticut	8	.....	3	1	57	5	4	77
Dakota	4	1	1	.....	6	.....	.....	12
Delaware	6	.....	.....	.....	9	1	1	17
District of Columbia .....	.....	.....	.....	.....	3	.....	.....	3
Florida	7	1	1	1	17	51	1	78
Georgia	7	.....	6	6	98	300	1	412
Idaho	7	.....	1	1	9	3	.....	20
Illinois	49	50	20	6	291	99	10	519
Indiana	62	40	17	11	347	70	13	549
Indian Territory .....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa	54	41	9	3	223	50	4	381
Kentucky	148	100	14	11	170	75	7	514
Kansas	23	17	8	5	59	26	4	137
Louisiana	5	2	4	2	41	110	1	163
Maine	17	18	3	1	118	16	5	177
Maryland	23	17	5	5	62	15	3	125
Massachusetts	7	3	6	2	90	25	14	145
Michigan	46	18	12	6	179	34	11	300
Minnesota	29	14	10	10	99	17	4	173
Mississippi	3	.....	2	2	53	173	1	232
Missouri	166	58	17	14	216	89	16	562
Montana	10	1	1	1	.....	1	.....	13
Nebraska	12	4	1	1	24	2	.....	43
Nevada	11	2	1	.....	11	1	.....	26
New Hampshire	6	6	3	1	65	14	3	97
New Jersey	11	11	5	.....	66	17	.....	110
New Mexico	9	3	.....	.....	5	2	1	20
New York	27	29	10	1	424	101	34	625
North Carolina	10	1	18	17	137	468	1	635
Ohio	46	38	16	11	373	110	23	606
Oregon	8	4	2	1	15	1	.....	30
Pennsylvania	80	53	24	17	442	62	25	686
Rhode Island	1	2	.....	.....	18	4	.....	25
South Carolina	4	.....	4	3	60	131	.....	199
Tennessee	47	13	15	8	129	323	4	531
Texas	5	2	3	3	66	249	3	328
Utah	3	13	.....	.....	14	12	.....	42
Vermont	4	2	2	1	71	12	6	97
Virginia	26	12	19	16	185	643	2	887
Washington	6	4	1	1	9	1	.....	21
West Virginia	62	16	6	3	97	144	4	329
Wisconsin	27	25	10	7	184	56	8	310
	1,143	636	298	192	4,679	3,843	217	10,816

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, 1865.	Increase.	Decrease.	By the President of the United States, June 30, 1865.	Increase.	Decrease.	Total by the President of the United States, June 30, 1866.	Total by the Postmaster General, June 30, 1866.	Whole number of offices in the United States, June 30, 1866.
Alabama	875	8	...	8	...	2	6	877	883
Arizona	2	5	...	...	...	...	...	7	7
Arkansas	730	...	2	3	...	...	3	725	728
California	422	24	...	16	...	...	16	430	446
Colorado	52	7	...	2	1	...	3	56	59
Connecticut	380	8	...	19	1	...	20	368	388
Dakota	12	3	...	...	...	...	...	15	15
Delaware	68	6	...	2	...	...	2	72	74
District of Columbia	5	...	...	2	...	...	2	3	5
Florida	175	6	...	5	...	2	3	178	181
Georgia	893	7	...	12	...	5	7	893	900
Idaho	18	7	...	...	...	...	...	25	25
Illinois	1,529	...	1	53	5	...	58	1,470	1,528
Indiana	1,224	22	...	32	4	...	36	1,210	1,246
Indian Territory	...	...	...	...	...	...	...	...	...
Iowa	985	13	...	22	3	...	25	973	998
Kentucky	732	48	...	20	...	...	20	760	780
Kansas	282	6	...	6	...	...	6	282	288
Louisiana	387	3	...	5	...	2	3	387	390
Maine	803	...	1	19	1	...	20	782	802
Maryland	415	6	...	12	...	2	10	411	421
Massachusetts	660	4	...	56	...	...	56	608	664
Michigan	836	28	...	32	...	...	32	832	864
Minnesota	483	15	...	8	...	...	8	490	498
Mississippi	668	3	...	8	...	4	4	667	671
Missouri	833	108	...	16	...	...	16	925	941
Montana	1	9	...	1	...	...	1	9	10
Nebraska	120	8	...	2	...	...	2	126	128
Nevada	23	9	...	3	...	...	3	29	32
New Hampshire	397	...	...	10	...	...	10	387	397
New Jersey	482	...	...	21	...	...	21	461	482
New Mexico	17	6	...	1	...	...	1	22	23
New York	2,587	...	2	103	...	...	103	2,482	2,585
North Carolina	1,185	9	...	8	...	1	7	1,187	1,194
Ohio	1,896	8	...	58	...	...	58	1,846	1,904
Oregon	103	4	...	2	...	...	2	105	107
Pennsylvania	2,565	27	...	61	3	...	64	2,528	2,592
Rhode Island	94	...	1	6	...	...	6	87	93
South Carolina	634	4	...	5	...	1	4	634	638
Tennessee	1,031	34	...	7	...	...	7	1,058	1,065
Texas	923	3	...	4	...	...	4	922	926
Utah	114	...	10	1	...	...	1	103	104
Vermont	439	2	...	11	...	...	11	430	441
Virginia	1,249	14	...	15	...	1	14	1,249	1,263
Washington	62	2	...	...	...	...	...	64	64
West Virginia	535	46	...	6	...	1	5	576	581
Wisconsin	956	2	...	29	...	...	29	929	958
	28,882	524	17	712	18	21	709	28,680	29,389

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

Offices.	Number of carriers.	Pay of carriers, including incidental expenses.
New York.....	166	\$136,480 17
Philadelphia.....	133	93,586 3
Boston.....	50	34,038 26
Baltimore.....	43	29,911 55
Cincinnati.....	30	22,035 58
Brooklyn.....	33	22,251 92
St. Louis.....	36	26,948 17
Chicago.....	45	33,244 40
Buffalo.....	17	10,924 96
Louisville.....	14	11,245 15
Washington.....	25	19,700 17
Newark.....	20	12,100 73
Albany.....	16	9,665 38
Providence.....	11	4,815 08
Pittsburg.....	12	7,921 41
Rochester.....	10	4,873 65
Cleveland.....	21	13,158 34
Lowell.....	3	1,689 68
Hartford.....	7	4,530 50
Utica.....	10	6,963 66
Syracuse.....	10	4,971 50
Harrisburg.....	3	1,629 77
Wilmington.....	5	2,839 88
Cambridgeport.....	3	1,337 41
Charlestown.....	5	2,830 57
Williamsburg.....	7	3,640 22
Jersey City.....	5	3,617 00
Troy.....	8	4,296 82
Roxbury.....	6	3,820 52
Detroit.....	18	11,050 44
Reading.....	3	1,479 58
New Bedford.....	5	2,940 70
Trenton.....	3	1,851 57
Lancaster.....	2	1,051 22
Worcester.....	6	3,970 04
Allegheny.....	4	2,353 12
Cambridge.....	2	1,224 55
Lynn.....	3	2,164 74
Manchester.....	4	1,896 67
New Haven.....	7	4,542 65
Portland.....	6	2,323 12
Salem.....	3	2,127 11
Toledo.....	8	5,011 58
Milwaukee.....	17	10,180 56
Memphis*		
Nashville*		
Total.....	863	589,236 41

*Recently established.

Postage stamps, stamped envelopes, and newspaper wrappers issued during the fiscal year 1865-'66.

POSTAGE STAMPS.

Quarter ended—	1-cent.	2-cent.	3-cent.	5-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	Amount.
September 30, 1865.	1,944,000	11,648,600	69,479,900	263,600	902,000	196,525	-----	442,575	103,720	15,880	\$2,615,398 00
December 31, 1865.	1,268,900	11,291,000	71,461,300	284,440	962,120	230,000	-----	466,175	120,520	14,460	2,681,434 00
March 31, 1866.....	2,264,300	13,831,600	73,911,100	400,240	1,280,750	365,000	-----	490,800	167,990	15,210	2,890,373 00
June 30, 1866.....	1,973,400	10,783,400	68,910,000	256,200	911,070	202,475	166,000	512,275	123,090	8,290	2,623,150 00
Total.....	7,450,600	47,554,600	283,762,300	1,204,480	4,055,940	994,000	166,000	1,911,825	515,320	53,840	10,810,355 00

NEWSPAPER AND PERIODICAL STAMPS.

Quarter ended—	5-cent.	10-cent.	25-cent.	Amount.
September 30, 1865.....	10,000	10,000	5,000	\$2,750 00
December 31, 1865.....	10	10,010	10	1,004 00
March 31, 1866.....	-----	-----	-----	-----
June 30, 1866.....	10,130	20,130	130	2,552 00
Total.....	20,140	40,140	5,140	6,306 00

Postage stamps, stamped envelopes, and newspaper wrappers issued, &c.—Continued.

STAMPED ENVELOPES.

Quarter ended—	2-cent.	3-cent.	6-cent.	9-cent.	10-cent.	12-cent.	18-cent.	20-cent.	24-cent.	30-cent.	40-cent.	Amount.
September 30, 1865.....	676,000	5,259,500	46,950	-----	5,000	-----	-----	500	-----	-----	500	\$174,922 00
December 31, 1865.....	739,250	6,906,100	99,450	8,850	11,250	15,250	7,650	2,500	11,550	7,050	5,350	240,590 50
March 31, 1866.....	1,174,250	7,630,850	146,350	17,100	48,000	47,000	16,100	-----	15,900	15,300	11,200	288,954 50
June 30, 1866.....	924,750	6,471,450	55,250	2,000	6,000	1,500	-----	-----	500	-----	-----	217,033 50
Total.....	3,514,250	26,267,900	348,000	27,950	70,250	63,750	23,750	3,000	27,950	22,350	17,050	921,500 50

STAMPED ENVELOPES BEARING A REQUEST FOR THE RETURN OF UNCLAIMED LETTERS,
AND NEWSPAPER WRAPPERS.

Quarter ended—	2-cent.	3-cent.	6-cent.	Newspaper wrappers.	Amount.
September 30, 1865.....	16,000	1,831,750	8,850	188,250	\$59,568 50
December 31, 1865.....	12,000	1,835,100	7,850	193,250	59,719 00
March 31, 1866.....	59,000	1,766,225	3,000	366,250	61,671 75
June 30, 1866.....	34,000	2,102,750	4,000	277,250	69,547 50
Total.....	121,000	7,538,825	23,700	1,025,000	250,506 75

Whole number of postage stamps..... 347,734,325. Value \$10,816,661 00
 Whole number of stamped envelopes..... 38,069,725. Value 1,151,507 25
 Whole number of newspaper wrappers..... 1,025,000. Value 20,500 00

A. N. ZEVELY,
Third Assistant Postmaster General

POST OFFICE DEPARTMENT,
Contract Office, October 31, 1866.

SIR : For a statement of the mail service for the contract year ended June 30, 1866, 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.

Table B exhibits the railroad service as in operation on the 30th of June, 1866, also the cost per mile in each State.

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

Table D shows the increase and decrease of mail transportation and cost in the several States and Territories during the year ended June 30, 1866.

Table E shows the rate of pay per annum for mail transportation in operation in southern States on the 30th June, 1866; the amount due for service rendered in the year ending with that date; and the difference, resulting from service being in operation only part of the year.

Table F shows the mail service in operation in southern States September 30, 1866, compared with the condition of the service in the same States November 1, 1865.

Table G exhibits the southern railroad routes not in operation September 30, 1866.

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

GEO. WM. MCLELLAN,

Second Assistant Postmaster General.

Hon. ALEXANDER W. RANDALL,

Postmaster General.

A.—Table of mail service for the year ended June 30, 1866, as

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

States and Territories.	Length of routes.	ANNUAL TRANSPORTATION AND COST.					
		Celerity, certainty, and security.		By steamboat.		By railroad.	
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.
Maine	4,370	3,804	59,558			566	56,425
New Hampshire	1,889	1,437	27,327	30	650	422	35,921
Vermont	2,232	1,726	33,370			506	65,175
Massachusetts	2,537	1,121	34,335	68	3,975	1,348	170,374
Rhode Island	498	215	4,835	160	1,500	123	17,911
Connecticut	1,669	911	22,774			758	96,224
New York	10,720	7,448	182,667	160	7,713	3,112	397,939
New Jersey	2,084	1,273	34,467	72	3,188	739	85,809
Pennsylvania	13,283	10,413	201,874	85	6,300	2,785	267,319
Delaware	488	363	9,526			125	12,085
Maryland	2,908	2,042	52,064	36	547	830	184,408
Ohio	10,539	6,810	119,312	181	6,500	3,548	453,414
West Virginia	4,423	3,996	57,502	427	26,700		
Virginia	6,695	5,215	87,097	203	7,550	1,277	99,844
North Carolina	6,112	5,176	70,301	113	2,534	823	44,368
South Carolina	2,684	1,722	21,491			962	60,045
Georgia	3,449	1,635	23,275	512	16,440	1,302	77,683
Florida	1,517	873	29,005	299	2,300	345	13,772
Michigan	6,877	5,382	62,546	393	15,591	1,102	120,126
Indiana	7,499	5,741	58,980			1,758	205,485
Illinois	9,714	6,832	110,056			2,882	294,306
Wisconsin	7,257	5,929	74,581	162	795	1,166	103,725
Iowa	8,645	7,724	138,079	110	2,704	811	50,019
Missouri	7,965	6,656	134,222	432	22,350	877	130,431
Minnesota	5,473	4,874	92,810	599	36,495		
Kentucky	6,516	5,030	99,645	883	532,275	603	61,580
Tennessee	2,086	1,379	24,730			707	56,637
Alabama	3,237	2,434	40,875			803	44,552
Mississippi	2,073	1,000	19,188	120	2,900	953	89,200
Arkansas	2,324	1,720	35,856	554	6,000	50	3,750
Louisiana	2,523	640	22,965	1,595	48,918	288	24,700
Texas	4,140	3,219	76,597	540	24,429	381	19,325
California	11,545	5,069	383,249	6,336	158,000	140	49,040
Oregon	1,713	1,602	210,013	111	11,990		
Kansas	4,106	4,106	415,327				
Nevada	383	383	23,914				
New Mexico Territory	1,499	1,499	54,413				
Utah Territory	2,140	2,140	**451,509				
Nebraska Territory	1,235	1,235	40,430				
Washington Territory	1,319	1,154	38,979	165	2,500		
Colorado Territory	1,031	1,031	25,624				
Dakota Territory	265	265	2,944				
Arizona Territory	1,199	1,199	81,726				
Idaho Territory	60	60	8,000				
Total	180,921	134,483	3,798,038	14,346	440,844	32,092	3,391,592
Route, local, and other agents and mail messengers							
Aggregate							

exhibited by the state of the arrangements at the close of the year.

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

Total annual transportation by celerity, certainty, and security.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.	Remarks.
Miles.	Miles.	Miles.	Miles.	Dollars.	
1,469,962		416,052	1,886,014	115,983	
534,092	12,480	365,976	912,548	63,898	
776,282		439,296	1,215,578	98,545	
635,940	42,432	1,492,720	2,171,092	208,684	
92,612	99,840	190,681	383,133	24,246	
455,234		832,654	1,287,888	118,998	
3,433,943	116,480	4,316,660	7,867,083	588,319	
550,810	44,928	754,602	1,350,340	123,464	
2,443,284	53,040	2,442,751	5,939,075	475,493	
158,756		107,808	266,564	21,611	
863,560	11,232	1,261,920	2,136,712	237,019	* The Baltimore, Wilmington, and Philadelphia railroad is under a Maryland number.
2,065,646	77,064	3,322,410	5,465,120	579,226	
783,224	209,586		992,810	84,202	† Embraces route from Norfolk to Baltimore.
1,055,373	127,206	974,992	2,157,571	194,491	
800,020	24,128	520,170	1,344,318	117,203	
220,974		659,895	880,869	81,536	
348,140	87,776	950,510	1,386,426	107,398	‡ Embraces route from Pilotka to Savannah.
199,640	17,096	215,748	432,484	45,077	
1,271,514	144,456	1,123,552	2,539,522	198,263	
1,196,676		1,914,054	3,110,730	264,465	
1,899,941		2,517,713	4,417,654	404,362	
1,384,742	57,226	1,296,983	2,738,951	179,101	
2,264,710	45,760	728,911	3,039,381	190,802	
1,695,054	138,112	878,701	2,711,867	287,003	
1,123,952	218,218		1,342,170	129,305	
1,404,059	379,974	457,658	2,241,691	193,500	§ Includes steamboat service from Louisville to Cincinnati, and from Evansville, Ind., to Cairo, Ill.
329,784		536,682	866,466	81,367	
422,436		563,930	986,366	85,427	
226,942	37,440	695,690	960,072	111,288	
346,684	172,848	36,500	556,032	45,606	
173,992	618,136	210,240	1,002,368	96,583	
739,596	168,480	278,465	1,186,571	120,351	
1,535,788	461,952	105,513	2,103,253	590,289	|| Includes the amount paid for the service from New York, via Panama, to San Francisco, under the act of Congress approved March 25, 1864.
419,746	28,912		448,658	222,003	
1,578,147			1,578,147	415,327	¶ Includes "overland" route from Atchison, Kansas, to Salt Lake city, Utah.
70,642			70,642	23,914	
155,896			155,896	54,413	
803,548			803,548	451,509	** Includes "overland" route from Salt Lake city, Utah, to Folsom city, California.
416,000			416,000	40,430	
127,140	17,160		144,300	41,479	
140,244			140,244	25,624	
58,344			58,344	2,944	
124,696			124,696	81,726	
18,720			18,720	8,000	
37,816,485	3,411,962	30,609,467	71,837,914	7,630,474	
				779,710	
				8,410,184	

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

B.—Railroad service as in operation June 30, 1866.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay.	Annual cost per mile on each route.	Remarks.
	MAINE.		<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
1	Augusta to Skowhegan.....	Portland and Kennebec	39	6	3,900 00	100 00	
8	Danville Junction to Bangor.....	Maine Central.....	110	6	13,750 00	125 00	
19	Farmington to Brunswick.....	Androscoggin.....	70 $\frac{3}{4}$	6	3,537 50	50 00	
83	Calais to Princeton.....	Lewey's Island.....	22	6	550 00	25 00	
113	Portland to Portsmouth.....	Portland, Saco, and Portsmouth.....	52	12	7,837 50	150 72	
114	Portland to Augusta, with branch from Brunswick to Bath.	Portland and Kennebec	73	6	7,300 00	100 00	
115	Portland to Canada Line.....	Grand Trunk	{ 48	12	17,700 00	125 00	
			{ 117	6	-----	100 00	
116	Portland to Bar Mills.....	York and Cumberland.....	18	6	1,000 00	55 55	
161	Mechanics Falls to East Sumner....	Portland and Oxford Centre.....	17	6	850 00	50 00	
	Total, Maine.....		566 $\frac{3}{4}$	-----	56,425 00	-----	
	NEW HAMPSHIRE.						
251	Concord to Nashua.....	Concord.....	36	12	5,400 00	150 00	
253	Concord to Wells River.....	Boston, Concord and Montreal.....	93	6	10,000 00	107 52	
254	Concord to White Riv. Junction, with branch from Franklin to Bristol.	{ Northern.....	{ 69	12	10,196 25	125 00	\$850 per annum included for side service.
			{ 13	6	-----	50 00	
255	Concord to Bradford.....	Merrimack and Connecticut River...	26	6	1,500 00	57 69	
268	Concord to Portsmouth.....	Concord, Manchester, and Lawrence.	59	12	2,400 00	40 67	
269	Manchester to North Weare.....	do.....	20 $\frac{1}{2}$	6	1,025 00	50 00	
279	Nashua to Wilton.....	Boston and Lowell and Nashua and Lowell.	16	6	900 00	56 25	
300	Contocook Village to Hillsboro' Bridge	Contocook.....	15	6	750 00	50 00	
309	Dover to Alton Bay.....	Boston and Maine.....	28	6	1,400 00	50 00	

310	Brock's Crossings to Union.....	Great Falls and Conway.....	26	6	1,300 00	50 00
331	Littleton to Wells River.....	Boston, Concord, and Montreal.....	21	6	1,050 00	50 00
Total, New Hampshire.....			422½		35,921 25	
VERMONT.						
412	Burlington to Rouse's Point.....	Vermont Central and Vermont and Canada.	55½	12	8,325 00	150 00
452	White River Junction to Newport...	Connecticut and Passumpsic River..	106	6	10,600 00	100 00
463	Windsor to Burlington.....	Vermont Central.....	119	12	16,660 00	140 00
477	Rutland to North Bennington.....	Troy and Boston.....	57	6	5,700 00	100 00
483	Bellows Falls to Windsor.....	Sullivan.....	25	6	3,125 00	125 00
484	Bellows Falls to Burlington.....	Rutland and Burlington.....	119½	6	17,405 00	145 64
489	Brattleboro' to Bellows Falls.....	Vermont Valley.....	24	12	3,360 00	140 00
Total, Vermont.....			506		65,175 00	
MASSACHUSETTS.						
601	Boston to Portsmouth.....	Eastern.....	56	12	8,325 00	148 66
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 and 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	13,500 00	300 00
606	Boston to Woonsocket Falls.....	do.....	39.68	6	1,984 00	50 00
607	Boston to Blackstone.....	Norfolk County.....	35	6	2,607 00	74 48
608	Boston to Providence.....	Boston and Providence.....	46	19	8,625 00	187 50
609	Boston to Plymouth.....	Old Colony and Newport.....	37½	12	5,400 00	144 00
610	Boston to Medford.....	Boston and Maine.....	5½	6	275 00	50 00
613	Boston to Watertown.....	Union.....	3¾	25	1,200 00	171 43
			3¼	12		
615	Boston to Mattapan.....	Old Colony and Newport.....	8½	6	450 00	52 95
616	Boston to West Lynn Depot.....	Eastern.....	10	12	500 00	50 00
617	Boston to Dedham.....	Boston and Providence.....	11	12	550 00	50 00
618	Salem to Lowell.....	Boston and Lowell and Nashua and Lowell.	24	6	1,200 00	50 00
619	Salem to Gloucester.....	Eastern.....	16	12	800 00	50 00
620	Salem to Marblehead.....	do.....	4	6	200 00	50 00

B.—Railroad service as in operation June 30, 1866—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay.	Annual cost per mile on each route.	Remarks.
	MASSACHUSETTS—Continued.		<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
627	Lawrence to Manchester.....	Concord, Manchester, and Lawrence.	28	12	2,800 00	100 00	
629	Lowell to Lawrence	Boston and Lowell and Nashua and Lowell.	14	12	1,050 00	75 00	
631	Winchester to Woburn.....	do.....	3	6	150 00	50 00	
632	Porter's Station to Lexington	Lexington and West Cambridge.....	8	12	409 00	51 12	
633	Lexington Depot to Bedford.....	do.....	4	6	165 00	41 25	
635	South Acton Depot to Henderson.....	Fitchburg	9	6	500 00	55 56	
636	Groton Junction to Lowell.....	Boston and Lowell and Nashua and Lowell.	17	6	900 00	52 94	
637	Groton Junction to Mason Village...	Fitchburg	23	6	1,500 00	65 22	
638	Auburndale Station to Newton Lower Falls.	Boston and Worcester.....	2	6	100 00	50 00	
639	Natic to Saxonville	do.....	4	6	200 00	50 00	
640	South Framingham to Northboro'	do.....	15	6	750 00	50 00	
641	South Framingham to Milford	do.....	12	6	600 00	50 00	
651	Canton Depot to North Easton.....	Stoughton and Easton Branch.....	9	6	370 00	41 11	
655	South Braintree Junction to Newport.	Old Colony and Newport.....	61 $\frac{3}{4}$	12	7,498 00	121 42	
656	South Abington to Bridgewater	do.....	8	6	300 00	37 50	
657	Braintree Depot to Cohasset.....	South Shore.....	12	12	900 00	75 00	
664	Middleboro' to Hyannis	Cape Cod.....	47	12	5,500 00	117 00	
675	New Bedford to West Wareham.....	New Bedford and Taunton	16 $\frac{1}{4}$	12	2,031 25	125 00	
679	Taunton to Middleboro'	Middleboro' and Taunton.....	9 $\frac{1}{2}$	6	600 00	63 16	
680	Taunton to Mansfield Junction.....	Taunton Branch.....	12	18	1,800 00	150 00	
681	Taunton to New Bedford	New Bedford and Taunton.....	20 $\frac{1}{4}$	18	3,075 00	150 00	
687	Worcester to Nashua.....	Worcester and Nashua	46 $\frac{1}{4}$	6	4,625 00	100 00	
688	Worcester to Albany.....	Western.....	158	12	34,350 00	217 40	
692	Sterling Junction to Fitchburg.....	Fitchburg and Worcester.....	14	12	1,400 00	100 00	

693	Fitchburg to Bellows Falls	Cheshire	64	6	7,500 00	117 18	
694	Fitchburg to Brattleboro', and Grout's Corners to Greenfield.	Vermont and Massachusetts	77 $\frac{3}{4}$	6	6,000 00	77 17	
700	Palmer to Amherst	Amherst and Belchertown	20	6	1,060 00	53 00	
706	Springfield to South Vernon Junction.	Connecticut River	50	12	6,250 00	125 00	
707	South Vernon Junction to Keene....	Cheshire	24	6	1,200 00	50 00	
708	Chicopee to Chicopee Falls	Connecticut River	2	12	100 00	50 00	
725	Pittsfield to North Adams	Pittsfield and North Adams	21	6	1,575 00	75 00	
730	Yarmouth Port to Orleans	Cape Cod Central	19	12	3,800 00	200 00	
Total, Massachusetts			1348.18	.....	170,374 25	.....
RHODE ISLAND.							
801	Providence to Worcester	Providence and Worcester	44	12	5,900 00	134 04	
802	Providence to New London	Providence and Stonington	63 $\frac{3}{4}$	19	11,156 25	175 00	
803	Providence to Bristol	Providence, Warren, and Bristol....	15 $\frac{1}{2}$	6	855 00	55 16	
Total, Rhode Island			123.25	.....	17,911 25	.....
CONNECTICUT.							
926	New London to Worcester	Norwich and Worcester	73	12	8,030 00	110 00	
927	New London to Palmer	New London and Northern	30	12	5,275 00	100 00	
933	Middletown to Berlin Depot	Hartford and New Haven	36	6	.....	75 00
937	New Haven to New London	New Haven and New London	10	12	1,000 00	100 00	
938	New Haven to Springfield	New Haven and New London	50	19	10,000 00	200 00	
938	New Haven to Springfield	Hartford and New Haven	63 $\frac{5}{8}$	12	15,958 33	250 00	
939	Granby to Northampton	New Haven and Northampton	32	6	2,400 00	75 00	
940	New Haven to Granby, with branch from Farmington to Collinsville.	New York and New Haven	54	12	4,075 00	75 00	
941	New Haven to New York	do.	76 $\frac{1}{2}$	19	22,900 00	300 00	
943	Bridgeport to Winsted	Naugatuck	62	12	4,650 00	75 00	
944	Bridgeport to State Line	} Housatonic	98	6	7,186 00	59 39	
	Branch, Vandusenville to Pittsfield.		23	6			
946	South Norwalk to Danbury	Danbury and Norwalk	23 $\frac{1}{2}$	6	2,000 00	85 11	
955	Waterbury to Providence	Hartford, Providence, and Fishkill..	122 $\frac{1}{2}$	6	12,250 00	100 00	
973	Vernon Depot to Rockville	Rockville	4 $\frac{1}{2}$	18	500 00	111 11	
Total, Connecticut			758 $\frac{1}{6}$	.....	96,224 33	.....

Includes side supply.

B.—Railroad service as in operation June 30, 1866—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay.	Annual cost per mile on each route.	Remarks.
	NEW YORK.		Miles.		Dollars.	Dollars.	
1001	New York to Dunkirk.....	Erie.....	460	19	126,500 00	275 00	
1002	New York to Albany.....	Hudson River.....	144	19	32,400 00	225 00	
1003	New York to Chatham Four Corners.	New York and Harlem.....	130½	6	6,525 00	50 00	
1004	New York to Flushing.....	Flushing.....	16	6	1,200 00	75 00	Includes side supply. Do.
1010	Stapleton to Tottenville.....	Staten Island.....	13	12	1,400 00	107 69	
1011	Brooklyn to Greenport.....	Long Island.....	65 33	12 6	8,225 00	83 93	
1028	Sufferns to Piermont.....	Erie.....	18	6	772 00	42 89	
1035	Newburgh to Chester.....	do.....	19	6	814 00	42 84	
1067	Hudson to West Stockbridge.....	Hudson and Boston.....	35	12	1,750 00	50 00	
1079	Albany to Buffalo.....	New York Central.....	218 80	25	51,600 00	200 00	
1080	Albany to Junction.....	Rensselaer and Saratoga.....	12	12	1,029 00	85 75	
1081	Albany to Troy.....	Troy and Greenbush.....	7	19	1,050 00	150 00	
1086	Albany to Oneonta.....	Albany and Susquehanna.....	82	12	6,150 00	75 00	
1091	Schenectady to Ballston.....	Rensselaer and Saratoga.....	16	6	800 00	50 00	
1094	Troy to Schenectady.....	New York Central.....	22	12	1,650 00	75 00	
1095	Troy to North Bennington.....	Troy and Boston.....	32½	12	3,250 00	100 00	
1096	Troy to Saratoga Springs.....	Rensselaer and Saratoga.....	32.81	12	3,281 00	100 00	
1103	Eagle Bridge to Rutland.....	do.....	62½	12	6,250 00	100 00	
1104	Eagle Bridge to North Adams.....	Troy and Boston.....	25½	6	1,912 50	75 00	
1109	Saratoga Springs to Castleton.....	Saratoga and Whitehall.....	54	12	5,400 00	100 00	
1136	Plattsburg to Canada Line.....	Plattsburg and Montreal.....	23	6	986 00	42 87	
1137	Rouse's Point to Ogdensburg.....	Northern (Ogdensburg).....	119	12	10,710 00	90 00	
1138	Rouse's Point to Canada Line.....	Champlain and St. Lawrence.....	2¼	6	262 50	116 60	
1159	Watertown to Cape Vincent.....	Rome, Watertown, and Ogdensburg.....	26	12	2,600 00	100 00	
1206	Utica to Boonville.....	Utica and Black River.....	35	6	1,750 00	50 00	

1212	Rome to Ogdensburg.....	} Rome, Watertown, and Ogdensburgh {	142	12	16,700 00	100 00	
	Branch. De Kalb Junction to North Potsdam.		25	12			
1234	Syracuse to Rochester.....	New York Central.....	104	12	20,800 00	200 00	
1235	Syracuse to Binghamton.....	Syracuse and Binghamton.....	80	12	600 00	75 00	
1236	Syracuse to Oswego.....	Oswego and Syracuse.....	35½	12	3,550 00	100 00	
1277	Canandaigua to Niagara Falls.....	New York Central.....	} 50 47 {	} 12 6 {	6,100 00	62 89	
1278	Canandaigua to Elmira.....	Erie.....					68½
1282	Rochester to Niagara Falls.....	New York Central.....	76	12	11,400 00	150 00	
1283	Rochester to Avon.....	Erie.....	18	6	800 00	44 44	
1286	Avon to Mount Morris.....	Buffalo, New York, and Erie.....	} 10 6 {	} 12 6 {	800 00	50 00	
1302	Batavia to Attica.....	New York Central.....					11	6	550 00	50 00
1320	Suspension Bridge to Detroit.....	Great Western, (of Canada).....	229	6	11,450 00	50 00	
1321	Buffalo to Corning.....	Erie.....	142	12	8,520 00	60 00	
1322	Buffalo to Lockport.....	New York Central.....	22	12	1,100 00	50 00	
1323	Buffalo to Lewiston.....	do.....	29	12	1,450 00	50 00	
1324	Attica to Hornellsville.....	Erie.....	60	6	3,400 00	56 67	
1325	Buffalo to State Line.....	Buffalo and State Line.....	69	19	13,800 00	200 00	
1347	Salamanca to Corry.....	Atlantic and Great Western.....	61½	6	6,150 00	100 00	
1387	Owego to Ithaca.....	Delaware, Lackawanna, and Western.....	33	12	1,415 00	42 88	
1460	Chesterville to Warwick.....	Warwick Valley.....	11	12	550 00	50 00	
	Total New York.....		3,112.56		397,939 50		
NEW JERSEY.							
2002	New York to Piermont.....	Northern Railroad Co. of New Jersey.....	26½	6	2,081 00	50 00	Includes \$756 per annum for mail messenger service.
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	100 00	Includes \$300 per annum for mail messenger service.
2005	New York to Easton.....	Central Railroad Co. of New Jersey.....	76	12	7,600 00	100 00	
2006	New York to New Brunswick.....	N. Jersey Railroad and Transp'n Co.....	36	19	13,500 00	375 00	Includes \$2,700, being 25 per cent. on \$300 a mile for night service and extra trips.
2008	Port Monmouth to Jackson.....	} Raritan and Delaware Bay..... {	} 73¼ 5 {	} 6 6 {	3,937 50	50 00	
	Branch to Long Branch.....						
2014	Newark to Mount Clair.....	Newark and Bloomfield.....	6	12	275 00	45 83	
2028	Waterloo to Newton.....	Sussex.....	12	12	900 00	75 00	

B.—Railroad service as in operation June 30, 1866—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
NEW JERSEY—Continued.							
2056	Lambertsville to Flemington.....	Belvidere Delaware.....	12.13	6	606 50	50 00	
2062	Trenton to intersection with Delaware, Lackawanna, and Western Railroad at "Manunka Chunk".	do.....	68.70	12	5,152 50	75 00	
2067	New Brunswick to Philadelphia.....	Philadelphia and Trenton.....	54	19	20,250 00	375 00	Includes \$4,050, being 25 per cent. on \$300 a mile for night service and extra trips. Includes \$100 for mail messenger service at Englishtown.
2071	Jamesburg to Freehold.....	Freehold, Jamesburg, and Agricultural.	11	6	860 00	69 09	
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	} 6 6	7,462 00	103 63	
2097	Philadelphia to Bridgeton.....							West Jersey.....	19	6	4,315 00	125 00
2098	Camden to Atlantic City.....	Camden and Atlantic.....	19.40	6	100 00	100 00	
2102	Glassboro' to Millville.....	Millville and Glassboro'.....	60	6	3,000 00	50 00	
2105	Elmer to Salem.....	Salem.....	22	6	2,200 00	100 00	
2111	Millville to Cape Island.....	Cape May and Millville.....	16.60	6	830 00	50 00	
2124	Somerville to Flemington.....	Central Railroad Co. of New Jersey.	41	6	4,100 00	100 00	
	Total New Jersey.....		16.06	6	690 00	43 00	
			739.14	.....	85,809 50	.....	12 trips a week for 4 months, and 6 trips a week 6 months.
PENNSYLVANIA.							
2201	Philadelphia to Pittsburg.....	Pennsylvania.....	357½	14	{ 71,525 00 *1,875 00	200 00	

	Philadelphia to Pottsville.....	Philadelphia and Reading.....	97	12	{ 14,550 00	150 00
2203	Philadelphia to West Chester.....	West Chester and Philadelphia.....	29½	12	{ +2,550 00	
2204	Philadelphia to Bethlehem.....	} North Pennsylvania.....	{ 54.19	6	{ 1,463 00	50 00
	Branch to Doylestown.....						{ 10.11	6	{ 3,215 00	50 00
2206	Philadelphia to Norristown.....	Phila., Germantown, and Norristown.....	17	6	500 00	29 41
2208	Philadelphia to Darby.....	Philadelphia and Darby.....	8	6	500 00	62 50
2216	Bridgeport to Downingtown.....	Philadelphia and Reading.....	22	6	550 00	25 00
2235	Lenni Mills to Oxford.....	Philadelphia and Baltimore Central.....	33	12	1,650 00	50 00
2257	Lancaster to Middletown.....	Pennsylvania.....	32½	6	1,490 00	45 84
2268	Strasburg to Leaman Place.....	Strasburg, (J. F. & C. W. Herr, contractors.)	4½	6	215 00	47 77
2281	Reading to Harrisburg.....	Philadelphia and Reading.....	54	6	5,400 00	100 00
2298	Allentown to Reading.....	East Pennsylvania.....	36	6	1,800 00	50 00
2310	Easton to White Haven.....	Lehigh Valley.....	71	12	7,100 00	100 00
2327	Harrisburg to Chambersburg.....	Cumberland Valley.....	52	12	5,200 00	100 00
2328	Harrisburg to Auburn.....	Schuylkill and Susquehanna.....	59	6	2,950 00	50 00
2334	Port Clinton to Milton.....	Catawissa.....	92	12	13,800 00	150 00
2345	Tamaqua to Ashland.....	Philadelphia and Reading.....	21	6	850 00	50 00
2346	Sunbury to Williamsport.....	Pennsylvania, (lessees of the Philadelphia and Erie.)	40	14	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
2365	Scranton to Carbondale.....						Delaware and Hudson Canal Co.....	17	6	850 00	50 00
2372	Wilkesbarre to White Haven.....	Lehigh and Susquehanna.....	21½	6	1,075 00	50 00
2388	Penn Haven to Audenried.....	Lehigh Valley, over Beaver Meadow Branch.	17	6	850 00	50 00
2410	Great Bend to New Hampton.....	Delaware, Lackawanna, and Western	133	6	9,975 00	75 00
2456	Fall Brook to Corning.....	} Tioga.....	{ 47	12	3,725 00	50 00
	Branch to Morris Run.....						{ 4	6
2482	Williamsport to Elmira.....	Northern Central, (lessees of the Elmira and Williamsport.)	77	12	11,550 00	150 00
2483	Williamsport to Ridgeway.....	Pennsylvania, (lessees of Philadelphia and Erie.).....	130.953	6	6,547 65	50 00
2535	York to Columbia.....	Northern Central.....	13	7	650 00	50 00
2541	Hanover Junction to Hanover.....	Hanover Branch.....	13	6	1,050 00	50 00
	Branch to Littlestown.....	do.....	8	6		

Extended to Tamaqua, 4 miles, without change of pay.

* This sum is allowed for transportation of railway post office car between Reading railroad and Philadelphia, Wilmington, and Baltimore railroad, 5 miles.
 † This sum is allowed for transportation of railway post office car between Philadelphia and Trenton and Pennsylvania railroad, 6.8 miles.

B.—Railroad service as in operation June 30, 1866.—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay.	Annual cost per mile on each route.	Remarks.
	PENNSYLVANIA—Continued.		<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
2542	Hanover to Gettysburg.....	Gettysburg	17½	6	862 50	50 00	
2554	Chambersburg to Hagerstown	Cumberland Valley.....	22	6	1,100 00	50 00	
2576	Huntingdon to Mount Dallas	Huntingdon and Broad Top	44	6	2,466 00	50 00	
	Branch to Broad Top	do	5.32	6			
2585a	Tyrone to Phillipsburg.....	Pennsylvania, (lessees of the Tyrone and Clearfield.)	23.8	6	1,190 00	50 00	
2587	Altoona to Hollidaysburg.....	Pennsylvania	10	7	500 00	50 00	
2615	Washington to Wheeling.....	Hempfield	32½	6	3,234 00	100 00	Embraces all messenger service to side offices. Includes \$1,000 per annum for supply of side offices.
2624	Pittsburg to Uniontown	Pittsburg and Connellsville.....	73	6	3,650 00	50 00	
2625	Pittsburg to Kittaning	Allegheny Valley.....	45	6	3,250 00	50 00	
2644	Branch Junction to Indiana	Pennsylvania	20	7	1,000 00	50 00	
2656	Cresson to Ebensburg.....	Ebensburg and Cresson	12	12	600 00	50 00	
2748	Alton to Carrollton	Erie, (lessees of the Buffalo, Bradford, and Pittsburg.)	24.85	6	1,242 50	50 00	
2760	Meadville to Oil City.....	Atlantic and Great Western	38	6	1,900 00	50 00	
2770	Corry to Dennison.....	Oil Creek.....	34	12	2,550 00	75 00	
2771	Corry to Dayton.....	Atlantic and Great Western.....	326	6	32,600 00	100 00	
2773	Erie to Ridgeway.....	Pennsylvania, (lessees of Philadelphia and Erie.)	118.914	6	5,945 70	50 00	
2777	Miles Grove to New Castle	Erie and Pittsburg.....	83	6	6,225 00	75 00	
2777a	New Castle to Homewood	New Castle and Beaver Valley.....	15	6	1,125 00	75 00	
2779	Northville to Erie.....	Erie and North East	20	14	4,000 00	200 00	
2782	Columbia to Sinking Spring	Reading and Columbia.....	39.31	6	1,965 50	50 00	
2815	Hazleton to junction with Lehigh Valley railroad (2310) at Hazle Creek bridge.	Hazleton, (A. Pardee, contractor) ...	8	6	500 00	41 66	
	Branch to Juddo.....	do	4	6			

2817	Tyrone to Lock Haven.....	Pennsylvania.....	56	6	2,800 00	50 00
2818	Blairsville to Schenly Station.....	do.....	35	6	1,750 00	50 00
Total, Pennsylvania.....			2785.214	.....	267,319 35	.....
DELAWARE.						
3101	Wilmington to Princess Ann.....	Philadelphia, Wilmington & Baltimore	{ 47.48	12 }	11,635 62	125 00
3117	Harrington to Milford.....	Junction and Breakwater.....	{ 68.81	6 }		62 50
Total, Delaware.....			125.29	.....	12,085 62	.....
MARYLAND.						
3201	Baltimore to Philadelphia.....	Philadelphia, Wilmington & Baltimore	102	17	37,500 00	300 00
3204	Baltimore to Sunbury.....	Baltimore and Ohio.....	{ 86	14 }	25,450 00	200 00
3207	Baltimore to Washington.....	do.....	{ 55	14 }		150 00
3208	Baltimore to Wheeling.....	do.....	{ 40	26 }	12,000 00	300 00
3209	Grafton to Parkersburg.....	do.....	{ 179	19 }	93,900 00	300 00
3214	Intersection with Northern Central railroad (3204) to Union Bridge.	Western Maryland.....	{ 201	13 }		200 00
3237	Annapolis to Annapolis Junction.....	Annapolis and Elkridge.....	104	6	10,400 00	100 00
3306	Araby to Frederick.....	Baltimore and Ohio.....	40	6	2,000 00	50 00
Total, Maryland.....			830	.....	184,408 00	.....
OHIO.						
9004	Bell Air to Columbus.....	Central Ohio.....	137 $\frac{1}{2}$	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	240 00	30 00
9051	Pittsburg to Chicago.....	Pittsburg, Fort Wayne, and Chicago.	469 $\frac{1}{2}$	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	21,600 00	225 00
9101	Hudson to Millersburg.....	Cleveland, Zanesville and Cincinnati.	62	6	1,860 00	30 00
9103	Cleveland to Youngstown.....	Atlantic and Great Western.....	67	6	3,350 00	50 00
9104	Cleveland to Wellsville.....	Cleveland and Pittsburg.....	{ 59 $\frac{1}{4}$	12 }	13,087 50	150 00
9105	Cleveland to Sandusky.....	Cleveland and Toledo.....	{ 40 $\frac{1}{4}$	6 }		100 00
			61	6	3,050 00	50 00

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

Includes \$6,900 for ferry at night and accommodations for agents on night trains.

B.—Railroad service as in operation June 30, 1866—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
OHIO—Continued.							
9125	Bayard to New Philadelphia	Cleveland and Pittsburg.....	32	6	1,372 00	42 87	
9129	Oneidaville to Carrollton	Oneida and Carrollton.....	12	6	400 00	33 33	
9146	Sandusky to Newark.....	Sandusky, Mausfield, and Newark...	116	6	11,600 00	100 00	
9168	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	Cleveland, Columbus, and Cincinnati..	50	6	2,143 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 87	
9201	Columbus to Xenia	Columbus and Xenia.....	55	13	12,375 00	225 00	
9202	Columbus to Indianapolis	Columbus and Indianapolis Central..	188	12	28,200 00	150 00	
9222	Galion to Union City	Bellefontaine.....	119	12	17,850 00	150 00	
9247	Blanchester to Hillsboro'	Marietta and Cincinnati	21	6	787 00	37 50	
9266	Portsmouth to Reed's Mills	do	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, Wabash, and Western.....	243	6	24,300 00	100 00	
9345	Toledo to Elkhart	Michigan Southern and Northern Indiana.	133	6	6,650 00	50 00	
9351	Frémont to Finley.....	Frémont and Indiana	37	6	1,295 00	35 00	
9370	Carey to Finley	Sandusky, Dayton, and Cincinnati...	16	6	480 00	30 00	
9378	Dodson to Union City.....	Dayton and Union.....	33	6	2,475 00	75 00	
9381	Dayton to Toledo.....	Dayton and Michigan.....	149	12	22,350 00	150 00	
9401	Hamilton to Cambridge	Cincinnati and Indianapolis Junction	54	6	2,700 00	50 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	
			35	12	-----	150 00	
9406	Cincinnati to Springfield	Little Miami.....	19	6	16,525 00	100 00	
			65	13	-----	225 00	

9407	Cincinnati to Parkersburg	Marietta and Cincinnati	{ 197	6	20,150 00	100 00
9429	Morrow to Zanesville	Cincinnati, Wilmington, and Zanesville	{ 9	6	-----	50 00
9470	Dayton to Richmond	Little Miami, Columbus, and Xenia..	132.9	6	9,975 00	75 00
9491	Harrison Junction to Brookville.....	Indianapolis and Cincinnati.....	42	6	3,150 00	75 00
			25	6	1,250 00	50 00
	Total, Ohio		3,548 $\frac{1}{40}$	-----	453,414 50	-----
	VIRGINIA.					
4401	Washington, D. C., to Lynchburg, Va.	Orange and Alexandria.....	{ 178 $\frac{1}{2}$	7	18,300 00	100 00
4403	Game Point to Richmond.....	Richmond, Fredericksburg, and Potomac.	{ 9	7	-----	50 00
4404	Alexandria to Leesburg.....	Alexandria, Loudon, and Hampshire.	75 $\frac{1}{2}$	14	7,550 00	100 00
4406	Richmond to Selma	Virginia Central.....	{ 38.63	6	1,931 50	50 00
4407	Richmond to Greensboro'.....	Richmond and Danville	{ 76 $\frac{1}{2}$	7	13,600 00	100 00
4408	Richmond to Petersburg.....	Richmond and Petersburg	{ 119	7	-----	50 00
4412	Petersburg to Weldon.....	Petersburg.....	190 $\frac{1}{2}$	6	14,287 50	75 00
4413	Petersburg to City Point	Southside	24 $\frac{1}{2}$	7	2,450 00	100 00
4414	Petersburg to Lynchburg	do	64	14	6,400 00	100 00
4415	Portsmouth to Weldon	Seaboard and Roanoke	12	6	600 00	50 00
4416	Norfolk to Petersburg.....	Norfolk and Petersburg	123	6	6,150 00	50 00
4422	Lynchburg to Goodson and Bristol, Tenn.	Virginia and Tennessee.....	80	7	4,000 00	50 00
			81 $\frac{1}{2}$	7	4,075 00	50 00
			205	7	20,500 00	100 00
	Total, Virginia		1,277.63	-----	99,844 00	-----
	NORTH CAROLINA.					
5001	Weldon to Wilmington.....	Wilmington and Weldon	162	7	16,200 00	100 00
	Branch. Rocky Mount to Tawboro'	do	19	7	608 00	32 00
5003	Raleigh to Weldon.....	Raleigh and Gaston.....	97	7	4,850 00	50 00
5005	Goldsboro' to Charlotte.....	North Carolina	223	7	11,150 00	50 00
5006	Goldsboro' to Morehead City.....	Atlantic and North Carolina.....	95	6	4,750 00	50 00
5007	Salisbury to Morgantown.....	Western and North Carolina.....	78	6	2,340 00	30 00
5254	Wilmington to Rutherfordton	Wilmington, Charlotte, and Rutherfordton.	149	3	4,470 00	30 00
	Total, North Carolina.....		823	-----	44,368 00	-----

B.—Railroad service as in operation June 30, 1866—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
SOUTH CAROLINA.							
5601	Kingsville to Wilmington	Wilmington and Manchester.....	171	7	17,100 00	100 00	
5602	Kingsville to Augusta.....	South Carolina.....	119	7	8,925 00	75 00	
	Branch. Kingsville to Camden.....	do.....	37½	7	1,875 00	50 00	
	Branch. Kingsville to Columbia ...	do.....	27	7	1,350 00	50 00	
	Branch. Branchville to Charleston..	do.....	62	7	4,650 00	75 00	
5603	Florence to Cheraw.....	Cheraw and Darlington.....	40	7	1,200 00	30 00	
5604	Charleston to Florence	Northeastern	103½	7	7,772 00	75 00	
5606	Columbia to Charlotte.....	Charlotte and South Carolina	110	6	5,500 00	50 00	
5607	Columbia to Greenville C. H.....	Greenville and Columbia	145½	6	7,263 00	50 00	
	Branch. Hodges to Abbeville.....	do.....	11½	6	345 00	30 00	
	Branch. Belton to Anderson C. H..	do.....	10	6	300 00	30 00	
5608	Chester C. H. to Yorkville.....	King's Mountain	23½	6	705 00	30 00	
5609	Alston to Spartanburg C. H.....	Spartanburg and Union	70	6	2,100 00	30 00	
5610	Newberry C. H. to Laurens C. H....	Laurens	32	6	960 00	30 00	
	Total, South Carolina.....	.....	962½	.....	60,045 00	.....
GEORGIA.							
6001	Savannah to Macon.....	Central.....	192	7	14,400 00	75 00	
6002	Walthourville to Thomasville.....	Savannah, Albany, and Gulf.....	164¾	7	4,942 00	30 00	
6010	Millen to Augusta	Central Railroad and Banking Co...	54	7	2,700 00	50 00	
6051	Macon to Columbus	Southwestern and Muscogee.....	100	7	5,000 00	50 00	
6052	Macon to Atlanta.....	Macon and Western.....	102	7	7,650 00	75 00	
6054	Fort Valley to Albany.....	Southwestern.....	77½	7	2,325 00	30 00	
	Branch. Renwick to Eufaula	do.....	61	7	1,830 00	30 00	
6110	Barnsville to Thomasville	Upson County.....	17.07	7	512 00	30 00	

6128	Milledgeville to Gordon	Central Railroad and Banking Co...	17	7	1,275 00	75 00
6129	Milledgeville to Eatonton	do	21	7	630 00	30 00
6136	Augusta to Atlanta	Georgia	174½	7	13,088 00	75 00
	Branch, Warrenton to Camak	do	3¾	7	113 00	30 00
6143	Double Wells to Washington	do	19	7	570 00	30 00
6144	Union Point to Athens	do	40	7	1,200 00	30 00
6165	Atlanta to West Point	Atlanta and West Point	86½	7	6,488 00	75 00
6166	Atlanta to Chattanooga	Western and Atlantic	140	7	14,000 00	100 00
6198	Kingston to Rome	Rome	19	7	570 00	30 00
6288	Lookout Station to Trenton	Will's Valley	13	7	390 00	30 00
	Total, Georgia .....	.....	1,302.7	.....	77,683 00	.....
	FLORIDA.					
6556	St. Mark's to Tallahassee	Tallahassee and St. Mark's	21¾	6	652 00	30 00
6582	Jacksonville to Tallahassee	Pensacola and Georgia	170	6	8,500 00	50 00
6583	Fernandina to Cedar Key	Florida	154	6	4,620 00	30 00
	Total, Florida .....	.....	345¾	.....	13,772 50	.....
	MICHIGAN.					
12501	Toledo, O., to Chicago, Ill.	Michigan Southern and Northern In- diana	242	12	36,300 00	150 00
12502	Toledo, O., to Detroit	do	65	.....	6,500 00	100 00
12504	Monroe to Adrian	do	34	.....	1,700 00	50 00
12505	Adrian to Jackson	do	46	.....	2,300 00	50 00
12506	Detroit to Chicago	Michigan Central	285¼	12	42,787 50	150 00
12507	Detroit to Grand Haven	Detroit and Milwaukee	189	12	18,900 00	100 00
12508	Detroit to Port Huron	Detroit and Port Huron	64¼	.....	3,212 50	50 00
12720	Saginaw to Flint	Flint and Pere Marquette	36½	6	1,825 00	50 00
12746	Owosso to Lansing	Amboy, Lansing, and Traverse Bay ..	28	6	700 00	25 00
12763	Flint to Holly	Flint and Holly	17.22	12	1,291 50	75 00
12764	Esconawba to Marquette	Chicago and Northwestern	69	.....	3,321 00	96 00
(part.) 12767	Jackson to Mason	Jackson, Lansing, and Saginaw	25¾	6	1,288 75	50 00
	Total, Michigan .....	.....	1,102.26	.....	120,126 25	.....

Six times a week, or as much oftener as the trains run.

Do.

Do.

Do.

Six times a week, six months.

Includes mail messenger service.

B.—Railroad service as in operation June 30, 1866—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
INDIANA.							
12001	Indianapolis to Lafayette.....	Lafayette and Indianapolis.....	65 $\frac{3}{8}$	12	6,562 50	100 00	
12003	Indianapolis to Peru.....	Peru and Indianapolis.....	54	12	6,600 00	100 00	
12004	Union City to Indianapolis.....	Indianapolis, Pittsburg, and Cleveland	24	6	-----	50 00	
12007	Indianapolis to Cincinnati.....	Indianapolis and Cincinnati.....	85	12	10,625 00	125 00	
12008	Indianapolis to Madison.....	Indianapolis and Madison.....	113 $\frac{1}{2}$	12	14,187 50	125 00	
12010	Indianapolis to Terre Haute.....	Terre Haute and Richmond.....	87	6	4,350 00	50 00	
12013	New Albany to Indianapolis.....	Jeffersonville.....	73	12	14,600 00	200 00	
12046	Rushville to Columbus.....	Indianapolis and Madison.....	72	12	14,850 00	150 00	
12051	Richmond to Logansport.....	Chicago and Great Eastern.....	41	12	-----	100 00	
12090	Cincinnati to East St. Louis.....	Ohio and Mississippi.....	46	6	1,840 00	40 00	
12105	New Albany to Michigan City.....	New Albany and Salem.....	108	12	10,800 00	100 00	
12159	Evansville to Rockville.....	Evansville and Crawfordsville.....	341	13	68,200 00	200 00	
12199	Logansport to Chicago.....	Chicago and Great Eastern.....	137	6	25,920 00	90 00	
12257	State Line to Logansport.....	Toledo, Logansport, and Burlington.	151	12	-----	75 00	
12261	Plymouth to La Porte.....	Cincinnati, Peru, and Chicago.....	23	6	9,400 00	50 00	
	Total, Indiana.....	-----	110	6	-----	75 00	
			136	12	13,600 00	100 00	
			61	6	3,050 00	50 00	
			30	6	900 00	30 00	
			1,758 $\frac{1}{8}$	-----	205 485 00	-----	
ILLINOIS.							
11501	Chicago to Milwaukee.....	Chicago and Milwaukee and Milwau- kee and Chicago.	87	12	8,700 00	100 00	
11502	Chicago to Freeport.....	Galena and Chicago Union.....	121	12	12,100 00	100 00	

11503	Chicago to Clinton.....	do.....	138		13,800 00	100 00	Six times a week, or as much oftener as the trains run.
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.....	284 $\frac{1}{4}$		28,475 00	100 00	Do.
11507	Chicago to Centralia.....	Illinois Central.....	253		42,100 00	100 00	Do.
	Centralia to Cairo.....	do.....	112	12		150 00	
11508	Joliet to Lake Station.....	Michigan Central.....	45		2,250 00	50 00	Do.
11510	Elgin to Richmond.....	Elgin and State Line.....	33		1,650 00	50 00	Do.
11511	Belvidere to Madison.....	Galena and Chicago Union.....	67.60		3,380 00	50 00	Do.
11512	Dunleith to Centralia.....	Illinois Central.....	342	12	34,200 00	100 00	
11513	Bureau Junction to Peoria.....	Chicago and Rock Island.....	47		2,350 00	50 00	Do.
11514	Peoria to Gilman.....	Logansport, Peoria, and Burlington.....	86		9,850 00	100 00	Do.
	Gilman to State Line.....	do.....	25			50 00	Do.
11515	Peoria to Galesburg.....	Chicago, Burlington, and Quincy.....	54		5,400 00	100 00	Do.
11517	Galesburgh to Quincy.....	do.....	100	12	12,000 00	120 00	
11518	Peoria to Virginia.....	Peoria, Pekin, and Jacksonville.....	71.65		3,582 50	50 00	Do.
11519	State Line, Indiana, to Meredosia.....	Great Western.....	182		18,200 00	100 00	Do.
11520	Quincy to Meredosia.....	Quincy and Toledo.....	58		5,800 00	100 00	Do.
11521	Terre Haute, Ind., to St. Louis, Mo.....	St. Louis, Alton, and Terre Haute.....	193		38,600 00	200 00	Do.
11559	Courtland Station to Sycamore.....	Sycamore and Courtland.....	5	6	250 00	50 00	
11729	Lewistown to Yates City.....	Chicago, Burlington and Quincy.....	31	6	1,550 00	50 00	
11886	Jacksonville to Godfrey.....	Jacksonville, Alton, and St. Louis.....	61.90	6	3,030 00	50 00	
11917	Carthage to Warsaw.....	Mississippi and Wabash.....	21 $\frac{1}{2}$		1,075 00	50 00	Do.
11919	Clayton to Carthage.....	Illinois and Southern Iowa.....	30 $\frac{1}{2}$		1,525 00	50 00	Do.
11926	Petersburg to Jacksonville.....	St. Louis, Jacksonville, and Chicago.....	28 $\frac{1}{2}$		1,425 00	50 00	Do.
	Total, Illinois		2,882.10		294,306 50		
	WISCONSIN.						
13001	Chicago, Ill., 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 poss'n.)	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	
	Savanna to Port Byron.....	Western Union.....	37 $\frac{4}{10}$	12	3,740 00	100 00	
13004	Milton to Monroe.....	Milwaukee and Prairie du Chien.....	43.07	6	2,185 00	50 00	

B.—Railroad service as in operation June 30, 1866—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay.	Annual cost per mile on each route.	Remarks.
WISCONSIN—Continued.							
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
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 La Crosse, <i>via</i> Watertown and Columbus.	Milwaukee and St. Paul.....	197½	12	19,750 00	100 00	
13008	Milwaukee to Portage City, <i>via</i> Horicon.	Milwaukee and Minnesota.....	96½	12	9,650 00	100 00	
13009	Horicon to Berlin.....	Milwaukee and St. Paul.....	44	6	2,200 00	50 00	
13010	Ripon to Winneconne.....	Ripon and Wolf River.....	16	6	600 00	37 50	
13041	Sheboygan to Glenbulah.....	Sheboygan and Fond du Lac	20	6	1,000 00	50 00	
(part.) 13187	Watertown to Sun Prairie	Milwaukee and St. Paul.....	25	6	1,250 00	50 00	
	Total, Wisconsin.....	.....	1,166.01	.....	103,725 00	.....
IOWA.							
10901	Keokuk to Prairie City	Keokuk, F't Des Moines, & Minnesota	130	12	9,750 00	75 00	
10902	Keokuk to Fort Madison.....	Keokuk, M't Pleasant, & Muscatine.	25	6	1,250 00	50 00	
10926	Burlington to Ottumwa.....	Burlington and Missouri river	76	12	5,700 00	75 00	
10940	Muscatine to Washington	Mississippi and Missouri.....	37.77	6	1,888 50	50 00	
10942	Davenport to Kellogg Station.....	..... do.....	134.20	6	7,247 50	54 00	
10954	Clinton to Cedar Rapids	Galena and Chicago Union, (lessees of Chicago, Iowa, and Nebraska.)	82	12	6,150 00	75 00	
10961 ^a	Cedar Rapids to Boonsborough .....	..... do.....	69	12	7,845 00	75 00	
			53.40	6	.....	50 00	
10971	Dubuque to Cedar Falls.....	Dubuque and Sioux City.....	100	6	5,000 00	50 00	
10972	Farley to Cedar Rapids	Dubuque, Marion, and Western.....	55.76	6	2,788 00	50 00	

10999a	McGregor to Conover.....	McGregor and Western	48	6	2,400 00	50 00
	Total, Iowa.....	.....	811.131	.....	50,019 00	.....
	MISSOURI.					
10401	St. Louis to Kansas City.....	Pacific	282.02	7	42,303 00	150 00
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	8,910 00	100 00
			{ 4	7	.....	50 00
10429	Pacific to Rolla	Pacific	76.25	6	5,718 75	75 00
10463	Quincy, Ill., to St. Joseph.....	Hannibal and St. Joseph	222	14	44,400 00	200 00
10524	St. Joseph to Weston.....	Platte County	36	6	3,600 00	100 00
	Total, Missouri.....	.....	877.37	.....	130,431 75	.....
	KENTUCKY.					
9504	Louisville to Nashville.....	Louisville and Nashville.....	185	7	27,750 00	150 00
9505	Lebanon Junction to Crab Orchard..	Louisville and Nashville, (Lebanon branch.)	67	6	5,005 00	75 00
9506	Louisville to Lexington	Louisville and Frankfort and Lexington and Frankfort.	94	6	9,400 00	100 00
9512	Junction to Bardstown.....	Louisville and Nashville.....	18	6	900 00	50 00
9524	Nicholasville to Covington.....	Kentucky Central	{ 13	6	10,550 00	50 00
			{ 99	12	.....	100 00
9648	Bowling Green to Clarksville.....	Louisville and Nashville, (Memphis branch.)	65	6	4,875 00	75 00
9686	Paducah to Union City.....	New Orleans and Ohio	62	6	3,100 00	50 00
	Total, Kentucky.....	.....	603	.....	61,580 00	.....
	TENNESSEE.					
10006	Nashville to Chattanooga.....	Nashville and Chattanooga	153	14	15,300 00	100 00
10008a	Nashville to Decatur.....	Nashville and Decatur	122.369	7	9,177 00	75 00
10063	Knoxville to Bristol.....	East Tennessee and Virginia.....	130.7	7	13,070 00	100 00
10064	Knoxville to Chattanooga	East Tennessee and Georgia.....	{ 112	7	12,625 00	100 00
			{ 28½	7	.....	50 00
10219	Memphis to Humboldt.....	Memphis and Ohio	82½	6	4,125 00	50 00
10257	Nashville to Johnsonville.....	Nashville and Northwestern	78	6	2,340 00	30 00
	Total, Tennessee .....	.....	707.069	.....	56,637 00	.....

B.—Railroad service as in operation June 30, 1866—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
ALABAMA.							
7001	Montgomery to West Point.....	} Montgomery and West Point.....	88	7	6,600 00	75 00	
	Branch. Opelika to Columbus.....		28	7	1,400 00	50 00	
7002	Montgomery to Mobile.....	Alabama and Florida.....	184	7	9,200 00	50 00	
7022	Columbus, Ga., to Union Springs....	Mobile and Girard.....	53	6	1,590 00	30 00	
7096	Memphis, Tenn., to Stevenson.....	Memphis and Charleston.....	272½	7	20,437 50	75 00	
	Branch. Moscow to Somerville.....	do.....	13½	7	405 00	30 00	
	Branch. Tuscumbia to Florence.....	do.....	7	7	210 00	30 00	
7147	Selma to Oxford.....	Alabama and Tennessee Rivers.....	135	6	4,050 00	30 00	
7219	Gainesville to Gainesville Junction..	Mississippi, Gainesville, and Tuscaloosa.	22	6	660 00	30 00	
	Total, Alabama.....		803	.....	44,552 50	.....
MISSISSIPPI.							
7401	Vicksburg to Meridian.....	Southern Mississippi.....	144	7	10,800 00	75 00	
7412	Canton to Jackson, Tenn.....	Mississippi Central.....	237	7	23,700 00	100 00	
7469	Mobile, Ala., to Columbus, Tenn....	Mobile and Ohio.....	472	7	47,200 00	100 00	
7506	Memphis, Tenn., to Grenada.....	Mississippi and Tennessee.....	100	7	7,500 00	75 00	
	Total, Mississippi.....		953	.....	89,200 00	.....
ARKANSAS.							
8038	Little Rock to Devall's Bluff.....	Memphis and Little Rock.....	50	7	3,750 00	75	
	Total, Arkansas.....		50	.....	3,750 00	.....

LOUISIANA.						
8152	New Orleans to Canton.....	New Orleans, Jackson, and Great Northern.	206	7	20,600 00	100 00
8154	New Orleans to Brashear.....	New Orleans, Opelousas, and Great Western.	82	7	4,100 00	50 00
	Total, Louisiana.....		288	.....	24,700 00	.....
TEXAS.						
8509	Galveston to Houston.....	Galveston and Houston Junction....	50	7	3,750 00	75 00
8528	Harrisburg to Alleyton.....	Buffalo Bayou, Brazos, and Colorado.	80½	7	4,025 00	50 00
8818	Hempstead to Brenham.....	Washington County.....	21	7	1,050 00	50 00
8819	Houston to Columbia.....	Houston Tap and Brazoria.....	50	7	1,500 00	30 00
8820	Houston to Orange.....	Texas and New Orleans.....	100	7	5,000 00	50 00
8821	Houston to Millican.....	Houston and Texas Central.....	80	7	4,000 00	50 00
	Total, Texas.....		381½	.....	19,325 00	.....
CALIFORNIA.						
14753	San Francisco to San José.....	San Francisco and San José.....	50	12	5,000 00	100 00
14793	Sacramento to Folsom City.....	Sacramento.....	23½	12	4,640 00	200 00
14880	Folsom City to Lincoln.....	L. Wilson, contractor.....	19	12	1,900 00	100 00
	Aspinwall to Panama.....	Pacific Mail Steamship Company....	48	.....	37,500 00	781 25
			140½	.....	49,040 00	.....

Part of the route from N. York to San Francisco, under act of Congress of March 25, 1864.

GEO. WM. McLELLAN, *Second Assistant Postmaster General.*

C.—Steamboat service as in operation September 30, 1866.

States.	Number of route.	Termini.	Distance.	Number of trips per week.	Annual pay.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	
New Hampshire	317 ^a	Wolfboro' to Meredith Village.....	30	3	500 00	During navigation.
	323	Wier's Bridge to Wolfboro'.....	30	6	650 00	
		Total, New Hampshire.....	60	.....	1,150 00
Massachusetts	670	Hyannis to Nantucket.....	30	6	2,500 00	
	674	New Bedford to Edgartown.....	38	6	1,475 00	
		Total, Massachusetts.....	68	.....	3,975 00
Rhode Island.....	809	Newport to New York.....	160	6	1,500 00	
New York.....	1119	Whitehall to Rouse's Point.....	120	11	6,000 00	During navigation.
	1387	Ithaca to Cayuga.....	40	6	1,713 00	
	1480	Geneva to Watkins.....	47	6	700 00	
		Total, New York.....	207	.....	8,413 00
New Jersey	2007	New York to Keyport.....	25	6	350 00	Part of railroad contract.
	2068	New York to Port Monmouth.....	20	6	500 00	
	2092	South Amboy to New York.....	27	6	2,338 00	
		Total, New Jersey.....	72	.....	3,188 00
Pennsylvania.....	2626	Pittsburg to Greensboro'.....	85	6	6,300 00	
Maryland.....	3210	Baltimore to Queenstown.....	36	3	547 00	

Ohio	9267	Portsmouth to Cincinnati.....	115	3	2,500 00
	9413	Cincinnati to Maysville.....	66	6	4,000 00
	9492	Portsmouth to Gallipolis.....	89	3	2,250 00
	Total, Ohio		270	.....	8,750 00
West Virginia.....	4102	Wheeling to Parkersburg.....	96	3	3,600 00
	4109	Parkersburg to Gallipolis.....	86	3	2,700 00
	4116	Kanawha C. H. to Point Pleasant.....	59 $\frac{1}{4}$	6	2,400 00
	Total, West Virginia.....		241 $\frac{1}{4}$	.....	8,700 00
Virginia	4182	Norfolk to Baltimore	200	6	18,000 00
	4323	Norfolk to Matthews C. H.....	138	3	1,000 00
	4402	Washington to Game Point	55 $\frac{1}{2}$	14	5,500 00
	4410	Richmond to Norfolk.....	148	3	2,000 00
	Total, Virginia		541 $\frac{1}{2}$	.....	26,500 00
North Carolina	5050	Plymouth to Franklin Depot.....	107	2	2,354 00
	5254 (part.)	Wilmington to Riverside	6	3	180 00
	Total, North Carolina.....		113	.....	2,534 00
Georgia.....	6273	Rome to Greensport, Ala	180	1	1,440 00
Florida	6419	Pilatka to Savannah	332	2	5,000 00
	6420	Pilatka to Mellonville	124	1	2,500 00
	6442	Bainbridge to Apalachicola	201	2	15,000 00
	Total, Florida		657	.....	22,500 00
Michigan	12693	Grand Haven to Milwaukee.....	85	6	2,550 00
	12741	Ontonagon to Detroit	769	4	1,500 00
	12745	{ Green Bay, Wis., to Esconawba, Mich. Marquette to Hancock	134	6	} 13,867 00
	12749		Port Huron to Mackinaw.....	74		6
			240	3	780 00
	Total, Michigan		1,302	.....	18,697 00

Part of railroad contract.

During navigation, say 6 months.
 During navigation, say 6 months, at rate
 of \$250 per month.
 During navigation, say 6 months.
 \$10 a round trip.

C.—Steamboat service as in operation September 30, 1866—Continued.

States.	Number of route.	Termini.	Distance.	Number of trips per week.	Annual pay.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	
Wisconsin	13013	La Crosse to Dubuque	165	6	11,040 00	From April 16 to November 14 in each year; \$60 a round trip. From May 1 to November 15 in each year. During navigation, say 6 months.
	13017	Oshkosh to New London.....	67	6	1,200 00	
	13263	Berlin to Oshkosh.....	26	6	333 33	
		Total, Wisconsin	258	.....	12,573 33
Missouri	10507	St. Louis to Keokuk	232	6	15,000 00	During navigation.
	10508	St. Louis to Cairo	200	2	7,350 00	
		Total, Missouri.....	432	.....	22,350 00
Minnesota.....	13501	St. Paul to La Crosse	190	6	7,360 00	From April 16 to November 14 in each year; \$40 a round trip. From April 16 to November 14 in each year; \$50 a round trip.
	13502	La Crosse, Wis., to St. Paul, Minn	180	6	9,200 00	
		Total, Minnesota	370	.....	16,560 00
Kentucky.....	9601	Louisville to Cincinnati	135	7	9,000 00	
	9602	Louisville to Evansville.....	202	4	7,990 00	
	9603	Evansville, Ind., to Cairo, Ill.....	197	4	10,000 00	
	9807	Columbus to Cairo.....	21	6	3,150 00	
	9809	Cairo, Ill., to Iuka, Miss	328	3	5,000 00	
	Total, Kentucky.....	883	.....	35,140 00	
Mississippi	7202	Vicksburg to Yazoo City.....	118	3	2,900 00	

A P G	Louisiana.....	8003	New Orleans to St. Francisville.....	170	2	2,912 00
		8007	New Orleans to Algiers.....	2	7	300 00
		8008	New Orleans to Bura's Settlement.....	69	2	2,000 00
		8009	New Orleans to Mobile.....	214	6	15,500 00
		8010	New Orleans to Covington.....	57	2	1,800 00
		8106	Vicksburg to New Orleans.....	397	2	10,000 00
		8107	Cairo to New Orleans.....	1,075	3½	27,300 00
		8108	Memphis to Pine Bluff.....	395	2	12,000 00
		8109	Napoleon to Vicksburg.....	230	2	6,000 00
			Total, Louisiana.....	2,609	.....	77,812 00
	Texas.....	8508	New Orleans to Indianola.....	540	3	24,429 00
		8519	Indianola to Corpus Christi.....	105	2	5,500 00
		Total, Texas.....	645	.....	29,929 00	
	California.....	14701	San Francisco to Sacramento City.....	110	6	18,000 00
		14703	San Francisco to Stockton.....	120	6	15,000 00
		14704	San Francisco to Oakland.....	9	6	1,395 00
		Total, California.....	239	.....	34,395 00	
	Oregon.....	15101	Portland to Monticello.....	56	3	5,000 00
		15102	Portland to The Dalles.....	119½	6	15,000 00
		15119	Astoria to Portland.....	110	2	6,990 00
		Total, Oregon.....	285½	.....	26,990 00	
	Washington Territory.....	15407	Olympia to Victoria, B. P.....	200	1	10,000 00
		15419	Seattle to Whatcom.....	165	1	5,800 00
		Total, Washington Territory.....	365	.....	15,800 00	
	Under act of March 25, 1864.....		New York to Aspinwall.....	2,305	} -----	150,000 00
			Panama to San Francisco.....	3,757		
		Total, under act of March 25, 1864..	6,062	.....	150,000 00	

Contract annulled from October 1, 1866.

This service is set down to California in the report of June 30, 1866, and includes service across the Isthmus of Panama.

D.—Table showing the increase and decrease in mail.

States and Territories.	CELERITY, CERTAINTY, AND SECURITY.				STEAMBOAT.			
	Length of routes.		Cost.		Length of routes.		Cost.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.
Maine		21	6,327					
New Hampshire	77		9,375			*30	1,000	
Vermont	15		5,682					
Massachusetts		39	6,973			172	3,825	
Rhode Island		6	976		132		700	
Connecticut		11	5,556					
New York	5		51,876			†2,484	†17,375	
New Jersey		2	863			12	1,200	
Pennsylvania		183	2,580					
Delaware	2		2	250				
Maryland		4	57					
Ohio	189		2,040			‡6		
West Virginia	2,531		35,101				1,000	
Virginia	5,215		87,097		203		7,550	
North Carolina	5,176		70,301		113		2,534	
South Carolina	1,722		21,491					
Georgia	1,635		23,275		512		6,440	
Florida	873		29,005		299		2,300	
Michigan	21		1,581			620	7,200	
Indiana		35	1,682					
Illinois		72	1,249					
Wisconsin	97		3,753					
Iowa	63		2,968					
Missouri	34			§§1,608				
Minnesota	212		1,994					
Kentucky	62		1,038		349		6,575	
Tennessee	1,379		24,730					
Alabama	2,434		40,875					
Mississippi	1,000		19,188		120		2,900	
Arkansas	1,720		35,856		554		6,000	
Louisiana	640		22,965		1,595		48,918	
Texas	3,219		76,597		540		24,429	
California	217			|||19,842				
Oregon			¶¶500					
Kansas	46		525					
Nevada		17		6,750				
New Mexico Territ'y		204		3,919				
Utah Territory	612		32,175					
Nebraska Territory	1		58					
Washington Territ'y		205		1,943	165		2,500	
Colorado Territory		115		3,150				
Dakota Territory		60		400				
Arizona Territory	349		21,726					
Idaho Territory	60		8,000					
Total	29,606	974	656,035	37,862	4,582	3,324	111,846	30,600
	974		37,862		3,324		30,600	
Increase	28,632		618,173		1,258		81,246	

* Restored since June 30, 1866. (See steamboat service, September 30, 1866, route No. 317.)

† Route from Concord to Portsmouth changed.

‡ Pay increased \$1,905 on route from Bellows Falls to Burlington, and \$360 on route from Brattleboro' to Bellows Falls.

§ Steamboat service from Fall River to New York made to commence at Newport, and transferred to Rhode Island.

|| Corrected distance.

¶ Pay on route from New Haven to New York reduced to \$300 a mile; and on route from Waterbury to Providence increased to \$100 per mile.

transportation and cost during the year ended June 30, 1866.

RAILROAD.				TOTAL ANNUAL TRANSPORTATION.		TOTAL ANNUAL COST.	
Length of routes.		Cost.		Net increase.	Net decrease.	Net increase.	Net decrease.
Increase.	Decrease.	Increase.	Decrease.				
Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.
17		1,150		69,186		7,477	
†10				48,126		8,375	
		‡2,265		66,708		7,947	
22		7,050			§55,959	10,198	
				62,556		1,676	
||2			¶ 2,275	**63,436		3,281	
51		50,267		192,458		81,768	
12		2,917		17,286		2,580	
233		30,211		241,398		32,791	
13		817		6,076		567	
				5,616		57	
36		1,849		111,642		3,889	
				465,768		36,101	
1,277		99,844		2,157,571		194,491	
823		44,368		1,344,318		117,203	
962		60,045		880,869		81,536	
1,302		77,683		1,386,426		107,398	
345		13,772		432,484		45,077	
26		1,719			82,755		3,900
		19,350		242,072		21,032	
38		11,455		56,669		12,704	
38		3,740		72,517		7,493	
45		3,125		61,090		6,093	
46		6,775		19,454		5,167	
				28,184		1,994	
132		9,880		213,128		17,493	
707		56,637		866,466		81,367	
803		44,552		986,366		85,427	
953		89,200		960,072		111,288	
50		3,750		556,032		45,606	
288		24,700		1,002,368		96,583	
381		19,325		1,186,571		120,351	
				45,788			19,842
						500	
				3,259		525	
					17,368		6,750
					21,268		3,919
				137,540		32,175	
				624		58	
					3,120	557	
					14,040		3,150
					6,240		400
				36,296		21,726	
				18,720		8,000	
8,691		686,446	2,275	14,045,170	200,750	1,421,551	37,961
		2,275		200,750		37,961	
8,691		684,171		13,844,420		1,383,590	

** Occasioned by increased number of trips, principally on railroad routes.
 †† Sea routes to southern ports included in New York service last year, omitted in this year's report.
 ‡‡ Corrected distance.
 §§ Arises from excess of curtailment in pay by service on route from Independence to Sedalia being superseded by railroad service.
 ||| Occasioned by the reduction in pay on the route from Lincoln to Portland, Oregon, the additional routes put in operation since that reduction was ordered not having absorbed the \$25,000 saved on above route.
 ¶¶ To correct error in report of June 30, 1865.

GEO. WM. McLELLAN,
 Second Assistant Postmaster General.

E.—The following table shows the rate of pay per annum for mail transportation in operation in southern States on the 30th June, 1866; the amount due for service rendered in the year ending with that date; and the difference, resulting from service being in operation only part of the year.

States.	Rate of pay per annum for service in operation June 30, 1866.	Amount due for service rendered in the year ending June 30, 1866.	Difference, resulting from service being in operation only part of the year.
West Virginia.....	\$84,202	\$67,996	\$16,206
Virginia.....	194,491	125,443	69,048
North Carolina.....	117,203	67,665	49,538
South Carolina.....	81,536	60,843	20,693
Georgia.....	107,398	80,968	26,430
Florida.....	45,077	20,445	24,632
Alabama.....	85,427	56,725	28,702
Mississippi.....	111,288	84,324	26,964
Louisiana.....	96,583	68,704	27,879
Texas.....	120,351	66,974	53,377
Arkansas.....	45,606	13,012	32,594
Tennessee.....	81,367	56,119	25,248
Total.....	1,170,529	769,218	401,311

GEO. WM. MCLELLAN, *Second Ass't P. M. G.*

F.—Mail service in operation in southern States September 30, 1866, compared with the condition of the service in the same States November 1, 1865.*

[NOTE.—Contracts for "star" service require the whole mail to be conveyed "with celerity, certainty, and security," without specifying the mode of conveyance.]

Kind of service.	September 30, 1866.			November 1, 1865.		
	No. of routes.	Agg'te length.	Aggregate cost per annum.	No. of routes.	Agg'te length.	Aggregate cost per annum.
RAILROAD.		<i>Miles.</i>			<i>Miles.</i>	
West Virginia.....	1	32	\$3,200 00	.....	.....	.....
Virginia.....	12	1,277½	100,394 00	10	993½	\$78,374
North Carolina.....	7	823	44,308 00	6	671½	39,785
South Carolina.....	14	963	63,668 00	14	963	55,754
Georgia.....	18	1,343	91,092 00	15	896¼	56,769
Florida.....	3	216¼	10,377 00	3	191¾	9,138
Alabama.....	9	900½	63,950 00	5	594½	38,297
Mississippi.....	5	967	89,900 00	4	819	78,800
Louisiana.....	2	286	28,600 00	1	206	20,600
Texas.....	7	417½	22,425 00	6	381½	19,325
Arkansas.....	1	50	3,750 00	.....	.....	.....
Tennessee.....	11	895	65,917 00	7	525 ² / ₁₀	40,415
Compared with.....	90	8,170¾	587,581 00	71	6,242 ² / ₁₀	437,257
Increase.....	19	1,928 ⁵ / ₁₀	150,324 00	.....	.....	.....

* The statement of the condition of the service on November 1, 1865, presented in the last annual report, contained some inaccuracies, which later information enables the department here to correct.

F.—Mail service in operation in southern States, &c.—Continued.

Kind of service.	September 30, 1866.			November 1, 1865.		
	No. of routes.	Agg'te length.	Aggregate cost per annum.	No. of routes.	Agg'te length.	Aggregate cost per annum.
STEAMBOAT.						
		<i>Miles.</i>			<i>Miles.</i>	
West Virginia	3	242	\$8,700 00	.....	.....	.....
Virginia	4	541½	26,550 00	2	193½	\$4,108
North Carolina	2	113	2,534 00	2	349	17,954
South Carolina .....	.....	.....	.....	1	730	5,200
Georgia	1	180	1,440 00	.....	.....	.....
Florida	3	657	21,800 00	1	332	5,000
Mississippi	1	110	2,900 00	1	110	2,900
Louisiana	10	3,069	101,812 00	3	1,356	39,848
Texas	2	645	29,929 00	1	245	12,250
Arkansas .....	.....	.....	.....	1	554	6,000
Compared with	26	5,557	195,565 00	12	3,869½	93,260
	12	3,869½	93,260 00	.....	.....	.....
Increase	14	1,687½	102,305 00	.....	.....	.....
"STAR."						
West Virginia	149	3,963	57,955 00	16	759½	12,606
Virginia	213	6,087½	99,633 80	31	1,093½	19,855
North Carolina	158	5,371	78,116 00	3	104½	2,200
South Carolina	67	1,921	25,024 00	.....	.....	.....
Georgia	69	2,026	35,693 00	17	560	12,486
Florida	20	942¾	18,990 00	1	62	2,200
Alabama	80	3,374¼	68,576 24	24	899½	15,879
Mississippi	48	1,726¼	42,763 50	3	181	3,273
Louisiana	29	2,104	136,560 00	6	485	14,510
Texas	123	10,492	314,156 00	15	2,093	58,022
Arkansas	65	5,206	136,847 00	16	1,153½	24,375
Tennessee	116	3,229	48,163 00	22	795	12,337
Compared with	1,137	46,442¾	1,062,477 54	154	8,186½	177,743
	154	8,186¼	177,743 00	.....	.....	.....
Increase	983	38,256½	884,734 54	.....	.....	.....
SUMMARY.						
Total railroad service..	90	8,170¾	587,581 00	71	6,242 ² / ₁₀	437,257
Total steamboat service..	26	5,557	195,565 00	12	3,869½	93,260
Total "star" service...	1,137	46,442¾	1,062,477 54	154	8,186¼	177,743
Compared with	1,253	60,170½	1,845,623 54	237	18,297 ⁹⁵ / ₁₀₀	708,260
	237	18,297 ⁹⁵ / ₁₀₀	708,260 00	.....	.....	.....
Increase.	1,016	41,872 ⁵⁵ / ₁₀₀	1,137,363 54	.....	.....	.....

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

G.—Southern railroad routes not in operation September 30, 1866.

State.	No. of routes.	Termini.	Length in miles.
Virginia	1	Manassas to Mount Jackson.....	86½
North Carolina.....	1	Manson to Clarksville, Va.....	22
South Carolina.....	1	Charleston to Savannah, Ga.....	106¼
Georgia.....	2	Etowah to Etowah Depot.....	3 ⁸ / ₁₀
		Barnesville to Thomaston.....	17 ⁷ / ₁₀₀
Florida.....	1	Fernandina to Cedar Keys.....	154
Alabama.....	2	Tuscumbia to Florence.....	7
		Moscow, Tenn., to Somerville.....	13½
Mississippi.....	1	St. Francisville, La., to Woodville, Miss.....	26
Louisiana.....	2	Vicksburg, Miss., to Monroe, La.....	106
		Shreveport to Marshall, Texas.....	40
Arkansas.....	1	Memphis, Tenn., to Madison, Ark.....	40
Tennessee.....	2	Tullahoma to McMinnville.....	35
		Fayetteville to Deckerd.....	39
	14		696 ¹³ / ₁₀₀

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

Statement of the number, kinds, sizes, and cost of mail bags purchased under contracts agreeably to law, and put into service, during the fiscal year ended June 30, 1866.

250 leather mail pouches, No. 1, at \$8 50.....	\$2,125 00
850.....do.....2, at 7 50.....	6,375 00
1,100.....do.....3, at 6 50.....	7,150 00
1,200.....do.....4, at 5 25.....	6,300 00
1,300.....do.....5, at 3 75.....	4,875 00
<u>4,700 of all sizes.....</u>	<u>\$26,825 00</u>
350 leather horse mail bags, No. 1, at 7 75.....	2,712 50
300.....do.....2, at 6 85.....	2,055 00
100.....do.....3, at 5 50.....	550 00
<u>750 of all sizes.....</u>	<u>5,317 50</u>
26,000 jute canvas mail sacks, No. 1, at 73¼.....	19,175 00
12,000.....do.....2, at 59¼.....	2,310 00
.....do.....3, at 29¼.....	
<u>38,000 of all sizes.....</u>	<u>21,485 00</u>
Total cost of new mail bags of all kinds and sizes.....	<u>53,627 50</u>

Number and cost of mail locks and keys purchased during the fiscal year ended June 30, 1866.

6,239 old mail locks repaired, at 20 cents each.....	\$1,247 80
New mail locks purchased, none.....	
1,500 new mail keys, (brass,) at 15 cents each.....	225 00
150 new mail keys, (brass,) at 25 cents each.....	37 50
Total cost of mail locks and keys.....	<u>1,510 00</u>

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

Statement showing operations and results of foreign mail service for the fiscal year ended June 30, 1866.

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.....	\$1, 074, 732 14
With Prussia.....	294, 197 57
With France.....	257, 398 95
With Hamburg.....	89, 136 76
With Bremen.....	110, 124 19
With Belgium.....	15, 211 31
 Total postages.....	 <u>1, 840, 800 92</u>

Being an increase over the amount reported for the previous year of \$391, 270 16.

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

To Great Britain.....	\$548, 103 87
To Prussia.....	134, 765 35
To France.....	132, 151 74
To Bremen.....	74, 775 78
To Hamburg.....	54, 677 47
To Belgium.....	7, 094 99
 Total.....	 <u>951, 569 20</u>

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

From Great Britain.....	\$526, 628 27
From Prussia.....	159, 432 22
From France.....	125, 247 21
From Hamburg.....	34, 459 29
From Bremen.....	35, 348 41
From Belgium.....	8, 116 32
 Total.....	 <u>889, 231 72</u>

Postages collected in the United States.....	\$1, 170, 714 34
Postages collected in Europe.....	670, 086 58

Excess of collections in the United States.....	<u>500, 627 76</u>
---	--------------------

Number of letters <i>sent</i> from the United States.....	4, 505, 663
Number of letters <i>received</i> from Europe.....	4, 059, 184
 Total.....	 <u>8, 564, 847</u>

Being an increase of 1,851,330 over the number reported for the previous year.

Number of newspapers <i>sent</i> from the United States.....	2, 550, 499
Number of newspapers <i>received</i> from Europe.....	1, 277, 636
 Total.....	 <u>3, 828, 135</u>

Being an increase of 29,157 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.....	\$21, 475 60
France.....	6, 904 53
Bremen.....	39, 427 37
Hamburg.....	20, 218 18
 Total.....	 <u>88, 025 68</u>

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

Prussia.....	\$24, 666 87
Belgium.....	1, 021 33
 Total.....	 <u>25, 688 20</u>

II.—CLOSED MAILS.

Weight of closed letter mails <i>received</i> from Prussia, ounces.....	160,050½
Weight of closed letter mails <i>sent</i> to Prussia, ounces.....	160,202¾
Total.....	320,253¼
Weight of British closed mails for Canada, ounces.....	48,223
Weight of Canada closed mails for Great Britain, ounces.....	29,788¼
Total.....	78,011¼
Weight of British closed mails from Sandwich Islands, ounces.....	25,899½
Weight of British closed mails for Havana, ounces.....	10,890¼
Weight of Belgian closed letter mails <i>received</i> , ounces.....	3,384½
Weight of Belgian closed letter mails <i>sent</i> , ounces.....	3,824¾
Total.....	7,209¼
Amount paid Great Britain for the sea and territorial transit of closed mails through the United Kingdom for the year.....	\$130,047 83½
Amount received from Great Britain for the sea and territorial transit of closed mails through the United States, (same period).....	31,826 99½

III.—OCEAN TRANSPORTATION.

The sea transportation of mails to and from Europe was performed by the following steamship lines:

Conveyed on foreign account—	
Cunard line.....	\$767,681 42
French line.....	22,649 28
Bremen line.....	95,641 77
Hamburg line.....	89,136 76
Total on foreign account.....	\$975,109 23
Conveyed on United States account—	
Canadian line.....	\$135,513 51
Dale line.....	380,939 84
Bremen line.....	167,163 53
Hamburg line.....	105,831 73
Havre line.....	60,832 44
American Lloyd line.....	13,482 42
Baltimore line.....	1,928 22
Total on American account.....	865,691 69
Total.....	1,840,800 92

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

Balance due Great Britain on adjustment of accounts for the fiscal year ended June 30, 1866.....	\$150,244 25
Balance due France on adjustment of accounts for the calendar year ended December 31, 1865.....	33,748 59
Balance due Hamburg on adjustment of accounts for the fiscal year ended June 30, 1866.....	49,241 50
Balance due Bremen on adjustment of accounts for the fiscal year ended June 30, 1866.....	56,406 79
Total balances against the United States.....	289,641 13
Balance due the United States on adjustment of accounts with Prussia for the fiscal year ended June 30, 1866.....	\$6,585 94
Balance due the United States on adjustment of accounts with Belgium for the fiscal year ended June 30, 1866.....	4,341 00
Total balances in favor of the United States.....	10,926 94

POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND ITALY.

Articles agreed upon between John A. Kasson, esquire, invested with special powers to this end, and Signor Commander Don Giovanni Barbavara, director general of posts of Italy, by virtue of his full powers, in order to establish a regular exchange of correspondence between the United States of America and Italy.

ARTICLE 1.

There shall be a regular exchange of correspondence in closed mails between the post department of the United States and post department of Italy, upon the conditions set forth in the following articles.

ARTICLE 2.

The exchange of mails shall be effected by means of the transatlantic steamers and of the international routes of transit upon which the two postal administrations shall hereafter agree, or, in the absence of such an agreement, each postal administration shall designate the steamers and the route of transit by which the mails which it despatches shall be conveyed.

ARTICLE 3.

The offices for the exchange of mails on the part of the United States are—

1st. New York.

2d. Boston.

On the part of Italy are—

1st. The travelling office from Turin to Susa, when the transit is by the way of France and England.

2d. The travelling office from Milan to Camerlata, or the travelling office from Arona to Magadino, when the transit is by way of Germany and Switzerland. The post departments of the United States and Italy, whenever they shall find it necessary, may agree upon other offices of exchange.

ARTICLE 4.

The following articles shall be admitted into the mails exchanged between the two countries, to wit: 1. Ordinary letters; 2. Registered letters; 3. Documents of business and other written documents which have not the character of a direct personal correspondence, corrected proofs, samples of merchandise, including grains and seeds, and not having a mercantile value in themselves; 4. Newspapers and prints of all kinds, in sheets, in pamphlets, and in books, sheets of music, engravings, lithographs, photographs, drawings, maps, and plans.

ARTICLE 5.

The weight of each packet of samples of merchandise shall not exceed five hundred grammes. The weight of any other packet of mailable articles shall not exceed two thousand grammes, and the form of the packet shall be regulated by the practice of the despatching department.

ARTICLE 6.

All mailable articles, except letters, shall be sent under band or so enclosed that postal agents in both countries may readily verify the contents of the packet.

ARTICLE 7.

The standard weight and progression for the single rate of postage upon all articles enumerated in Article 4 of this convention are established as follows:

1. For letters, 15 grammes; 2. For documentary manuscripts not having the character of a direct personal correspondence, for corrected proofs, and for samples of merchandise, 40 grammes; 3. For newspapers and prints of all kinds, embracing all mailable articles not otherwise assigned, the standard shall not be less than 40 grammes in Italy, or one ounce and a half in the United States; but each post department may establish a higher standard weight of progression adapted to its interior requirements, for articles of this class which it despatches.

ARTICLE 8.

The prepayment of postage upon ordinary letters exchanged between the United States and Italy shall be optional; but letters not prepaid, or insufficiently prepaid, shall be charged in the country of destination, with an extra rate of five cents in the United States and of thirty centimes in Italy. The prepayment of postage upon all other articles, including registered letters, shall be compulsory; and when they shall be in no part prepaid, they shall not be despatched; but in such case they shall be, if practicable, restored to the sender.

ARTICLE 9.

The articles under band, which shall be in part prepaid, shall be forwarded to their destination, but they shall be charged there with twice the amount of the difference between the rate due and the sum actually prepaid.

ARTICLE 10.

The international rate of postage upon the correspondence exchanged between the two countries is based upon the following elements, to wit: 1. The interior rate of the United States; 2. The interior rate of Italy; 3. The maritime rate; 4. The intermediate transit rate; and any reduction which either country may obtain from the existing maritime and transit charges shall inure to the benefit of the people of the two countries by a corresponding reduction of the international rates of postage established in the following article so soon as the two departments shall have adjusted the amount.

ARTICLE 11.

The international rates, combined of the elements above mentioned, and applicable to each standard of progression for the several classes of mailable articles, are established as follows, to wit: 1. For ordinary letters twenty cents in the United States and one franc in Italy; 2. For registered letters, in addition to the ordinary prepaid rate, an extra charge of ten cents in the United States and of fifty centimes in Italy; 3. For documentary manuscripts, corrected proofs, and samples of merchandise, twenty cents in the United States and one franc in Italy; 4. For journals and all other prints, embracing articles not otherwise enumerated, the standard single rate shall be fixed by the despatching department, limited, nevertheless, by the maximum rate of four cents in the United States and of fifteen centimes in Italy.

ARTICLE 12.

Of the combined rate of international letter postage hereby established, three cents represents the interior single rate of the United States, and fifteen centimes the interior single rate of Italy; the remainder of the combined rate is assigned to the payment of the cost of sea conveyance and of intermediate transit by whatever route the mails may be conveyed.

ARTICLE 13.

Articles under band, described in the third and fourth paragraphs of Article 4 of this convention, may be registered in either country for despatch to the

other, upon payment of the registration fee of ten cents in the United States and of fifty centimes in Italy, in addition to the prepayment of the regular postage.

ARTICLE 14.

In order to simplify postal accounts between the departments as much as possible, and to prepare the way for their ultimate abolition, each post department shall retain to its own use all the postal rates and charges which it shall collect, whether by virtue of prepayment or post payment, and each department shall pay the cost of conveyance of the mails which it despatches as far as the frontier of the country of destination. It is also especially provided that the cost of intermediate ocean and land conveyance of the closed mails shall be first defrayed by that one of the two departments which shall have obtained from the intermediaries the most favorable pecuniary conditions of such conveyance, and any amount so paid by one department for account of the other shall be reimbursed.

ARTICLE 15.

It is distinctly agreed that all mailable articles addressed from one country to the other shall be exempt in the country of destination from any rate or fee whatever beyond the charges established by this convention.

ARTICLE 16.

Correspondence exclusively relating to the postal service shall be transmitted on both sides without any postal charge therefor.

ARTICLE 17.

Correspondence of all kinds erroneously transmitted, or wrongly addressed, shall be promptly returned to the despatching office. Articles which shall have been addressed to persons who have departed from the place of destination, leaving their address, shall be forwarded, or returned, as the case may require, charged with the postage which the addressee would have been required to pay on delivery.

ARTICLE 18.

Letters, all registered articles, and all documentary manuscripts, which shall not be delivered to their address, shall be restored to the despatching department. Any of these articles which may have been forwarded by one department to the other on account, shall be restored, and credit taken for the amount originally charged by the despatching office. But samples of merchandise, newspapers, prints of all kinds, and all mailable articles not excepted, which cannot be delivered to their address, shall remain at the disposal of the receiving department, provided they shall not be reclaimed by the sender or addressee within six months from the date of their despatch.

ARTICLE 19.

Neither post department is required to make distribution within its jurisdiction, of any articles the circulation of which shall be prohibited by the laws in force in the country of destination.

ARTICLE 20.

The post departments of the United States and of Italy reciprocally engage to grant each to the other, the gratuitous conveyance across their respective territories, of all correspondence which shall be exchanged in closed mails with any

countries to which they may respectively serve as intermediaries, provided always, that such conveyance shall be effected by the ordinary means of mail conveyance in use; and that the countries taking the benefit of such gratuitous service shall reciprocally accord the like privilege of free transit across their respective territories. The privilege is also accorded to each administration of sending an agent, at its own expense, in charge of the mails in transit. The further privilege is accorded of a free transfer of closed mails in the ports and harbors of the respective countries from one vessel to another in continuance of their conveyance to final destination.

ARTICLE 21.

Correspondence of all kinds which either department shall despatch to the other, for the purpose of being thence forwarded in its mails to another country of destination, shall be subject to the rates established by Article 11 of this convention, added to the ulterior rate in force beyond the frontier of the forwarding country, so that only one interior rate shall be received by the forwarding department.

ARTICLE 22.

Small sums of money may be mutually transmitted between the two countries by means of postal money orders, and the rates and conditions may be arranged by an agreement between the two departments, after the system of postal money orders shall have been adopted by the United States.

ARTICLE 23.

Until the same scale of weights shall have been adopted by the two departments, it is agreed that for the purposes of this convention, fifteen grammes shall be taken as the equivalent of a half ounce, forty grammes as the equivalent of one ounce and a half, and so with their respective multiples in progression, as applied by the respective offices. It is also understood that the rates upon correspondence shall be applied according to the weight stated by the despatching department, except in cases of manifest error.

ARTICLE 24.

The two departments shall settle, by agreement between them, all measures of detail and arrangement required to carry into effect this convention, which may be modified from time to time by special arrangements to be agreed upon directly between the two post departments.

ARTICLE 25.

This convention shall take effect from a day to be fixed by the two post departments, and shall continue in force until one year from notice given by one of the departments to the other of its intention to rescind it.

ARTICLE 26.

This convention shall be ratified, and the ratifications exchanged as soon as possible.

In witness whereof the respective plenipotentiaries have signed the present convention and have affixed thereto their seals.

Done in duplicate, at Turin, the eighth day of July, in the year of our Lord one thousand eight hundred and sixty-three.

[SEAL.]
[SEAL.]

JOHN A. KASSON.
G. B. BARBAVARA.

We having seen and examined the above signed postal convention, and having approved thereof in all and each of its parts, have accepted, ratified and confirmed the same, as by these presents we accept, ratify, and confirm it, promising to observe it, and to cause it to be inviolably observed.

In faith whereof we have signed with our hand the present letter of ratification, and have caused our royal seal to be affixed thereto.

Given at Turin, the sixth of the month of December, in the year of our Lord one thousand eight hundred and sixty-three, and in the fifteenth year of our reign.

[SEAL.]

VICTOR EMMANUEL.

On behalf of his Majesty the King, the minister of state for foreign affairs,
VISCONTI VENOSTA.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

ANDREW JOHNSON.

By the President:

WILLIAM H. SEWARD,
Secretary of State.

WASHINGTON, *May 4, 1866.*

The undersigned having met together for the purpose of exchanging the ratifications, by the President of the United States of America and his Majesty the King of Italy, of the postal convention concluded and signed at Turin, on the 8th of July, 1863; and the said acts of ratification having been produced, and having, after careful collation, been found in good and due form, the exchange thereof took place this day.

In witness whereof the undersigned have prepared the present certificate, which they have signed in duplicate, and sealed with the seal of their arms.

Done at Florence the 14th day of June, 1866.

[SEAL.]

GEORGE P. MARSH.

[SEAL.]

A. LA MARMORA.

POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND
VENEZUELA.

ARTICLE 1.

An exchange of mails shall hereafter take place between the United States of America and Venezuela by the ordinary routes of sea transportation, as well by private ships as by American or Venezuelan steam or other mail packets plying between the seaports of the two countries.

ARTICLE 2.

Boston, New York, Philadelphia, and New Orleans shall be the exchange offices on the side of the United States; and Ciudad Bolivar, La Guayra, Porto Cabello, and Maracaibo, shall be the offices of exchange on the side of Venezuela for all mails transmitted between the two countries under this arrangement; and all mail matter transmitted in either direction between the respective offices of exchange shall be forwarded in closed bags or pouches, under seal, addressed to the corresponding exchange office.

ARTICLE 3.

No accounts shall be kept between the post office departments of the two countries upon the correspondence, written or printed, exchanged between

them; but the country which despatches mails to the other shall levy, collect, and retain, exclusively to its own use, such rates of inland postage as are now, or may hereafter be, established by its laws for domestic correspondence, together with the sea rates of postage hereinafter prescribed; which inland and sea postage shall be combined into one rate and collected by the despatching country in advance, the pre-payment thereof to be certified by the appropriate official stamp of the despatching office.

There shall be charged for sea postage upon letters, newspapers, and prints of all kinds, in sheets, in pamphlets, and in books, sheets of music, engravings, lithographs, photographs, drawings, maps, and plans, conveyed by vessels of the United States or of Venezuela between the ports of the two countries, the following rates—that is to say:

First. Upon all letters or other communications in manuscript, which are subject by the laws of either country to letter rate of postage, the rate of *seven* cents, United States currency, or its equivalent in the currency of Venezuela, for each weight of half an ounce, American, or fraction of half an ounce.

Second. Upon each newspaper, daily or other, the rate of *one* cent United States currency, or its equivalent in the currency of Venezuela.

Third. Upon prints of all kinds, in sheets, in pamphlets, or in books, sheets of music, engravings, lithographs, photographs, drawings, maps, and plans, the rate of *one* cent, United States currency, or its equivalent in the currency of Venezuela, for each ounce or fraction of an ounce in weight.

The said newspapers and other printed matter shall be enclosed in narrow bands or covers, open at the sides and ends, so that they may be easily examined, subject to the laws and regulations of each country respectively.

ARTICLE 4.

Upon all letters and articles of printed matter enumerated in Article 3, received in the United States of America from Venezuela by sea, there will be charged by the United States such rates of inland postage as are now, or may hereafter be, established by the laws of the United States, which shall be collected at the place of destination, and shall belong exclusively to the United States of America; and, *vice versa*, upon all letters and like articles of printed matter received in Venezuela from the United States of America by sea, there will be charged by Venezuela such rates of inland postage as are now, or may hereafter be, established by the laws of Venezuela, which shall be collected at the place of destination, and shall belong exclusively to Venezuela.

Each country shall defray the entire expense of sea transportation of the mails which it shall despatch to the other country.

ARTICLE 5.

It is distinctly agreed, that all mailable articles despatched from one country to the other shall be exempt, in the country of destination, from any rate or fee whatever beyond the charges prescribed by this convention, and shall be free from any detention or inspection, and promptly delivered to the persons addressed, being subject in their transmission to the laws and regulations of each country, respectively.

ARTICLE 6.

Letters and other communications in manuscript which, from any cause, shall not be delivered to their address, after the expiration of a proper period to effect their delivery, shall be reciprocally returned, without charge, to the post office department of the despatching country; but newspapers, and all other articles of printed matter which cannot be delivered to their address, shall not be returned, but remain at the disposal of the receiving country.

ARTICLE 7.

The post departments of the United States and Venezuela reciprocally engage to grant each to the other the gratuitous conveyance across their respective territories of all correspondence which shall be exchanged in closed mails with any countries to which they may respectively serve as intermediaries: *Provided, always,* That such conveyance shall be effected by the ordinary means of mail conveyance in use, and that the countries taking the benefits of such gratuitous service shall reciprocally accord the like privilege of free transit across their respective territories. The privilege is also accorded to each administration of sending an agent, at its own expense, in charge of the mails in transit. The further privilege is accorded of a free transfer of closed mails in the ports and harbors of the respective countries from one vessel to another in continuance of their conveyance to final destination.

ARTICLE 8.

Correspondence of all kinds which either department shall despatch to the other for the purpose of being thence forwarded in its mails to another country of destination, to which pre-payment is optional, shall be subject to the rates established by Article 3 of this convention, added to the interior rate in force beyond the frontier of the forwarding country, so that only one interior rate shall be received by the forwarding department.

ARTICLE 9.

The correspondence between each government and its legation near the other, and that of the latter with the former, shall be conveyed to its destination free of postage, and with all the precautions which both governments may find necessary for its inviolability and security.

ARTICLE 10.

In case any change or amendment in the provisions of this convention shall be desired by either party, the same may be proposed by such party; and when the details thereof shall be agreed to and approved by both parties, this convention shall be considered as changed or amended accordingly.

ARTICLE 11.

This convention shall take effect from a day to be fixed by the two post departments, and shall continue in force until annulled by mutual consent, or until one of the two post departments shall have given to the other a previous notice of one year of its intention to abrogate the same.

Done in duplicate, and signed at Washington on the 19th day of July, A. D. 1865, and at Caracas on the 26th day of June, A. D. 1866.

W. DENNISON, [L. S.]
Postmaster General.

J. M. ALVAREZ LUGO, [L. S.]
Minister of Internal Improvements.

This article of contract, made the twenty-ninth day of August, in the year one thousand eight hundred and sixty-five, between the United States of America (acting in this behalf by their Postmaster General) and the United States and Brazil Mail Steamship Company, with Thomas Asencio and Manuel J. Mora, trading under the name, firm and style of Thomas Asencio and Company, as sureties, witnesseth: That whereas the said United States and Brazil Mail Steamship

Company have been accepted, in accordance with the stipulations and provisions of the act of Congress, approved May 28, 1864, entitled "An act to authorize the establishment of ocean mail steamship service between the United States and Brazil," and in conformity with the advertisement inviting proposals for said service, issued by the Postmaster General of the United States, dated the 26th June, 1865, as contractors to convey the mails of the United States by a monthly line of first-class American sea-going steamships, of not less than two thousand tons burden each, and of sufficient number to perform twelve round trips or voyages per annum between the port of New York, in the United States, and the port of Rio de Janeiro, in Brazil, touching on outward and inward passages at the intermediate ports of St. Thomas, in the West Indies, and Para, Pernambuco, and Bahia, in Brazil, at the sum of one hundred and fifty thousand dollars for the performance of twelve round trips or voyages per annum, out and back, for and during a contract term of ten years, commencing from the day the first steamship of the line shall depart from the United States with the mails for Brazil; and whereas said act of Congress requires that the government of Brazil shall unite with the government of the United States in establishing said mail communication between the two countries, by accepting proposals and entering into contract with the bidder or bidders who may be accepted on the part of the United States, each government to be responsible only for its proportion of the subsidy to be paid for the service; and whereas the said United States and Brazil Mail Steamship Company state, in their proposal for said service, that such proposals have been made to Brazil by the said company, and accepted by that government, in accordance with the provisions of the aforesaid act: Now, therefore, the said United States and Brazil Mail Steamship Company, contractors, and Thomas Asencio and Manuel J. Mora, trading under the name, firm, and style of Thomas Asencio and Company, as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves, to transport the mails of the United States between the ports of New York and Rio de Janeiro, in Brazil, touching to land and receive mails at St. Thomas, in the West Indies, and at Para, Pernambuco, and Bahia, in Brazil, on the outward and inward passages, twelve round trips per annum, by a line of first-class American sea-going steamships, of not less than two thousand tons burden each, and of sufficient number to perform the required service, for and during the term of ten years, commencing from the day the first steamship of the line shall depart with the mails from New York for Rio de Janeiro.

And the said contractors do further covenant and agree with the United States, and do bind themselves, that the steamships offered for the service shall be constructed of the best material and after the most approved models, with all the modern improvements adapted for sea-going steamships of the first class, and shall, before approval and acceptance by the Postmaster General, and at any time thereafter during the continuance of the contract, be subject to inspection and survey by an experienced naval constructor, to be detailed for that purpose by the Secretary of the Navy, whose report shall be made to the Postmaster General. And, further, that the said steamships, after acceptance by the Postmaster General, and during the period they may be employed in conveying the mails, shall be kept up by alterations, repairs, and additions, as the exigency may require, fully equal to the best state of steamship improvement attained, and if not so kept up and maintained, they may be rejected by the Postmaster General of the United States as not meeting the requirements of the act of Congress authorizing the establishment of the service, and other satisfactory steamships required in their place.

And the said contractors do further covenant and agree to transport, free of expense, on each and every steamer, a mail agent of the United States, to take charge of and arrange the mail matter, and to assign to such agent suitable accommodations for that purpose.

And it is further covenanted and agreed by the said contractors, and they do bind themselves—

First. To perform each passage from New York to Rio de Janeiro, including stoppages at intermediate ports, in twenty-eight days, and each return voyage from Rio de Janeiro to New York, including the stoppages at the intermediate ports, in twenty-six days, subject, however, to a reduction of time if, after making the first voyage, it is ascertained that they can be performed in a less number of days, and subject, also, to such schedule days of departure and arrival as shall be approved by the post office departments of the United States and Brazil, respectively, and to such alterations by said post departments, from time to time, as the interests of the international postal service may require.

Second. To transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Third. To take the mail and every part of it from and deliver it and every part of it into the post offices at New York, St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, respectively. They also undertake, covenant, and agree with the United States, and do bind themselves, to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of the officers, agents, and employés; and they do further covenant and agree, that they will not transmit by themselves or their agents, or be concerned in transmitting commercial intelligence more rapidly than by mail, and that they will not carry, or suffer to be carried, letters or newspapers out of the mail, and that they will not knowingly convey any person carrying on the business of transporting letters or other mail matter without the special consent of the Post Office Department of the United States. And further, that they will convey, without additional charge, post office blanks, mail bags, and the occasional special agent, on business of the Post Office Department exclusively, on the exhibition of his credentials. For which services, when performed, the said United States and Brazil Mail Steamship Company are to be paid by the United States, the sum of one hundred and fifty thousand dollars per annum, in the currency of the United States, in quarterly payments, on the receipt at the Post Office Department of satisfactory evidence of the performance of the service embraced in said payments, subject, however, to deductions, fines, and penalties imposed by the Postmaster General for failures and irregularities, as hereinafter stipulated.

And it is further stipulated and agreed by and between the said parties, that in case the government of the United States and the government of Brazil should wish and agree to omit and dispense with the port of Para, in Brazil, as a port to touch at, and shall release and relieve the said United States and Brazil Mail Steamship Company from any duty and obligation under its contracts with both and each of said governments to touch at said port of Para, then, and in that case, the said United States and Brazil Mail Steamship Company and its said sureties stipulate and agree, that said company shall and will perform said mail service hereinbefore described and provided for, save and excepting only said port of Para therefrom, for the annual sum of one hundred and twenty thousand dollars, currency of the United States, in lieu of said annual sum of one hundred and fifty thousand dollars, and payable in like manner as hereinbefore provided; and in such case the schedule of sailing days shall be rearranged, and the time of performing the voyages out and back shall be made to conform to the decreased service.

And it is hereby also stipulated and agreed by the said contractors and their sureties, that in case of failure from any cause to perform any of the regular monthly voyages stipulated for in this contract, a pro rata deduction shall be made from the compensation on account of such omitted voyage or voyages,

and that suitable fines and penalties shall be imposed, in the discretion of the Postmaster General, according to the nature and frequency of the delinquency, for delays and irregularities in the performance of the service according to the provisions of this contract. If any of the steamers should fail to complete any voyage upon which they may have entered, or fail to touch at any of the intermediate ports above designated, unless prevented by unforeseen or uncontrollable events, which must be established by authentic documents, the said company will be subject to a fine of not exceeding two thousand dollars, and to the loss of a pro rata proportion of the subsidy to that part of the voyage not completed. After the completion of the first voyage to Rio de Janeiro and back to New York, if delays occur in the arrival of the steamers, the company will be fined in a sum not exceeding five hundred dollars for every forty-eight hours; and should delays occur in their departure a fine will be imposed not exceeding two hundred and fifty dollars for every twenty-four hours, except in cases of unforeseen and uncontrollable events; and suitable fines shall also be imposed unless the delinquency shall be satisfactorily explained to the Postmaster General, in due time, for failing to take or deliver the mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury, by being wet or otherwise; and for setting up or running an express to transmit letters or commercial intelligence in advance of the mail; or for transmitting knowingly, or after being informed, any one engaged in transporting letters or mail matter in violation of the laws of the United States.

And it is further agreed that the government of either the United States or Brazil shall not appropriate for its exclusive use any of the steamships accepted for the performance of this mail service, unless the company be in a position to substitute others capable of fulfilling the conditions of this contract; and if either of the two governments should temporarily employ in its service any one of the steamers of the company, in consequence of some extraordinary and unforeseen circumstance, the company will be privileged to use, if it be found necessary to do so, but only for one voyage, a steamship of smaller tonnage than two thousand tons burden, in order to afford an opportunity to procure another steamship meeting the requirements of this contract. And it is also hereby further agreed that the said company shall have the same privilege, in case any of the voyages shall be interrupted by unforeseen and uncontrollable circumstances. And it is hereby further agreed, that the said company shall have the privilege of not touching, during the first year of this contract, at the port of Para on the second, fourth, sixth, eighth, tenth, and twelfth voyages, but shall be required to touch at that port on the first, third, fifth, seventh, ninth, and eleventh voyages of the said first year's service. And it is hereby further agreed that the first steamship of the line shall leave the port of New York with the mails for Brazil on or before the twenty-ninth day of September, one thousand eight hundred and sixty-five.

And it is hereby further stipulated and agreed that the Postmaster General shall have the power to determine this contract at any time, in case of its being underlet or assigned to any other party, and that he may annul the contract for repeated failures, for violating the post office laws of the United States, for disobeying the instructions of the department, or for transporting persons conveying mail matter out of the mails as aforesaid; and this contract shall, in all its parts, be subject to the terms and requisitions of the act of Congress approved May 28, 1864, and also of the act of Congress approved the 21st of April, 1808, entitled, "An act concerning public contracts," so far as the provisions of the act last cited shall apply to this contract.

And it is also stipulated and agreed by the United States that the steamships employed in the service shall be exempt from all port charges and custom-house dues at the port of departure and arrival in the United States, provided

a similar immunity from port charges and custom-house dues is granted by the government of Brazil.

And it is hereby further stipulated and agreed by the said contractors, and they do bind themselves, that whatever privileges, concessions, allowances, or deductions from the established tariff of charges for troops, passengers, and freight, transported on government account, the company may grant to the government of Brazil, shall also be extended to the government of the United States.

And it is also further stipulated and agreed that this contract is made contingent upon the execution by said company of a corresponding contract with the government of Brazil, and that if no such contract shall be executed with the government of Brazil within a reasonable time, then this contract shall, at the option of the Postmaster General of the United States, be in all respects null and void, and no rights shall accrue to said company under any of its provisions.

In witness whereof, the said Postmaster General has caused the seal of the Post Office Department to be affixed hereto, and has attested the same by his signature; and the said United States and Brazil Mail Steamship Company by José F. Navarro, president, and their sureties, have hereto set their hands and seals the day and the year first hereinbefore written.

W. DENNISON, *Postmaster General*. [SEAL.]

THE U. S. & BRAZIL MAIL STEAMSHIP CO.,

Per J. F. NAVARRO, *President*.

THOMAS ASECIO & CO., by THOMAS ASECIO. [SEAL.]

THOMAS ASECIO & CO., by MAN'L J. MORA, [SEAL.]

By THOMAS ASECIO, *his Attorney*.

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

ALEX. W. RANDALL.

And by the other parties hereto, in the presence of—

JOSEPH H. BLACKFAN.

I hereby certify that I am well acquainted with Thomas Asencio and Manuel J. Mora, trading under the name, firm, and style of Thomas Asencio and Company, and the condition of their property, and after full investigation and inquiry, I am well satisfied that they are good and sufficient sureties for the amount in the foregoing contract.

WM. M. EVARTS.

This article of contract, made the sixteenth day of October, in the year of our Lord one thousand eight hundred and sixty-six, between the United States of America (acting in this behalf by their Postmaster General) and the Pacific Mail Steamship Company, with Howard Potter and Francis Skiddy, of New York city, as sureties, witnesseth: that whereas the said Pacific Mail Steamship Company have been accepted, in accordance with the stipulations and provisions of the act of Congress, approved February seventeen, eighteen hundred and sixty-five, entitled "An act to authorize the establishment of ocean mail steamship service between the United States and China," and in conformity with the advertisement inviting proposals for said service, issued by the Postmaster General of the United States on the 20th of March, 1865, as contractors to carry the mails of the United States between San Francisco, California, and Hong Kong, in the Chinese empire, the steamships to touch on each voyage, outward and homeward, at the ports of Honolulu, in the Sandwich Islands, and Kana-

gawa, in Japan, at the sum of five hundred thousand dollars for the performance of twelve round trips per annum, for a contract term of ten years, to begin on or before the first day of January, eighteen hundred and sixty-seven, and on the day the first steamship of the line shall depart from the port of San Francisco with the mails for China: Now, therefore, the said the Pacific Mail Steamship Company, contractors, and Howard Potter and Francis Skiddy, as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves, to transport the mails of the United States between the ports of San Francisco and Hong Kong, in China, touching to land and receive mails at Honolulu, in the Sandwich Islands, and Kanagawa, in Japan, both on the outward and inward passages, twelve round trips per annum, by a monthly line of first-class American sea-going side-wheel steamships, of from thirty-five hundred to four thousand tons burden each, government measurement, and of sufficient number, not less than four, to perform the required monthly service for and during the term of ten years, commencing on or before the first day of January, eighteen hundred and sixty-seven, and from the day the first steamship of the line shall depart with the mails from San Francisco for the Sandwich Islands, Japan, and China. And the said contractors do further covenant and agree with the United States, and do bind themselves, that the steamships offered for the service shall be constructed of the best materials, and after approved models, with all the modern improvements adapted to sea-going steamships of the first class, and shall, before acceptance by the Postmaster General, be subject to inspection and survey by an experienced naval constructor, to be detailed for that purpose by the Secretary of the Navy, whose report shall be made to the Postmaster General; and, further, that the said steamships, after acceptance by the Postmaster General, and during the period they may be employed in conveying the mails, shall be kept up by alterations, repairs, and additions, as the exigency may require, fully equal to the best state of steamship improvement attained; and if not so kept up and maintained, they may be rejected by the Postmaster General of the United States as not meeting the requirements of the act of Congress authorizing the establishment of the service, and other satisfactory steamships required in their place. And the said contractors do further covenant and agree to transport, free of expense, on each and every steamer, a mail agent of the United States, to take charge of and arrange the mail matter, and to assign to such agent a separate state room on the upper or main deck, with suitable accommodations for that purpose. And it is further covenanted and agreed by the said contractors, and they do bind themselves—

First. To despatch a steamship from the port of San Francisco on the first day of each month, and from Hong Kong on the fifteenth day of each month, at such hours as may be fixed hereafter, or upon such other days as may be hereafter selected, with the approval of the Postmaster General, in order to make connection with the steamships from New York, and the English lines from China to Southampton and Marseilles; and also that said steamship shall make an average run of not less than two hundred nautical miles a day while at sea; and that the stoppages at the intermediate ports of Honolulu and Kanagawa shall not exceed the time absolutely necessary to land and receive the mails, passengers, and cargo, and receive coals; and, further, that after the performance of the second round voyage to Hong Kong and back, to arrange and adopt a schedule, with the approval of the Postmaster General, fixing the days and hours of arrival at and departure from the respective terminal and intermediate ports.

Second. To transport the mails in a safe and secure manner, free from wet or other injury, in a separate apartment in each steamship, to be fitted up for the exclusive accommodation of the mail.

Third. To take the mail and every part of it from, and deliver it and every part of it into, the post offices at San Francisco, Honolulu, Kanagawa, and Hong Kong, respectively.

They also undertake, covenant, and agree with the United States, and do bind themselves, to be answerable for the proper care and transportation of the mails, and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, and employés; and they do further covenant and agree, that they will not transmit by themselves or their agents, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and that they will not carry or suffer to be carried letters or newspapers out of the mail, and they will not, knowingly, convey any person carrying on the business of transporting letters or other mail matter, without the special consent of the Post Office Department of the United States. And, further, that they will convey, without additional charge, post office blanks, mail bags, and the occasional special agent, on business of the Post Office Department exclusively, on the exhibition of his credentials. For which services, when performed, the said Pacific Mail Steamship Company are to be paid by the United States the sum of five hundred thousand dollars per annum, in the currency of the United States, in quarterly payments, on the receipt at the Post Office Department of satisfactory evidence of the performance of the round trips embraced in said payments; subject, however, to deductions, fines, and penalties imposed by the Postmaster General for failures and irregularities as hereinafter stipulated. It is hereby also stipulated and agreed by the said contractors and their sureties, that in case of failure from any cause, to perform any of the regular monthly voyages stipulated for in this contract a pro rata deduction shall be made from the compensation on account of such omitted voyage or voyages. And it is further stipulated and agreed that suitable fines and penalties shall be imposed, in the discretion of the Postmaster General, for delays and irregularities in the performance of the service. After the completion of the second voyage to Hong Kong and back to San Francisco, and the adoption of a schedule of the days and hours of arrival and departure of the steamships, if delays occur in the arrivals of the steamers the company will be fined in a sum not exceeding two thousand dollars for every forty-eight hours; and should delays occur in their departure a fine will be imposed not exceeding one thousand dollars for every twenty-four hours, except in cases of unforeseen and uncontrollable events; and suitable fines shall also be imposed, unless the delinquency shall be satisfactorily explained to the Postmaster General, in due time, for failure to take or deliver the mail or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury, by being wet or otherwise; and for setting up, or running, an express to transmit letters or commercial intelligence in advance of the mails; or for transmitting knowingly, or after being informed, any one engaged in transporting letters or mail matter in violation of the laws of the United States; and it is hereby further agreed that the first steamship of the line shall leave the port of San Francisco, with the mails for Japan and China, on or before the first day of January, one thousand eight hundred and sixty-seven.

And it is hereby further stipulated and agreed that the Postmaster General shall have the power to determine this contract at any time, in case of its being underlet or assigned to any other party, and that he may annul the contract for repeated failures, for violating the post office laws of the United States, for disobeying the instructions of the department, or for transporting persons conveying mail matter out of the mails as aforesaid; and that this contract shall in all its parts be subject to, and in all respects governed by, the requirements and provisions of the act of Congress approved February 17, 1865, entitled "An act to authorize the establishment of ocean mail steamship service between the United States and China," and also of the act of Congress approved the 21st of April, 1808, entitled "An act concerning public contracts," so far as the provisions of the act last cited shall apply thereto.

In witness whereof, the said Postmaster General has caused the seal of the Post Office Department to be affixed hereto, and has attested the same by his signature ; and the said the Pacific Mail Steamship Company, by Allan McLane, president, and their sureties, have hereto set their hands and seals the day and year first hereinbefore written.

ALEX. W. RANDALL, [L. s.]
Postmaster General.

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

JOSEPH H. BLACKFAN.

THE PACIFIC MAIL STEAMSHIP CO.,

by ALLAN McLANE, *President.* [L. s.]

HOWARD POTTER. [L. s.]

FRANCIS SKIDDY. [L. s.]

Attest: THEO. T. JOHNSON, *Secretary.*

Signed by Pacific Mail Steamship Co., by Allan McLane, president, and
 signed by Howard Potter and Francis Skiddy, in presence of—

RICHARD B. IRWIN.

Statement showing the disposition of letters received containing money during the fiscal year ended June 30, 1866

	Letters.	Amount.
Number of letters containing money, sent out for delivery.....	32, 814	.....
Amount contained in the same.....		\$244, 589 99
Number of letters delivered.....	27, 948	.....
Amount of money restored to owners, in letters delivered.....		221, 066 19
Number of letters returned and filed.....	4, 346	.....
Amount contained in letters unclaimed and filed.....		20, 358 50
Number of letters returned and held for disposition.....	102	.....
Amount contained in the same.....		856 45
Number of letters outstanding.....	307	.....
Amount contained in the same.....		1, 608 30
Number of letters lost in transmission.....	111	.....
Amount contained in the same.....		700 55
<hr/>		
Amount of money taken from unclaimed letters filed prior to July 1, 1866, and deposited in the United States treasury, pursuant to an act approved March 3, 1865.....		\$23, 177 70
Amount deposited on account of sales of waste paper.....		4, 163 52
		<hr/>
		27, 341 22
		<hr/>

A. N. ZEVELY,
Third Assistant Postmaster General.

Statement showing the comparative amounts of money contained in dead letters received at and sent out from the Dead Letter Office, for the fiscal years ended June 30, 1865, and June 30, 1866.

	1864 and 1865.		1865 and 1866.	
	Letters.	Amount.	Letters.	Amount.
Number of letters containing money sent out for delivery.....	42, 154	.....	32, 814	.....
Amount contained in the same.....		\$244, 373 97		\$244, 589 99
Number of letters delivered.....	35, 268	.....	27, 948	.....
Amount of money restored to owners in letters delivered.....		210, 954 90		221, 066 19
Number of letters returned and filed.....	3, 583	.....	4, 346	.....
Amount in letters unclaimed and filed.....		17, 368 90		20, 358 50
Number of letters returned and held for disposition.....	1, 772	.....	102	.....
Amount contained in the same.....		9, 634 41		856 45
Number of letters outstanding.....	1, 531	.....	307	.....
Amount contained in the same.....		6, 415 76		1, 608 30
Number of letters lost in transmission.....		.....	111	.....
Amount of money in the same.....		.....		700 55
Total.....	84, 308	488, 747 94	65, 628	489, 179 98

Statement showing the disposition of letters received containing postage stamps and money in sums less than one dollar during the fiscal year ended June 30, 1866.

	Letters.	Amount.
MONEY.		
Number of letters sent out for delivery	13,834	
Aggregate contents of the same		\$3,652 55
Number of letters that could not be sent out	6,688	
Aggregate contents of the same		427 31
Number of letters delivered	11,175	
Aggregate amount of money delivered		3,001 23
Number of letters not delivered, but returned again to the department	2,659	
Aggregate amount in same		651 32
STAMPS.		
Whole number of three-cent stamps returned to owners	79,748	
Value of the same in money		2,392 44
Whole number of stamps of various denominations destroyed	70,717	
Value of the same in money		2,137 16
Percentage of the number of letters sent out which were delivered .....		.81
Percentage of the amount of money sent out in the same which was delivered .....		.82

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 ended June 30, 1866.

	Number.	Amount.
Number of letters sent out	26,610	
Number of letters delivered	24,053	\$7,434,783 03
Number of letters unclaimed	2,557	392,103 65
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.		
Deeds, mortgages, land titles, &c.		7,826,886 68
Powers of attorney, contracts, articles of agreement, &c.		
Certificates of stock, land warrants, patents, and pension papers ..		
Miscellaneous papers		

Statement of letters containing miscellaneous articles received during the fiscal year ended June 30, 1866.

Number of letters and packages received	67,016
Number sent out	53,572
Number delivered	42,745
Number unclaimed	10,827
Number that could not be sent out	13,444

CONTENTS OF LETTERS AND PACKAGES SENT OUT.

Number of packages of jewelry.....	1,680
Number of miscellaneous articles.....	2,507
Number of photographs and daguerreotypes.....	49,385

REASONS ASSIGNED WHY NOT PREVIOUSLY DELIVERED.

Held for postage.....	2,484
Misdirected and insufficient address.....	5,863
Missent.....	2,640
Mails suspended.....	685
Refused.....	245
Not called for; not found; not known.....	41,655

Statement of dead letters returned to foreign countries and received from them during the fiscal year ended June 30, 1866.

RETURNED TO FOREIGN COUNTRIES.

Countries.	Unpaid.	Paid or free.	Total.	Postage.
England.....	48,234	31,653	79,887	\$6,179 51
France.....	5,934	5,629	11,563	1,095 70
Prussia.....	18,775	1,848	20,623	1,445 11
Bremen.....	4,364	2,786	7,150	528 78
Hamburg.....	4,578	2,746	7,324	610 26
Belgium.....	244	228	472	20 04
Canada.....			58,453	
Nova Scotia.....			2,664	
New Brunswick.....			2,425	
Newfoundland.....			347	
Prince Edward's Island.....			378	
Other countries.....			2,468	
	82,129	44,890	193,754	9,879 40

RECEIVED FROM FOREIGN COUNTRIES.

Countries.	Unpaid.	Paid or free.	Total.	Postage.
England.....	7,800	14,515	22,315	\$1,390 37½
France.....	1,396	1,955	3,351	289 06
Prussia.....	1,032	840	1,872	278 20
Bremen.....	725	651	1,376	37 78
Hamburg.....	659	651	1,310	24 45
Belgium.....	85	46	131	19 40
Canada.....			34,254	
Nova Scotia.....			2,756	
New Brunswick.....			2,443	
Newfoundland.....			176	
Prince Edward's Island.....			409	
Other countries.....			2,047	
	11,697	18,658	72,440	2,039 26½

Statement of dead letters, other than those above enumerated, sent out for delivery to the writers or owners thereof during the year ended June 30, 1866.

Number of letters sent out for delivery.....	1,772,860
Number of the same delivered.....	1,302,549
Number which could not be delivered.....	470,311

A. N. ZEVELY,
Third Assistant Postmaster General.

AUDITOR'S REPORT.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *November 5, 1866.*

SIR: The few weeks which have intervened since I joined this office as Auditor have furnished me with so little material for a report, other than that contained in the accompanying statements and tables annually presented for your consideration, that I am not prepared to suggest any new views, or to recommend changes, which, to be valuable, should be founded upon a more extended observation and a longer experience. I have, however, improved the brief period during which I have been discharging the duties of Auditor to become acquainted with the organization of the office, the distribution of its labors, and, generally, with the qualifications of those to whom are assigned the supervision of the most responsible and important duties, and am most favorably impressed with the systematic arrangement of business, and the diligence and fidelity with which the duties assigned to the several divisions are discharged.

The tabular statements hereto subjoined, numbered from one to thirty-seven inclusive, exhibit in detail the receipts and expenditures of the department for the fiscal year ended June 30, 1866, including the result of our postal intercourse with foreign nations, the money-order system, and the free delivery of letters and newspapers in the designated cities and towns. There will also be found appended to the report a tabular statement, showing the receipts and expenditures of the department in the eleven States lately in rebellion, and which exhibits the gratifying fact, that thus far in those States the net receipts considerably exceed the expenditures.

I beg to refer to the statement prepared by Mr. Holden, the clerk having charge of the money-order system in this office, and to commend his suggestions for the enlargement and improvement of the system to your favorable consideration.

REVENUE ACCOUNT OF THE POST OFFICE DEPARTMENT.

The balance standing to the credit of the revenue account on the 1st of July, 1865, was.....	\$2, 509, 106 33	
The receipts for the fiscal year ended June 30, 1866, were...	14, 386, 986 21	
		<hr/>
Making	16, 896, 092 54	
The expenditures for the year ended June 30, 1866, were.....	\$15, 352, 079 30	
Add the amount of "bad debts" account closed during the year.....	29, 590 30	
Add the amount of "compromise debts" account closed during the year.....	23 68	
		<hr/>
	15, 481, 693 28	
Deduct amount of credit balance accounts closed by "suspense" during the year....	60, 855 97	
		<hr/>
	15, 420, 837 31	
Leaving to the credit of the revenue account July 1, 1866, the sum of	1, 475, 155 23	<hr/> <hr/>

The net revenue of the department from postages, being the aggregate of the 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, 1865.....	\$2, 191, 874 29
For the quarter ending December 31, 1865.....	2, 124, 870 23
For the quarter ending March 31, 1866.....	2, 454, 674 82
For the quarter ending June 30, 1866.....	2, 208, 979 44
Total net revenue from postages.....	<u>8, 980, 398 78</u>

The amount of letter postage paid in money was—

For the quarter ending September 30, 1865.....	\$183, 768 15
For the quarter ending December 31, 1865.....	179, 792 42
For the quarter ending March 31, 1866.....	193, 460 67
For the quarter ending June 30, 1866.....	195, 253 55
Total.....	<u>752, 274 79</u>

The number of quarterly returns of postmasters received and audited during the year, and on which the sum of \$8,980,398 78 was found due to the United States, was—

For the quarter ending September 30, 1865.....	19, 142
For the quarter ending December 31, 1865.....	19, 823
For the quarter ending March 31, 1866.....	20, 578
For the quarter ending June 30, 1866.....	21, 270
Total number.....	<u>80, 813</u>

The total amount of stamps and stamped envelopes sold during the year was—

For the quarter ending September 30, 1865.....	\$3, 001, 126 39
For the quarter ending December 31, 1865.....	2, 941, 865 23
For the quarter ending March 31, 1866.....	3, 226, 393 85
For the quarter ending June 30, 1866.....	3, 035, 344 07
Total.....	<u>12, 204, 729 54</u>

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

For the quarter ending September 30, 1865.....	\$12, 138 50
For the quarter ending December 31, 1865.....	13, 576 10
For the quarter ending March 31, 1866.....	14, 944 75
For the quarter ending June 30, 1866.....	14, 361 25
Total.....	<u>55, 020 60</u>

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.....	4, 387
On special mail routes.....	2, 004
Of route and special agents.....	2, 028
Of mail messengers and local agents.....	2, 000
Total number of accounts each quarter.....	<u>10, 419</u>
Aggregate settlements of such accounts during the year.....	<u>41, 676</u>

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.....	\$7,121,368 66
For the supply of special and mail messenger offices.....	314,678 95
For salaries of route agents.....	454,829 12

7,890,876 73

And for foreign mail transportation :

For New York and Southampton mails.....	\$148,819 09
For Liverpool, New York, and Philadelphia mails.....	237,404 09
For Portland and Liverpool mails.....	79,755 42
For New York and Havre mails.....	49,162 65
For New York and Bremen mails.....	8,471 09
For New York and Havana mails.....	57,689 50
For New York and San Francisco mails via Panama.....	24,888 58
For New York and Jamaica mails.....	1,134 00
For Boston, Nova Scotia, and Prince Edward Island mails.....	1,511 33
For New York and Port au Prince mails.....	276 02
For New York and Santiago de Cuba mails..	563 49
For New York and Rio de Janeiro mails.....	498 25
For Philadelphia and Rio de Janeiro mails....	45 80
For Fairfield, Maine, and Andover, New Brunswick, mails.....	134 58
For New York and Nicaragua mails.....	437 38
For expenses of government mail agent at Panama.....	1,378 77
For expenses of government mail agent at Aspinwall.....	600 00
For expenses of government mail agent at Havana.....	500 00

613,270 04

8,504,146 77

The amount credited to accrued transportation and charged to contractors for over-credits, damages, &c., during the year was.....	24,753 54
Of fines imposed on contractors.....	3,374 37
Of deductions from their pay.....	117,649 08

145,776 99

Net amount to the credit of mail contractors and others..... 8,358,369 78

The amount actually paid and credited during the year for mail transportation was.....	\$8,201,954 30
Of which sum there was paid for mail transportation of previous years the sum of.....	92,944 27

COLLECTION OF POST OFFICE REVENUES.

The number of post offices in operation during the year was 21,270, which are thus classified under the regulations adopted for the government of the department, chapter 26, sections 275 to 279, page 50 :

The following named offices, sixty-seven 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 OFFICES DESIGNATED AS DEPOSITORIES.

Post office and State.	Postmaster.
Albany, New York	Joseph Davis.
Atlanta, Georgia	T. G. Simms.
Baltimore, Maryland	E. Shriver.
Bangor, Maine	C. K. Miller.
Batavia, New York	W. Tyrrell.
Binghamton, New York	W. Stuart.
Buffalo, New York	J. Candee.
Chicago, Illinois	T. O. Osborn.
Cincinnati, Ohio	F. J. Mayer.
Cleveland, Ohio	G. A. Benedict.
Columbus, Ohio	J. J. Wood.
Concord, New Hampshire	H. P. Rolfe.
Cumberland, Maryland	J. H. Young.
Davenport, Iowa	A. H. Sanders.
Des Moines, Iowa	J. Teesdale.
Detroit, Michigan	H. Barnes.
Dover, Delaware	J. H. Bateman.
Dubuque, Iowa	E. C. David.
Easton, Pennsylvania	J. J. Horn.
Eastport, Maine	C. C. Norton.
Evansville, Indiana	J. H. McNeely.
Fort Wayne, Indiana	W. Drake, jr.
Geneva, New York	A. McDonald.
Grand Rapids, Michigan	C. H. Taylor.
Harrisburg, Pennsylvania	G. Bergner.
Hartford, Connecticut	E. S. Cleveland.
Huntsville, Alabama	J. J. Pittman.
Indianapolis, Indiana	A. H. Conner.
Kalamazoo, Michigan	F. Pratt.
Keene, New Hampshire	T. E. Hatch.
Lafayette, Indiana	D. Mace.
Lancaster, New Hampshire	O. Nutter.
Lexington, Kentucky	L. B. Todd.
Lima, Ohio	W. H. Harper.
Louisville, Kentucky	J. J. Speed.
Lowell, Massachusetts	J. A. Goodwin.
Madison, Wisconsin	E. W. Keyes.
Meadville, Pennsylvania	C. Cullom.
Milwaukee, Wisconsin	H. A. Starr.
Montpelier, Vermont	J. G. French.
Newark, New Jersey	J. J. Craven.
New Haven, Connecticut	H. D. Sperry.
Olean, New York	R. L. Page.
Ogdensburg, New York	R. G. Pettibone.
Pittsburg, Pennsylvania	W. Hampton.
Plattsburg, New York	L. Platt.
Portland, Maine	W. Davis.
Portsmouth, Ohio	J. Row.

Post office and State.	Postmaster.
Providence, Rhode Island	E. S. Jackson.
Quincy, Illinois	W. R. Lockwood.
Ripon, Wisconsin	D. McKershaw.
Rochester, New York	S. W. Updike.
Rutland, Vermont	M. G. Everts
Sandusky, Ohio	T. C. McEwen.
Scranton, Pennsylvania	A. H. Coursen.
Springfield, Illinois	Presco Wright.
Springfield, Massachusetts	W. Stow.
Steubenville, Ohio	G. B. Filson.
Syracuse, New York	G. L. Maynard.
Urbana, Ohio	N. Ambrose.
Utica, New York	J. McQuade.
Vincennes, Indiana	H. M. Smith.
Wheeling, West Virginia	O. S. Long.
Williamsport, Pennsylvania	J. Sallade.
Wooster, Ohio	E. Foreman.
Worcester, Massachusetts	Josiah Pickett.
Zanesville, Ohio	W. C. Moorehead.

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 their hands:

Post office and State.	Postmaster.
Baltimore, Maryland	E. H. Webster.
Buffalo, New York	C. D. Norton.
Chicago, Illinois	W. B. Scates.
Cincinnati, Ohio	R. H. Stephenson.
Louisville, Kentucky	R. R. Bolling.
Pittsburg, Pennsylvania	C. W. Batchelor.
Saint Paul, Minnesota	J. H. Stewart.

ASSISTANT TREASURERS.

New York, New York.	Boston, Massachusetts.
Philadelphia, Pennsylvania.	San Francisco, California.
St. Louis, Missouri.	New Orleans, Louisiana.
Charleston, South Carolina.	

Two hundred and thirty-eight are "draft offices," and, together with the foregoing offices, paid during the year 16,895 drafts, issued by the Postmaster General, and countersigned, entered, and sent out by the Auditor, for sums amounting in the aggregate to \$2, 762, 016 41

Seven hundred and thirty are "deposit offices," a portion of which, during the year, deposited with the Treasurer and assistant treasurers of the United States the sum of 3, 989, 638 98

The remaining offices deposited with the twenty-six "depositories" named above \$101,096 49, which is embraced in the sum of \$2,762,016 41 paid on the drafts of the department by said "depositories" and "draft offices."

Sixteen thousand one hundred and ninety-eight are "collection offices," and paid on "collection orders" issued to mail contractors 1, 900, 958 40

Four thousand one hundred and four are special and mail messenger offices, and derive their mail supplies by the payment of the revenues of their offices, amounting to.....	\$314, 678 95
Amount of deposits made by postmasters with other postmasters.....	425, 437 03
<hr/>	
Showing the amount paid into the treasury for the use and purposes of the Post Office Department, by postmasters, to have been.....	9, 392, 729 77
<hr/> <hr/>	

Statement of Collecting Division ; revenue and balances uncollected from late postmasters.

Year.	Gross revenue for the fiscal year ending June 30.	Amount still due the United States, not in suit.	Amount still due the United States, in suit.
1846.....	\$3, 487, 199 35	\$5 32	\$3, 025 77
1847.....	3, 945, 892 98	115 01	538 46
1848.....	3, 371, 077 00	-----	649 84
1849.....	4, 705, 176 28	24 13	1, 786 63
1850.....	5, 499, 984 86	103 09	876 63
1851.....	6, 410, 604 33	183 51	825 20
1852.....	5, 184, 526 84	614 13	1, 927 70
1853.....	5, 240, 724 70	12, 294 97	38, 737 82
1854.....	6, 255, 586 22	10, 322 21	6, 483 56
1855.....	6, 642, 136 13	5, 525 86	6, 829 99
1856.....	6, 920, 821 66	70 23	10, 715 87
1857.....	7, 353, 951 76	14, 245 74	5, 588 01
1858.....	7, 486, 792 86	9, 898 28	14, 565 89
1859.....	7, 968, 484 07	1, 794 94	18, 132 69
1860.....	8, 518, 067 40	14, 007 38	23, 693 90
1861.....	8, 349, 296 40	26, 561 88	125, 157 72
1862.....	8, 299, 820 90	3, 534 51	23, 213 97
1863.....	11, 163, 789 59	3, 314 21	8, 379 92
1864.....	12, 438, 253 78	6, 526 41	7, 982 45
1865.....	14, 556, 158 70	80, 575 47	21, 824 19
1866.....	14, 386, 986 21	442, 234 54	40, 888 20
Total.....	-----	631, 951 82	361, 824 41

Total due the United States by late postmasters to June 30, 1865.....	\$510, 653 49
Amount due for the last fiscal year.....	483, 122 74
<hr/>	
Total amount.....	993, 776 23
<hr/> <hr/>	

During the past year this division has had charge of the following number of accounts :

Of present postmasters.....	29, 359
Of late postmasters whose terms of service expired between July 1, 1845, and June 30, 1865.....	31, 426
Of late postmasters for the last fiscal year.....	10, 500
<hr/>	
Total number.....	71, 285
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The number of changes of postmasters reported by the Appointment Office during the year was 10,500, and the balances due the United States thereon amounted to.....

\$962, 428 28

Of which there has been collected.....	\$479,895 38	
Credited on vouchers.....	698 39	
Charged to "suspense account".....	171 31	
	<hr/>	\$480,765 08
Amount remaining for collection.....		481,663 20
Of which there is in suit.....	40,888 20	
Amount due and not in suit.....	440,775 00	
	<hr/>	481,663 20
		<hr/> <hr/>
The balance due the United States by late postmasters whose terms of service expired between July 1, 1845, and June 30, 1865, uncollected, and not in suit, as stated in my last annual report, was.....		\$1,356,219 56
Which was increased by "estimated postage".....		7,776 27
		<hr/>
Total for collection during the fiscal year ending June 30, 1866,		1,363,995 83
Of which there has been collected.....	\$403,549 24	
Credited on vouchers.....	529,263 47	
Charged to "suspense account".....	380 94	
Charged to "bad debts account".....	23,653 96	
	<hr/>	956,847 61
Amount uncollected June 30, 1866.....		407,148 22
Of which there has been placed in suit.....	92,511 59	
Amount due and not in suit.....	314,636 63	
	<hr/>	407,148 22
		<hr/> <hr/>

SUMMARY OF DEBTS AND COLLECTIONS.

The aggregate amount due the United States on the 30th of June, 1865, by late postmasters whose terms of service expired between July 1, 1845, and June 30, 1865, was.....		\$1,840,103 02
Add amount due by late postmasters for the last fiscal year..		483,122 74
Increase by estimates, penalties, and other charges.....		115,436 83
		<hr/>
Total for collection during the year.....		2,438,662 59
The amount collected and credited on accounts prior to June 30, 1865, was.....	\$964,292 59	
On accounts for the last fiscal year.....	480,593 77	
	<hr/>	
Total of collections and credits.....		1,444,886 36
Amount remaining due the United States June 30, 1866....		993,776 23
Of which there is in suit.....	\$361,824 41	
Amount due and not in suit.....	631,951 82	
	<hr/>	993,776 23
		<hr/> <hr/>
Balances apparently due to postmasters between July 1, 1845, and June 30, 1865, as stated in the last annual report, amounted to.....		\$314,219 65
Which has been increased by the allowance of additional vouchers.....		22,649 92
		<hr/>
Total.....		336,869 75

The amount paid and closed by adjustment during the year was.....	\$104,664 24
Leaving due to late postmasters.....	232,205 33
Add amount due to late postmasters during the last fiscal year	68,492 29
Total.....	300,697 62
Deduct amount paid and closed by adjustment.....	13,535 77
Amount apparently due to late postmasters on the 1st of July, 1866.....	287,161 85
Amount collected during the last fiscal year from mail contractors by "collection drafts".....	42,928 49

SUITS.

The amount due by late postmasters whose terms of office expired between July 1, 1845, and June 30, 1865, for which suits were instituted prior to July 1, 1866, as stated in the last annual report, was.....	\$351,236 90
Add amount of one hundred and sixty-two new cases commenced during the fiscal year for the collection of balances due on accounts prior to July 1, 1866.....	92,511 59
	443,748 49
From which deduct amount closed as "bad debts".....	18,372 12
Amount in suit during the year.....	425,376 37
Amount collected during the year.....	28,466 76
	396,909 61

MONEY-ORDER REPORT.

The total number of money-order offices in operation during the year was four hundred and seventy-three; of which number fifty-four, including those on the Pacific coast, went into operation on the fifth of February last. The whole number of money orders issued during the year was two hundred and forty-three thousand six hundred and nine, (243,609,) amounting to the aggregate sum of three millions nine hundred and seventy-seven thousand two hundred and fifty-nine dollars and twenty-eight cents, (\$3,977,259 28.) The fees received for issuing the same amount to thirty-five thousand seven hundred and ninety-nine dollars and ninety-eight cents, (\$35,799 98) Premium was received for drafts on New York, given to postmasters by way of "credit," amounting to three dollars and eight cents, (\$3 08.) These two items, amounting to thirty-five thousand eight hundred and three dollars and six cents, (\$35,803 06,) constitute all the revenue derived from the system.

The total amount transferred from the postage fund, with which to commence business at the new offices, and to enable postmasters to pay money orders drawn on them, was two hundred and fifty-one thousand nine hundred and ninety-five dollars and ninety-four cents, (\$251,995 94.) The amount transferred to the postage fund during the year was two hundred and nine thousand ninety-nine dollars and sixty-nine cents, (\$209,099 69.) And there was due the postage fund on the 30th of June, on account of all transfers made previous to that time, eighty-seven thousand two hundred and fifty-seven dollars and seventy-four cents, (\$87,257 74.) The number of money orders paid was two

hundred and thirty-three thousand one hundred and twenty-four, (233,124,) amounting to three millions eight hundred and fifty-one thousand eight hundred and thirty-nine dollars and forty-nine cents, (\$3,851,839 49.) And there was repaid to the remitter at the issuing offices fifty-two thousand and fifty dollars and seventy-three cents, (\$52,050 73,) leaving outstanding orders, not then presented for payment, to the amount of one hundred and nineteen thousand seven hundred and thirty-four dollars and fifty cents, (\$119,734 50.)

The expenses of the system, including commissions allowed postmasters, clerk-hire, blank books, stationery, and miscellaneous, was twenty-eight thousand six hundred and sixty-four dollars and twenty-seven cents, (\$28,664 27.) This last sum includes five hundred and thirty-three dollars remitted by postmasters to deposit offices, but which failed to reach its destination, and which was allowed by the Postmaster General. The balance in the hands of postmasters at the close of the year was two hundred and eleven thousand four hundred and twenty-five dollars and forty-seven cents, (\$211,425 47)

It is shown by the table of resources and liabilities that, during the year and eight months the system has been in operation, it has paid all expenses, and leaves a net surplus of ninety dollars and eighty-two cents—a result highly satisfactory, considering that a considerable proportion of the expense incurred was for blank books for the different offices, an outlay that will not again be required for several years. In making this statement, it is proper to say that the above figures do not include any expense for clerk-hire in the Post Office Department or Auditor's office, or for printing or binding done at the Government Printing Office, these accounts being settled elsewhere.

CHANGES RECOMMENDED.

In presenting this report, it is deemed proper to make such suggestions for changes in the system as seem to be demanded for its successful operation, and that the public may receive the greatest amount of benefit to be derived from it; and to that end the recommendation made last year, for increasing the commissions allowed postmasters for paying money orders to one-fourth of one per cent. instead of one-eighth, is repeated. The object of this change is to make the commissions proportionate to the work done.

Under the present law the postmaster who pays orders largely in excess of the amount issued receives nothing like an equivalent for his labor. Thus the postmaster who issues twenty thousand dollars receives as his commissions sixty dollars, while he who pays them performs nearly an equal amount of labor and receives only twenty-five dollars. It is susceptible of demonstration that, with the change recommended, the commissions arising from the sale and payment of orders will be sufficient remuneration without any extra allowance for clerk-hire. Under the present system some postmasters get an allowance for clerk-hire equal to two or three times the aggregate amount of fees received, while others, doing as much or more business, receive but a sixth part as much.

The true basis is believed to be found in a uniform rule allowing compensation in proportion to the amount of business done; it then becomes the interest of the postmasters to increase the business and render it popular and successful.

ONE HUNDRED DOLLAR ORDERS RECOMMENDED.

It is also suggested that to increase the sum for which orders may be issued to one hundred dollars would be advantageous to the public, to postmasters, and to the government. At present there is no limit to the number of orders which may be issued to the same person; the instructions are, that "When a larger sum than the latter (\$50) is required, additional orders to make it up must be obtained." It is found that persons often avail themselves of the means of the

Money-Order Office to remit five hundred or a thousand dollars (sometimes several thousand) between large cities where postmasters always have sufficient funds to pay them.

By increasing the amount to \$100 the labor of issuing and paying will be materially lessened, a saving in blanks and books will be effected, and it will render the system more acceptable to the public.

The following schedule of prices for issuing money orders is suggested as being simple and adequate :

For any order not exceeding ten dollars.....	10 cents.
Over ten dollars, and not exceeding forty dollars.....	20 “
Over forty dollars, and not exceeding sixty dollars	30 “
Over sixty dollars, and not exceeding eighty dollars	40 “
Over eighty dollars, and not exceeding one hundred dollars	50 “

The advantages of the above rates are not only their simplicity, but, as it is believed, their adaptation to the system. The ten cents fee for small orders is so low that persons will always avail themselves of a money order, where they can be had, instead of sending currency with the risk of loss. The next rate recommended above ten is twenty cents, which is for all sums over ten and not exceeding forty dollars. This rate will include the larger portion of the remittances, and will yield a larger revenue to the government than is obtained from present rates, and still be so reasonable that no one will object to it.

It is ascertained that the orders issued during the year averaged sixteen dollars and thirty-two cents each, while under the present law ten cents is all that is charged for orders up to twenty dollars; consequently the larger portion of the orders now come under this lower rate. During the year embraced in this report there was an intermediate fee of fifteen cents, which was the fee collected on the larger part of the orders issued, but which was abolished on the first of July last, and the ten cents fee extended to sums of twenty dollars and under.

Therefore there must necessarily be a falling off in the revenue during the present year, for the same amount of business, as compared with the last. By adopting the rate above suggested, of twenty cents for all orders above ten dollars, a corresponding increase of revenue will be secured, and make the Money-Order Office a permanent and self-supporting institution.

I have the honor to be, very respectfully,

H. J. ANDERSON, *Auditor.*

Hon. A. W. RANDALL,
Postmaster General.

No. 1.—*Statement exhibiting the receipts of the Post Office Department, under their several appropriate heads, by quarters, for the fiscal year ended June 30, 1866.*

Receipts.	3d quarter, 1865.	4th quarter, 1865.	1st quarter, 1866.	2d quarter, 1866.	Total am't under each head.
Letter postage.....	\$183,768 15	\$179,792 42	\$193,460 67	\$195,253 55	\$752,274 79
Newspaper postage, &c.	135,933 63	140,702 74	156,602 14	159,396 79	592,635 30
Registered letters.....	12,138 50	13,576 10	14,944 75	14,361 25	55,020 60
Fines .....	.....	.....	5 20	.....	5 20
Emoluments	173,522 28	170,735 92	178,935 37	194,336 59	717,530 16
Stamps sold.....	3,001,126 39	2,941,865 23	3,226,393 85	3,035,344 07	12,204,729 54
Dead letters.....	4,900 00	3,543 14	.....	9,950 00	18,393 14
Internal revenue from postmasters .....	.....	.....	6,488 77	3,994 14	10,482 91
Miscellaneous.....	5,168 44	15,905 51	9,760 57	5,080 05	35,914 57
Total.....	3,516,557 39	3,466,121 06	3,786,591 32	3,617,716 44	14,386 986 21
Aggregate amount.....	.....	.....	.....	.....	.....

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 17, 1866.*

No. 2.—Statement exhibiting the expenditures of the Post Office Department, under their several appropriate heads, by quarters, for the fiscal year ended June 30, 1866.

Expenditures.	3d quarter, 1865.	4th quarter, 1865.	1st quarter, 1866.	2d quarter, 1866.	Total am't under each head.
Compensation to post-masters	\$841,732 52	\$864,828 81	\$875,952 61	\$872,163 50	\$3,454,677 44
Compensation to letter-carriers	142,977 26	140,729 63	151,370 53	149,282 09	584,359 51
Ship, steamboat, and way letters	1,811 13	2,028 96	978 54	2,526 57	7,345 20
Transportation of the mails	1,847 838 07	1,994,226 92	2,105,291 75	2,254,597 56	8,201,954 30
Interest paid contractors, act Feb. 15, 1860			257 57		257 57
Wrapping paper	25,750 75	12,500 00	15,281 00	10,700 00	64,231 75
Office furniture	210 87	577 46	656 05	357 54	1,801 92
Advertising	25,313 81	27,762 41	14,891 97	11,653 12	79,621 31
Mail bags	15,359 90	33,219 87	24,565 97	21,151 14	94,296 88
Blank agents and assistants	1,520 62	1,611 63	1,681 97	1,784 19	6,598 41
Mail locks, keys, and stamps	1,270 00	1,866 95	2,611 85	2,778 10	8,526 90
Mail depredations and special agents	17,638 64	21,148 26	23,760 66	33,209 32	95,756 88
Clerks for offices	485,530 32	429,565 78	424,475 38	445,478 19	1,785,049 67
Postage stamps and stamped envelopes ..	48,615 32	57,554 63	66,476 62	61,816 61	234,463 18
Dead letters		37 50			37 50
Miscellaneous	81,515 77	103,903 29	95,104 27	102,107 67	382,631 00
Miscellaneous account of Bremen mails		45,725 68			45,725 68
Miscellaneous account of Hamburg mails		54,888 40	15,962 27		70,850 67
Miscellaneous account of French mails		45,064 29	19,967 72		65,032 01
Miscellaneous account of British mails		128,675 48	40,186 04		168,861 52
Total	3,537,084 98	3,965,915 95	3,879,472 77	3,969,605 60	
Aggregate amount					15,352,079 30

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 17, 1866.

No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1866.

States and Territories.	Letter postage.	Newspaper postage.	Waste paper and twine.	Registered letters.	Stamps sold.	Emoluments.	Receipts.	Compensation of postmasters.	Incidental expenses of post offices.	Compensation and incidental expenses.	Transportation by States.	Expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
Maine	\$12,813 63	\$15,605 34	\$216 22	\$809 60	\$240,930 31	\$13,396 11	\$283,771 21	\$115,349 84	\$27,043 34	\$142,393 18	\$115,116 88	\$257,510 06	.....	\$26,261 15
N. Hampshire	4,978 54	10,437 68	59 74	452 45	154,569 04	5,394 84	175,892 29	74,063 21	10,685 89	84,749 10	63,412 69	148,161 79	.....	27,730 50
Vermont	5,970 41	11,222 46	74 32	376 75	149,222 92	2,904 04	169,770 90	81,667 75	8,698 05	90,365 80	98,092 97	188,458 77	\$18,687 87	.....
Massachusetts	62,429 71	40,607 49	500 95	2,795 85	994,504 58	61,206 98	1,162,045 56	240,435 34	169,842 56	410,277 90	193,493 64	603,771 54	.....	558,274 02
Rhode Island	5,659 75	3,451 40	32 96	495 95	109,256 88	10,558 31	129,455 25	27,307 67	12,248 36	39,556 03	24,206 85	63,762 88	.....	65,692 37
Connecticut	13,048 83	14,887 83	142 09	663 55	309,306 62	17,632 39	355,681 31	111,020 27	29,386 06	140,406 33	93,366 00	233,772 33	.....	121,908 98
New York	247,198 90	93,055 95	557 48	10,980 00	2,985,380 81	135,673 55	3,472,784 69	511,332 74	544,882 23	1,056,214 97	565,238 33	1,621,453 30	.....	1,851,331 39
New Jersey	17,765 71	12,338 53	9 16	957 90	233,593 83	10,836 71	275,501 84	93,901 94	18,426 08	112,328 02	122,424 30	234,752 32	.....	40,749 52
Pennsylvania	63,615 72	51,227 46	1,137 69	5,478 10	1,328,629 03	51,146 52	1,501,234 52	336,542 38	189,881 27	526,423 65	473,871 99	1,000,295 64	.....	500,938 88
Delaware	1,258 53	2,093 64	9 49	66 05	40,220 96	602 75	44,251 42	13,931 79	2,644 91	16,576 70	20,819 13	37,395 83	.....	6,855 59
Maryland	15,607 29	10,018 72	05	1,087 45	280,531 28	8,104 92	315,349 71	57,678 58	51,034 90	108,713 48	237,472 35	346,185 83	30,836 12	.....
Dist. of Col.	9,667 91	2,242 75	.....	1,375 25	127,482 15	8,736 62	149,504 68	7,368 59	88,163 79	95,532 38	.....	95,532 38	.....	53,972 30
West Virginia	2,606 29	4,480 19	1 65	404 80	65,387 42	1,858 52	74,738 87	32,504 35	13,490 24	45,994 59	54,502 92	100,497 51	.....	25,758 64
Virginia	6,883 85	7,377 96	2 46	875 35	141,335 47	13,294 11	169,769 20	39,586 47	46,202 22	85,788 69	130,311 34	216,100 03	46,330 83	.....
N. Carolina	1,761 22	2,991 20	14 92	296 50	51,170 17	3,147 25	59,381 26	17,180 71	8,343 79	25,524 50	20,991 99	46,516 49	.....	12,864 77
S. Carolina	3,730 47	1,786 34	4 50	432 40	56,530 13	5,566 34	68,050 18	8,512 16	11,058 20	19,570 36	46,832 03	66,402 39	.....	1,647 79
Georgia	3,381 71	4,301 03	6 15	369 05	94,502 42	12,880 90	115,441 26	14,900 14	19,106 62	34,006 76	24,651 60	58,658 36	.....	56,782 90
Florida	605 82	403 12	30	203 70	14,442 88	656 80	16,312 62	7,009 05	992 25	8,001 30	.....	8,001 30	.....	8,311 32
Alabama	3,580 77	2,545 99	20 20	389 00	73,626 47	6,596 20	86,758 63	6,945 26	13,669 87	20,615 13	37,328 70	57,943 83	.....	28,814 80
Mississippi	1,660 78	1,879 98	1 45	142 75	40,795 94	3,648 35	48,129 25	9,753 03	7,677 23	17,430 26	4,372 90	21,803 16	.....	26,326 09
Louisiana	15,250 56	3,466 31	18 00	1,058 05	179,020 83	16,571 41	215,385 16	9,094 46	31,752 21	40,846 67	32,651 41	73,498 08	.....	141,887 08
Texas	4,143 86	2,395 01	3 00	201 15	42,053 02	6,347 81	55,143 85	9,568 22	9,788 92	19,357 14	43,700 29	63,057 43	7,913 58	.....
Kentucky	10,352 12	12,147 59	106 74	1,187 65	217,753 95	15,429 58	256,977 63	84,795 68	38,716 29	123,511 97	212,298 02	335,809 99	78,832 36	.....
Tennessee	6,449 60	7,034 59	185 93	1,012 45	161,407 64	17,356 99	193,447 20	27,864 10	47,312 89	75,176 99	44,185 68	119,362 67	.....	74,084 53
Missouri	20,283 05	18,593 03	208 26	1,896 50	359,463 11	17,262 28	417,706 23	84,481 35	59,249 93	143,731 28	505,477 35	649,208 63	231,502 40	.....
Arkansas	953 59	399 74	5 55	146 15	20,486 69	1,392 48	23,384 20	5,152 37	5,896 98	11,049 35	1,977 04	13,026 39	.....	10,357 81
Kansas	2,714 50	4,577 33	12 40	335 30	63,043 18	4,658 00	75,340 71	23,270 58	9,575 33	32,845 91	422,866 10	455,712 01	380,371 30	.....
Michigan	26,899 84	25,310 88	411 72	1,737 10	365,686 96	22,361 65	442,408 15	145,929 58	54,639 42	199,969 00	196,197 26	396,166 26	.....	46,241 89
Wisconsin	24,183 83	21,480 77	180 87	1,872 60	313,420 59	19,325 12	380,463 78	134,082 16	32,502 09	166,584 25	147,330 30	313,914 55	.....	66,549 23
Minnesota	8,135 14	8,100 64	12 36	569 65	89,922 80	5,728 03	112,468 62	40,925 06	7,044 75	47,969 81	116,710 17	164,679 98	52,211 36	.....
Iowa	14,717 22	21,341 58	97 16	1,476 60	279,321 06	14,803 31	331,756 93	123,413 16	22,419 82	145,832 98	186,729 10	332,562 08	805 15	.....
Ohio	40,046 65	59,427 98	1,094 28	3,524 95	917,463 98	49,340 81	1,070,898 65	341,743 83	127,360 63	469,104 46	587,634 05	1,056,738 51	.....	14,160 14
Indiana	18,085 33	29,924 91	61 62	2,517 85	377,867 51	29,647 63	458,104 85	187,264 70	56,551 97	243,816 67	262,372 67	506,189 34	48,084 49	.....
Illinois	54,014 56	54,284 71	1,576 97	4,967 25	1,032,407 61	76,775 34	1,224,026 44	298,120 69	197,814 50	495,935 19	399,879 80	895,814 99	.....	328,211 45
California	22,630 24	21,828 95	80 78	2,867 95	226,819 96	29,004 83	303,241 71	65,988 11	79,143 66	145,131 77	445,447 54	590,579 31	287,337 60	.....
Oregon	1,253 66	2,386 68	5 62	106 40	17,551 36	1,786 96	23,090 68	8,923 01	95 48	9,018 49	222,982 66	232,001 15	208,910 47	.....

Nevada	1,417 15	2,188 20	3 00	378 35	18,855 92	4,447 31	27,289 93	12,133 84	8,526 61	20,660 45	24,891 59	45,552 04	18,262 11	.....
TERRITORIES.														
New Mexico..	168 31	110 06	.....	9 60	2,599 36	196 00	3,083 33	1,386 33	6 80	1,393 13	55,914 71	57,307 84	54,224 51	.....
Utah	2,009 66	777 78	.....	112 40	8,080 62	341 36	11,321 82	3,597 04	1,808 75	5,465 79	455,993 59	461,459 38	450,137 56	.....
Nebraska ..	1,386 61	2,017 77	50	123 15	27,108 75	2,173 45	32,810 23	8,685 73	3,249 76	11,935 49	39,628 00	51,563 49	18,753 26	.....
Washington..	374 44	457 85	4 00	37 55	4,208 80	109 50	5,192 14	3,067 59	7 92	3,075 51	89,010 07	92,085 58	86,893 44	.....
Colorado	1,859 60	975 29	6 88	156 45	25,565 67	4,642 31	33,206 20	9,555 66	4,023 51	13,579 17	26,152 43	39,731 60	6,525 40	.....
Dakota	470 78	301 85	.....	14 95	6,544 49	52 25	7,384 32	2,857 33	.....	2,857 33	3,062 49	5,919 82	.....	1,464 50
Idaho	557 85	567 26	.....	77 85	5,220 11	885 00	7,308 07	2,671 71	1,064 06	3,735 77	34,000 00	37,735 77	30,427 70	.....
Montana	2,234 05	261 64	.....	41 80	4,600 53	681 00	7,819 02	2,333 80	585 72	2,919 52	.....	2,919 52	.....	4,899 50
Arizona	21 12	2 75	.....	7 60	400 82	.....	432 29	400 54	4 25	404 79	78,833 80	79,238 59	78,806 30	.....
	764,848 16	593,316 21	6,867 42	55,027 75	12,258,294 63	715,162 62	14,393,516 79	3,444,297 90	2,072,689 11	5,516,378 01	6,962,432 73	12,478,810 74	2,161,612 45	4,076,318 50
Deduct miscellaneous items	12,573 37	680 91	.....	7 15	53,565 09	.....	64,458 98	.....	.....	.....	.....	.....	.....	.....
Add miscellaneous items	.....	.....	.....	.....	.....	2,367 54	.....	10,379 54	.....	10,379 54	158,935 93	233,774 45	233,774 45	.....
	752,274 79	592,635 30	6,867 42	55,020 60	12,204,729 54	717,530 16	14,329,057 81	3,454,677 44	2,072,089 11	5,526,757 55	7,121,368 66	12,812,585 19	2,395,386 90	4,076,318 50
Transportation paid to route agents, mail messengers, special offices, foreign mails, &c .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,080,585 64	.....	.....	.....
Deduct excess of expenditures .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,201,954 30	.....	.....	2,395,386 90
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,680,931 60

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

Amount paid for foreign mails and expenses of government agents	\$613,270 04	Mail messengers and supply of special offices	\$314,678 95
Interest to contractors, act February 15, 1860	257 57	Miscellaneous payments	81,863 47
Dead letters, "moneys refunded"	37 50		
Wrapping paper	64,230 75		
Office furniture	865 55		
Advertising	25,788 76	Deduct excess of transportation accrued	302,192 47
Mail bags	67,750 63		
Blank agents and assistants	6,598 41		
Mail locks, keys, and stamps	8,526 90	Excess of receipts over expenditures	\$1,680,931 60
Mail depredations and special agents	95,756 88	Receipts on account of dead letters	18,393 14
Clerks for offices	95,053 26	Receipts on account of fines	5 20
Compensation to letter-carriers	584,359 51	Receipts on account of revenue tax from postmasters	10,482 91
Expenses, postage, stamps, and stamped envelopes	234,463 18	Receipts on account of miscellaneous	29,047 15
Foreign postage collected and returned to foreign governments	350,469 88		1,738,860 00
Ship, steamboat, and way letters	7,345 20		
Route agents	454,829 12	Total excess of expenditures over receipts	965,093 09

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT, October 30, 1866.

No. 4.—*Statement of the operations of the free-delivery system at the following offices for the fiscal year ended June 30, 1866.*

Offices.	Mail letters delivered.	Local letters delivered.	Newspapers delivered.	Amount paid carriers, including incidental expenses.
New York, N. Y.....	10,043,148	3,610,491	1,254,527	\$136,480 17
Philadelphia, Pa.....	5,324,868	2,355,920	1,213,062	93,586 31
Boston, Mass.....	3,129,895	616,551	393,114	34,038 26
Baltimore, Md.....	1,997,963	172,099	384,327	29,911 55
Cincinnati, Ohio.....	1,219,797	152,598	174,068	22,035 58
Brooklyn, N. Y.....	1,598,457	129,864	251,232	22,251 92
St. Louis, Mo.....	2,016,702	197,825	408,372	26,948 17
Chicago, Ill.....	2,570,166	262,195	450,381	33,244 40
Buffalo, N. Y.....	507,360	51,100	138,828	10,924 96
Louisville, Ky.....	447,805	45,675	114,300	11,245 15
Washington, D. C.....	1,267,087	110,107	289,968	19,700 17
Newark, N. J.....	626,866	52,091	197,333	12,100 73
Albany, N. Y.....	524,021	51,881	91,046	9,665 38
Providence, R. I.....	511,164	42,039	46,308	4,815 08
Pittsburg, Pa.....	620,181	46,972	154,777	7,921 41
Cleveland, Ohio.....	1,225,001	59,276	349,771	13,158 34
Lowell, Mass.....	226,833	14,981	18,148	1,689 68
Utica, N. Y.....	589,069	30,388	71,639	6,963 66
Wilmington, Del.....	309,314	21,325	72,584	2,839 88
Charlestown, Mass.....	309,652	20,592	63,862	2,850 57
Williamsburg, N. Y.....	408,210	11,206	72,296	3,640 22
Jersey City, N. J.....	249,526	13,717	47,289	3,617 00
Troy, N. Y.....	355,685	30,826	87,665	4,296 82
Detroit, Mich.....	745,515	70,273	237,613	11,050 44
Worcester, Mass.....	234,929	15,509	45,517	3,970 04
Lynn, Mass.....	261,192	10,464	64,610	2,164 74
New Haven, Conn.....	263,505	26,991	57,362	4,542 65
Toledo, Ohio.....	292,291	13,518	234,886	5,011 58
Milwaukee, Wis.....	469,986	44,347	152,432	10,180 56
Total.....	38,346,188	8,280,821	7,157,317	550,825 42

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1856.

No. 5.—*Miscellaneous payments.*

A detailed statement, under this head, of the payments made by the Post Office Department for the fiscal year ended June 30, 1866, exhibiting the following sums placed to the credit of postmasters and others, and charged to miscellaneous account, viz :

1865.

Oct.	6.	Allowed D. J. Clark, postmaster, Manchester, N. H., for fuel and lights in first quarter 1865	\$12 08
		Allowed D. J. Clark, postmaster, Manchester, N. H., for fuel and lights in third and fourth quarters 1864.....	29 12
Oct.	14.	Allowed S. Huntington, postmaster, Burlington, Vt., for gas in third and fourth quarters 1864	14 72
Oct.	16.	Allowed George Dawson, postmaster, Albany, N. Y., for printing and stationery in second quarter 1865.....	237 56
Oct.	16.	Allowed A. Van Kleeck, postmaster, Poughkeepsie, N. Y., for fuel and lights in fourth quarter 1864 and first and second quarters 1865.....	65 42

Oct.	16.	Allowed E. W. Keyes, postmaster, Madison, Wis., for fuel and lights in third and fourth quarters 1864, and first and second quarters 1865	\$212 85
Oct.	16.	Allowed J. H. Young, postmaster, Cumberland, Md., for rent in second quarter 1865	16 57
Oct.	16.	Allowed A. M. Clapp, postmaster, Buffalo, N. Y., for light in fourth quarter 1864	231 24
Oct.	16.	Allowed G. B. Filson, postmaster, Steubenville, Ohio, for rent in second quarter 1865	37 50
Oct.	16.	Allowed J. D. Strong, postmaster, Jacksonville, Ill., for stationery and repairs in fourth quarter 1864, and first quarter 1865	94 10
Oct.	16.	Allowed J. O. Jones, postmaster, Terre Haute, Ind., for gas during fiscal year ended June 30, 1865	27 85
Oct.	21.	Allowed C. E. Carr, postmaster, Galesburg, Ill., for fuel, light, and printing in fourth quarter 1864, and first quarter 1865	23 37
Oct.	21.	Allowed J. B. Hawley, postmaster, Rock Island, Ill., for rent and fuel in second quarter 1865	14 33
Oct.	21.	Allowed C. A. Walborne, postmaster, Philadelphia, Penn., for rent and light in fourth quarter 1864, and first and second quarters 1865.	2,404 72
Oct.	21.	Allowed A. A. Vance, postmaster, Morristown, N. J., for rent and light in second and third quarters 1865	100 00
Oct.	21.	Allowed H. Fitzhugh, postmaster, Oswego, N. Y., for stationery, repairs, &c., in second quarter 1865	21 08
Oct.	21.	Allowed George Dawson, postmaster, Albany, N. Y., for light in third and fourth quarters 1864, and first quarter 1865	297 80
Oct.	21.	Allowed J. J. Speed, postmaster, Louisville, Ky., for light during fiscal year ended June 30, 1865	473 60
Oct.	24.	Allowed J. G. Palen, postmaster, Hudson, N. Y., for light during fiscal year ended June 30, 1865	20 03
Oct.	24.	Allowed George A. Hoffman, late postmaster, Cumberland, Md., for rent and lights in second quarter 1865	10 16
Oct.	30.	Allowed E. S. Cleveland, late postmaster, Hartford, Conn., for gas during fiscal year ended June 30, 1865	109 00
Oct.	30.	Allowed William Allen, postmaster, Auburn, N. Y., for light in second quarter 1865	756 00
Oct.	30.	Allowed C. H. Hopkins, postmaster, Utica, N. Y., for printing in third quarter 1865	10 40
Oct.	30.	Allowed E. Longyear, postmaster, Lansing, Mich., for fuel in fourth quarter 1864, and first quarter 1865	27 53
Oct.	30.	Allowed J. J. Thompson, postmaster, Ann Arbor, Mich., for rent in second quarter 1865	75 00
Dec.	4.	Allowed C. Nicholas, postmaster, St. Paul, Minn., for fuel in fourth quarter 1864 and first quarter 1865	26 05
Dec.	9.	Allowed J. S. Pollock, postmaster, Little Rock, Ark., for rent and gas in second quarter 1865	249 00
Dec.	9.	Allowed R. F. Perkins, postmaster, San Francisco, Cal., for fuel and light in first and second quarters 1865	1,358 83
Dec.	9.	Allowed C. O. Burton, postmaster, Stockton, Cal., for rent, fuel and light in fourth quarter 1864 and first and second quarters 1865	559 60
Dec.	9.	Allowed T. J. McCormack, postmaster, Marysville, Cal., for fuel, light and stationery in third and fourth quarters 1864 and first and second quarters 1865	1,490 50
Dec.	9.	Allowed S. M. Cutler, postmaster, San José, Cal., for rent and light, same period	360 00
Dec.	9.	Allowed George Rowland, postmaster, Sacramento, Cal., for rent, fuel and light in fourth quarter 1864 and first and second quarters 1865	923 10
Dec.	11.	Allowed J. A. Bicknell, postmaster, Augusta, Me., for materials and labor in fitting up his office	287 32
Dec.	14.	Allowed W. D. Massey, postmaster, Alexandria, Va., for repairing boxes in third quarter 1865	7 00
Dec.	14.	Allowed Victor King, postmaster, Madison, Ind., for rent, fuel, light, printing, &c., in third and fourth quarters 1864 and first and second quarters 1865	192 84
Dec.	16.	Allowed Charles Asher, postmaster, Bowling Green, Ky., for rent in second quarter 1865	12 50
Dec.	19.	Allowed G. G. Benedict, late postmaster, Burlington, Vt., for stationery in second quarter 1865	32 28
Dec.	19.	Allowed H. N. Barber, postmaster, St. Albans, Vt., for rent and gas in same period	106 91

Dec.	19.	Allowed F. W. Smith, postmaster, Bridgeport, Conn., for fuel in first quarter 1865.....	\$44 70
Dec.	19.	Allowed H. Chickering, postmaster, Pittsfield, Mass., for rent and fuel in second quarter 1865.....	15 00
Dec.	21.	Allowed R. C. Gist, postmaster, Memphis, Tenn., for light in fourth quarter 1864.....	81
Dec.	29.	Allowed S. G. Thurlow, postmaster, Belfast, Me., for gas in third quarter 1865.....	3 23
Dec.	29.	Allowed J. C. Lewis, postmaster, Fond du Lac, Wis., for rent, fuel and light in third quarter 1864.....	59 10
Dec.	29.	Allowed J. H. Stier, postmaster, Clyde, Iowa, for stationery in second quarter 1865.....	2 00
Dec.	29.	Allowed George S. Benedict, postmaster, Cleveland, O., for stationery, repairs, &c., in third quarter 1865.....	232 75
Dec.	30.	Allowed H. P. Davis, postmaster, Mansfield, O., for fuel and light in fourth quarter 1864 and first quarter 1865.....	25 30
Dec.	30.	Allowed Richard Rogers, postmaster, Springfield, O., for rent in second quarter 1865.....	25 00
Dec.	30.	Allowed A. H. Conner, postmaster, Indianapolis, Ind., for fuel in second quarter 1865.....	33 00
Dec.	30.	Allowed John Ryan, postmaster, Decatur, Ill., for increase of rent in third quarter 1865.....	75 00
Dec.	30.	Allowed C. K. Judson, postmaster, Freeport, Ill., for same item, same period.....	37 50
Dec.	30.	Allowed J. M. Trumbull, postmaster, Monmouth, Ill., for same item in second quarter 1865.....	30 00
Dec.	30.	Allowed John Debble, late postmaster, Newbern, N. C., for fuel and light in third and fourth quarters 1864, and first and second quarters 1865.....	55 05
Dec.	30.	Allowed S. G. Trott, acting postmaster, Charleston, S. C., for expense in fitting up post office.....	1,173 37
1866.			
Jan.	6.	Allowed Chas. Chase, late postmaster, Winchester, Va., for rent of office in second quarter 1863.....	52 00
Jan.	11.	Allowed F. Blodgett, postmaster, Augusta, Ga., for printing, stationery, &c., from September 16 to October 1, 1865.....	28 70
Jan.	11.	Allowed A. Van Kleeck, postmaster, Poughkeepsie, N. Y., for stationery and printing in first, second, and third quarters 1865.....	36 77
Jan.	12.	Allowed S. F. Van Bonnhorst, postmaster, Pittsburg, Penn., for gas for fiscal year ended June 30, 1865.....	389 41
Jan.	13.	Allowed E. W. Keyes, postmaster, Madison, Wis., for stationery and repairs in third quarter 1865.....	25 60
Jan.	13.	Allowed J. H. Young, postmaster, Cumberland, Md., for rent, light, and stationery in third quarter 1865.....	31 55
Jan.	15.	Allowed G. Bergner, postmaster, Harrisburg, Penn., for rent for office in third quarter 1865.....	150 00
Jan.	15.	Allowed R. G. Green, postmaster, Petersburg, Va., for fuel, gas, stationery, and repairs in third and fourth quarters 1865.....	471 95
Jan.	16.	Allowed G. W. Taylor, postmaster, Winchester, W. Va., for lumber, repairs, painting signs, letter-boxes, &c., in third and fourth quarters 1865.....	187 88
Jan.	16.	Allowed N. S. Whitaker, postmaster, Kanawha, W. Va., for rent, fuel, and lights in third and fourth quarters 1864, and first, second, and third quarters 1865.....	223 85
Jan.	17.	Allowed J. M. Trumbull, postmaster, Monmouth, Ill., for rent of office in third quarter 1865.....	60 00
Jan.	19.	Allowed C. W. Chapman, postmaster, New Bedford, Mass., for money advanced for labor and materials in fitting up a portion of the custom-house for a post office, under act of Congress approved February 9, 1853.....	586 04
Jan.	19.	Allowed H. Chickering, late postmaster, Pittsfield, Mass., for rent and fuel in third quarter 1864, and first and second quarters 1865.....	27 75
Jan.	19.	Allowed N. D. Sperry, postmaster, New Haven, Conn., for stationery, ice, &c., in third quarter 1865.....	53 44
Jan.	31.	Allowed D. F. Pickering, postmaster, Elmira, N. Y., for repairs in fourth quarter 1865.....	20 75
Jan.	31.	Allowed G. W. Edwards, postmaster, Mt. Pleasant, Iowa, for amount paid for letter-boxes in fourth quarter 1864 and first and second quarters 1865.....	56 50

Jan.	31.	Allowed G. W. Edwards, postmaster, Mt. Pleasant, Iowa, for fuel in fourth quarter 1864	\$10 00
Jan.	31.	Allowed J. M. Patterson, postmaster, Piqua, Ohio, for rent, fuel, and lights in third quarter 1865.....	33
Feb.	2.	Allowed D. R. Anthony, postmaster, Leavenworth, Kan., for fuel in fourth quarter 1864, and first and second quarters 1865.....	19 25
Feb.	2.	Allowed W. J. Bibb, postmaster, Montgomery, Ala., for rent, light, and stationery in third quarter 1865	248 84
Feb.	2.	Allowed W. J. Bibb, postmaster, Montgomery, Ala., for putting up boxes, drawers, &c., same quarter.....	700 00
Feb.	3.	Allowed P. L. Foy, postmaster, St. Louis, Mo., for repairs, lampshades, cleaning, and lighting lamps, in same quarter.....	475 85
Feb.	8.	Allowed J. Marsh, postmaster, Lockport, N. Y., for rent of office in third and fourth quarters 1865.....	58 70
Feb.	8.	Allowed J. J. Cochran, postmaster, Lancaster, Pa., for rent of office, same period.....	56 25
Feb.	13.	Allowed S. Hoard, postmaster, Chicago, Ill., for rent for station offices in third quarter 1865.....	175 00
Feb.	14.	Allowed S. Hoard, postmaster, Chicago, Ill., for light in same quarter.....	534 04
Feb.	14.	Allowed Hiram Chase, late postmaster, Belfast, Me., for repairs and stationery in first part of third quarter 1865.....	6 00
Feb.	16.	Allowed J. A. Goodwin, postmaster, Lowell, Mass., for light in fourth quarter 1864 and first quarter 1865.....	55 54
Feb.	16.	Allowed E. Cowles, late postmaster, Cleveland, Ohio, for printing and gas in fourth quarter 1864 and first quarter 1865.....	188 99
Feb.	16.	Allowed John Graham, late postmaster, Columbus, Ohio, for rent of office from July 1 to August 27, 1865.....	1 03
Feb.	17.	Allowed W. N. Byers, postmaster, Denver City, Colorado, for coal grate, locks, and stationery in fourth quarter 1864.....	125 05
Feb.	17.	Allowed W. N. Byers, postmaster, Denver City, Colorado, for rent and fuel in first quarter 1865.....	38 66
Feb.	19.	Allowed G. S. Merrill, late postmaster, Lawrence, Mass., for iron safe for his office.....	82 30
Feb.	23.	Allowed A. M. Clapp, postmaster, Buffalo, N. Y., for gas in fourth quarter 1865.....	167 62
Feb.	26.	Allowed J. McDuffie, postmaster, Cambridgeport, Mass., for printing in fourth quarter 1865.....	11 25
Feb.	27.	Allowed J. R. Barber, postmaster, Titusville, Pa., for rent of office in third and fourth quarters 1865.....	389 50
March	1.	Allowed E. H. Chase, postmaster, Wilkesbarre, Pa., for repairing letter-boxes in fourth quarter 1865.....	17 50
March	3.	Allowed T. Good, postmaster, Allentown, Pa., for rent of office in second, third, and fourth quarters 1865.....	108 50
March	3.	Allowed J. Church, postmaster, Virginia City, Nevada, for rent, fuel, and lights in third and fourth quarters 1864, and first, second, and third quarters 1865.....	2,001 72
March	3.	Allowed J. B. Hawley, postmaster, Rock Island, Ill., for rent of office in fourth quarter 1865.....	56 25
March	6.	Allowed J. Jessup, postmaster, York, Pa., for rent, printing, and stationery in fourth quarter 1865.....	51 30
March	10.	Allowed L. Lotridge, postmaster, La Crosse, Wis., for light, fuel, printing, and repairs in third and fourth quarters 1865.....	51 80
March	12.	Allowed T. B. H. Stenhouse, late postmaster, Salt Lake City, Utah, for rent and fuel in fourth quarter 1864, and first and second quarters 1865.....	364 50
March	12.	Allowed T. B. H. Stenhouse, late postmaster, Salt Lake City, Utah, for rent in third and fourth quarters 1865.....	300 00
March	16.	Allowed C. A. Walborn, postmaster, Philadelphia, Pa., for rent and gas in second quarter 1865.....	296 76
March	16.	Allowed C. H. Hopkins, postmaster, Utica, N. Y., for printing, freight, and letter-boxes in third quarter 1865.....	202 62
March	17.	Allowed D. B. Parker, special agent Post Office Department, City Point, Va., for amount paid for iron safe for the use of his office.	116 50
March	19.	Allowed J. R. Campbell, postmaster, Williamsport, Pa., for rent of office in third quarter 1865.....	42 39
March	20.	Allowed J. R. Campbell, postmaster, Williamsport, Penn., for light, ice, &c., in third quarter 1865.....	11 57
March	24.	Allowed J. Chapman, postmaster, Salem, Mass., for rent of office from October 1, 1864, to December 31, 1865.....	125 00

March 24.	Allowed J. W. Veeder, postmaster, Schenectaday, N. Y., for rent of office in third and fourth quarters 1865.....	\$18 76
March 24.	Allowed A. McDonald, postmaster, Geneva, N. Y., for rent of office in fourth quarter 1865.....	20 00
March 24.	Allowed J. M. G. Parker, late postmaster, New Orleans, La., for labor, materials, repairs, &c., in third quarter 1862.....	501 75
March 24.	Allowed J. M. G. Parker, late postmaster, New Orleans, La., for repairs, stationery, &c., in fourth quarter 1862.....	249 85
March 24.	Allowed J. M. G. Parker, late postmaster, New Orleans, La., for printing, stationery, and lumber in second quarter 1863, and first and second quarters 1864.....	5,018 57
March 26.	Allowed J. G. Palfrey, postmaster, Boston, Mass., for rent of office from June 30 to December 31, 1865.....	450 00
March 28.	Allowed A. E. Chester, postmaster, Helena, Ark., for rent of office in third quarter 1865.....	168 00
March 29.	Allowed J. L. Scripps, postmaster, Chicago, Ill., for repairs of office in third quarter 1861.....	500 87
March 30.	Allowed E. W. Whipple, postmaster, Norfolk, Va., for stationery in third quarter 1865.....	10 15
April 4.	Allowed T. C. Cowles, postmaster, Troy, N. Y., for fuel and light in first and second quarters 1865.....	22 35
April 4.	Allowed W. H. Vasburg, late postmaster, West Troy, N. Y., for light during fiscal year ended June 30, 1865.....	14 35
April 4.	Allowed G. R. Wyson, late postmaster, Martinsburg, West Va., for rent of office in second and third quarters 1865.....	75 00
April 7.	Allowed J. M. G. Parker, late postmaster, New Orleans, La., for amount paid sundry persons for locks, bolts, lumber, painting, and gilding in fourth quarter 1864.....	2,467 62
April 7.	Allowed E. C. David, postmaster, Dubuque, Iowa, for light during the fiscal year ended June 30, 1865.....	12 95
April 7.	Allowed C. Redfield, postmaster, Adrian, Mich., for rent, fuel, and light in fourth quarter 1864, and first, second, third, and fourth quarters 1865.....	388 29
April 10.	Allowed E. Russell, late postmaster, Davenport, Iowa, for gas in third quarter 1865.....	44 04
April 17.	Allowed R. L. Carey, postmaster, Dunkirk, N. Y., for fuel and light in fourth quarter 1865.....	37 90
April 19.	Allowed J. F. Jenkins, postmaster, New Brunswick, N. J., for rent and gas in first quarter 1865.....	57 84
April 28.	Allowed J. E. Chandler, late postmaster, Johnstown, Penn., for rent in third quarter 1864.....	8 75
May 2.	Allowed H. E. Taylor, postmaster, Williamsport, Penn., for rent in third quarter 1865.....	7 61
May 4.	Allowed T. Cowles, postmaster, Troy, N. Y., for rent in second, third, and fourth quarters 1865.....	450 00
May 11.	Allowed J. C. Luttrell, special agent in charge post office, Knoxville, Tenn., for fuel, light, labor, and stationery in third and fourth quarters 1865.....	56 30
May 12.	Allowed G. S. Merrill, postmaster, Lawrence, Mass., for light during fiscal year ended June 30, 1865.....	60 35
May 15.	Allowed J. F. Pinkham, late postmaster, Placerville, Cal., for rent, fuel, and light from April 1, 1864, to March 31, 1866.....	816 26
May 25.	Allowed J. O. Lawrence, postmaster, Portsmouth, Va., for rent in first quarter 1866.....	28 75
May 25.	Allowed M. M. Seymore, postmaster, Painesville, Ohio, for coal oil, stationery, &c., in third quarter 1865.....	3 25
May 30.	Allowed J. A. Kausler, postmaster, Jackson, Miss., for rent, fuel, and stationery in third and fourth quarters 1865.....	122 58
June 4.	Allowed A. Van Kleeck, postmaster, Poughkeepsie, N. Y., for rent of office in first quarter 1866.....	93 75
June 5.	Allowed J. E. Chandler, late postmaster, Johnstown, Penn., for stationery during fiscal year ended June 30, 1865.....	4 00
June 6.	Allowed E. P. Hill, postmaster, Haverhill, Mass., for light, fuel, repairs, printing, and stationery in fourth quarter 1864, and first, third, and fourth quarters 1865, and first quarter 1866.....	159 64
June 6.	Allowed J. E. Wilbur, late postmaster, Taunton, Mass., for rent, fuel, and lights in third and fourth quarters 1865, and first quarter 1866.....	103 76
June 6.	Allowed A. H. Conner, late postmaster, Indianapolis, Ind., for fuel in fourth quarter 1864.....	100 00

June	6.	Allowed A. E. James, postmaster, Chattanooga, Tenn., for rent of office in first quarter 1866.....	\$150 00
June	6.	Allowed H. Cummings, late postmaster, Covington, Ky., for rent and stationery in third quarter 1865, and first quarter 1866.....	22 75
June	7.	Allowed W. O. Donoughoe, postmaster, Flint, Mich., for light in first quarter 1866.....	10 00
June	16.	Allowed W. N. Byers, late postmaster, Denver City, Colorado Territory, for rent, fuel, and lights in fourth quarter 1864, fourth quarter 1865, and first quarter 1866.....	240 58
June	18.	Allowed H. Chickering, postmaster, Pittsfield, Mass., for repairing boxes and stationery in first quarter 1866.....	10 00
June	18.	Allowed J. R. Hartstock, postmaster, Iowa City, Iowa, for rent and fuel in first and fourth quarters 1865 and first quarter 1866 ..	52 36
June	19.	Allowed Jno. Hughes, postmaster, New Creek Station, Va., for rent, fuel, and lights in first quarter 1866.....	23 00
June	22.	Allowed C. K. Judson, late postmaster, Freeport, Ill., for fuel and lights in first quarter 1866.....	29 50
June	23.	Allowed Robert Allen, late postmaster, Austin, Nevada, for rent, fuel, and lights in fourth quarter 1865.....	290 65
June	23.	Allowed A. T. Dole, late postmaster, Portland, Me., for light in fourth quarter 1865	72 46
June	29.	Allowed J. D. Strong, postmaster, Jacksonville, Ill., for fuel and rent in fourth quarter 1864, first, second, and third quarter 1865..	163 52
June	29.	Allowed J. D. Strong, postmaster, Jacksonville, Ill., for rent of office in fourth quarter 1865 and first quarter 1866.....	125 00
June	30.	Allowed E. S. Cleveland, postmaster, Hartford, Conn., for rent, fuel, lights, and stationery in first quarter 1866.....	615 15
June	30.	Allowed H. P. Burrill, postmaster, Chelsea, Mass., for rent of office in third and fourth quarters 1865.....	13 00
Aug.	8.	Allowed Nathaniel Law, late postmaster, Dover, N. H., for stationery in third quarter 1865	1 77
Aug.	8.	Allowed G. Bowen, late postmaster, Batavia, N. Y., for rent and fuel in first part of first quarter 1866.....	6 57
Aug.	8.	Allowed Theodore Sherer, late postmaster, Chillicothe, Ohio, for fuel in third quarter 1865	9 75
Aug.	8.	Allowed Theodore Sherer, late postmaster, Chillicothe, Ohio, for light in first quarter 1866.....	90
Aug.	13.	Allowed V. W. Grahn, postmaster, Galveston, Texas, for premium on bill of exchange.....	20 41
Aug.	13.	Allowed L. Smith, late postmaster, Watertown, N. Y., for fuel and light in fourth quarter 1865, and first quarter 1866.....	107 75
Aug.	13.	Allowed T. Clowes, late postmaster, Troy, N. Y., for printing and stationery, in third quarter, 1865	13 79
Aug.	30.	Allowed J. R. Rand, late postmaster, Westfield, Mass., for rent of office in third quarter 1865	6 71
Sept.	1.	Allowed J. R. Alexander, late postmaster, Beaufort, S. C., for rent and printing in first quarter 1866.....	26 22
Sept.	8.	Allowed W. P. De Normandie, postmaster, Austin, Texas, for repairs, &c., in first quarter 1866	5 50
Sept.	10.	Allowed V. W. Graham, postmaster, Galveston, Texas, for premium paid for draft on New Orleans.....	5 00
Sept.	18.	Allowed C. A. Walborn, postmaster, Philadelphia, Penn., for premium paid for coin to pay for draft to postmaster general of New Brunswick.....	61 79
Sept.	20.	Allowed J. Jones, postmaster, Trenton, N. J., for amount paid for letter carrier, boxes, and painting same, in fourth quarter 1864 and 1st quarter 1865	70 00
Sept.	20.	Allowed J. Jones, postmaster, Trenton, N. J., for rent and stationery in second and third quarters 1865.....	69 69
Sept.	26.	Allowed R. Brigham, late postmaster, Franklin, Penn., for rent and fuel during 1865 and 1866.....	1,654 00
Sept.	29.	Allowed J. Tredell, postmaster, Norristown, Penn., for rent of office in second quarter 1865	25 00
Sept.	29.	Allowed J. Lellyett, late postmaster, Nashville, Tenn., for printing, &c., in second quarter 1862.....	165 55

REPORT OF THE POSTMASTER GENERAL.

Amounts paid by the department on warrants and charged in miscellaneous accounts, viz :

1865.			
Oct.	18.	Paid John Sproat, for jute twine furnished in third quarter 1865.....	\$4,940 00
Oct.	18.	Paid Bennett Pike, for services as attorney of the United States for the western district of Missouri, in thirteen cases.....	260 00
Oct.	25.	Paid George F. Nesbitt, for paper and envelopes furnished, and printing and ruling same, in third quarter 1865.....	6,715 64
Dec.	28.	Paid National Bank Note Company, for printing and binding draft books, furnishing stock for same, in fourth quarter 1865.....	124 50
1866.			
Jan.	15.	Paid John Sproat, for jute twine furnished in fourth quarter 1865..	5,510 00
Jan.	30.	Paid George F. Nesbitt, for office envelopes furnished Post Office Department in fourth quarter 1865.....	2,419 95
Feb.	5.	Paid W. N. Grover, for services as attorney of the United States for the eastern district of Missouri in four cases.....	40 00
Feb.	13.	Paid George F. Nesbitt, for furnishing stationery and printing same, in fourth quarter 1865.....	80 10
Mar.	26.	Paid Angell & Co., for oiled canvass, January, 1866.....	2 16
April	12.	Paid Joseph A. Ware, for manuscript copy of postal laws and regulations.....	2,000 00
April	16.	Paid George F. Nesbitt, for envelopes furnished in first quarter 1866.....	3,411 94
April	17.	Paid George F. Nesbitt, for stationery, &c., furnished blank and stamp agency in first quarter 1866.....	76 50
May	5.	Paid Adams Peabody, for services as clerk of the United States district court for the western district of Missouri, in eleven cases....	52 35
June	25.	Paid National Bank Note Company, for printing and binding draft books, and furnishing stock for same, in second quarter 1866....	1,380 50
July	3.	Paid E. B. Olmstead, for incidental expenses incurred in the preparation of post route maps.....	218 73
July	7.	Paid John Sproat, for jute twine furnished during second quarter 1866.....	3,360 00
July	13.	Paid G. F. Nesbitt & Co., for pens, ink, blank books, &c., furnished stamp agency, New York, during second quarter 1866....	17 50
July	25.	Paid Daniel Gantt, for services as attorney of the United States for the district of Nebraska Territory, in one case.....	20 00
July	30.	Paid James E. Emory, for similar service for the district of Kansas, in one case.....	10 00
July	30.	Paid Caleb Baldwin, for similar service for the district of Iowa, in three cases.....	187 99
Aug.	6.	Paid D. C. Jackson, for services as marshal of the United States for the district of Wisconsin, in twenty-one cases.....	436 42
Aug.	10.	Paid E. A. Rollins, for income tax from compensation paid to sundry persons in temporary service of Post Office Department.....	17 81
Sept.	27.	Paid Bennett Pike, for services as attorney of the United States for the western district of Missouri, in twenty cases.....	160 00

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

1865.			
Nov.	13.	Paid C. F. S. Thomas, for hemp twine furnished November 1, 1865.	1,200 00
Oct.	20.	Paid Henry Bradshaw, for expenses while travelling upon business for the Post Office Department.....	8 00
Oct.	30.	Paid G. W. Watson, for services in preparing post-route maps during the month of October, 1865, at \$1,400 per annum.....	114 56
Oct.	30.	Paid R. M. Thomson, for similar service, same period, at \$25 per month.....	25 00
Nov.	30.	Paid G. W. Watson, for similar service during the month of November, 1865, at \$1,400 per annum.....	110 88
Nov.	30.	Paid R. M. Thomson, for similar service, same period, at \$25 per month.....	25 00
Nov.	30.	Paid A. S. Sloan, for services as clerk of the United States circuit court for the district of Wisconsin, in one case.....	19 14
Dec.	9.	Paid H. S. Moss, for services as attorney of the United States for the district of Minnesota, in two cases.....	60 80
Dec.	19.	Paid G. W. Watson, for services in preparing post-route maps during the month of December, 1865, at \$1,400 per annum.....	114 56
Dec.	19.	Paid R. M. Thomson, similar service, same period, at \$25 per month.	25 00
Dec.	19.	Paid C. F. S. Thomas, for hemp twine furnished December 15, 1865.	360 00

1866.

Jan.	19.	Paid A. J. Ballard, for services as clerk of the United States circuit court for the district of Kentucky, in seven cases.....	\$41 70
Jan.	22.	Paid W. J. Jones, for services as attorney of the United States district court for the district of Maryland, in two cases.....	20 00
Jan.	30.	Paid R. M. Thomson, for services in preparing post route maps during the month of January, 1866, at \$35 per month.....	35 00
Jan.	30.	Paid E. D. Boyd, for similar services from January 8 to 31, 1866, at \$1,200 per annum.....	74 75
Jan.	30.	Paid G. W. Watson, for similar services during the month of January, 1866, at \$1,400 per annum.....	117 12
Feb.	10.	Paid J. Disturnell, for 510 post office directories furnished the Post Office Department.....	510 00
Feb.	27.	Paid R. M. Thomson, for services in preparing post-route maps during the month of February, 1866, at \$35 per month.....	35 00
Feb.	27.	Paid G. W. Watson, for similar services, same period, at \$1,400 per annum.....	105 76
Feb.	27.	Paid E. D. Boyd, for similar service, same period, at \$1,200 per annum.....	91 00
March	2.	Paid R. B. Carnahan, for services as attorney of the United States for the western district of Pennsylvania, in five cases.....	85 00
March	2.	Paid O. Tower, for services as marshal of the United States for the western district of Michigan, in three cases.....	21 06
March	7.	Paid A. D. Griswold, for services as attorney of the United States for the western district of Michigan, in one case.....	10 00
March	13.	Paid J. Sproat, for jute twine furnished March 1, 1866.....	2,240 00
Mar.	20.	Paid D. Thurston, United States consul at Toronto, Canada, for amount paid George and W. B. Morphy as retaining fee to secure their professional services in recovering postage stamps of the value of \$10,500 in the case of the United States <i>vs.</i> Boyd and Arthurs.....	300 00
Mar.	30.	Paid R. M. Thomson, for services in preparing post-route maps during the month of March, 1866, at \$35 per month.....	35 00
April	2.	Paid E. D. Boyd, for similar services, same period, at \$1,400 per annum.....	117 12
April	6.	Paid J. H. Parrish, for services as clerk of the United States circuit court for the western district of Michigan, in one case.....	10 80
April	6.	Paid Bennet Pike, for services as attorney of the United States for the district of Missouri, in ten cases.....	220 00
April	6.	Paid S. C. McCandless, for services as clerk of the United States district court for the western district of Pennsylvania, in two cases.....	13 90
April	11.	Paid John Sprout, for jute twine furnished April 2, 1866.....	1,820 00
April	14.	Paid Joshua Tevis, for services as attorney of the United States for the district of Kentucky, in four cases.....	30 00
April	14.	Paid Dutcher and Conner, for services rendered in recovering mail bag containing valuable matter from the Muscatine river, in the State of Iowa.....	25 00
April	27.	Paid Fairbanks & Co., for letter-balances furnished April 1, 1866.....	1,450 00
April	27.	Paid C. F. S. Thomas, for hemp twine furnished in first and second quarters 1866.....	1,625 00
April	30.	Paid R. M. Thomson, for services in preparing post-route maps during the month of April, 1866, at \$35 per month.....	35 00
April	30.	Paid E. D. Boyd, for services in preparing post-route maps during the month of April, 1866, at \$1,400 per annum.....	112 08
May	19.	Paid Silas C. Seamen, for this sum, contained in a lost dead letter sent to Philadelphia, Pennsylvania.....	100 00
May	28.	Paid R. M. Thompson, for services in preparing post-route maps during the month of May, 1866, at \$35 per month.....	35 00
May	28.	Paid E. D. Boyd, for similar services, from May 1 to 18, 1866, at \$1,400 per annum.....	67 25
June	30.	Paid R. M. Thomson, for similar services, during the month of June, 1866, at \$35 per month.....	35 00
July	5.	Paid Alexander W. Randall, for expenses incurred in determining site for post office at Boston, Mass.....	53 00
July	7.	Paid W. A. Meriwether, for services as marshal of the United States for the district of Kentucky, in eleven cases.....	272 26
July	14.	Paid A. J. Ballard, for services as clerk of the United States circuit court for same district, in three cases.....	26 25
July	19.	Paid Calvin Baldwin, for services as attorney of the United States for the district of Iowa, in one case.....	20 00

July 19.	Paid C. C. P. Baldwin, for services as marshal of the United States for the district of Vermont, in two cases	\$29 40
July 26.	Paid B. H. Bristow, for services as attorney of the United States for the district of Kentucky, in one case	10 00
July 30.	Paid R. M. Thomson, for services in preparing post-route maps during July, 1866	35 00
July 31.	Paid Alexander Murdock, for services as marshal of the United States for the western district of Pennsylvania, in five cases	124 16
Aug. 10.	Paid C. F. S. Thomas, for hemp twine furnished in third quarter 1866	1,125 00
Aug. 13.	Paid W. H. Bradley, for services as clerk of the United States circuit court for the northern district of Illinois, in two cases	10 90
Aug. 13.	Paid P. P. Enos, for similar services in the United States district court for same district, in two cases	21 05
Aug. 13.	Paid W. G. Woodward, for services as clerk of the United States circuit court for the district of Iowa, in two cases	37 10
Aug. 31.	Paid R. M. Thomson, for services in preparing post-route maps during month of August, 1866	35 00
Sept. 19.	Paid W. J. Jones, for services as attorney of the United States for the district of Maryland, in two cases	20 00

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

Third quarter 1865	\$55,421 36
Fourth quarter 1865	75,385 94
First quarter 1866	75,546 52
Second quarter 1866	93,909 70
	300,263 52
Total miscellaneous payments	382,631 00

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1866.*

No. 6.—*Summary of principal labors.*

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

The number of accounts of late postmasters of the fiscal year requiring the final adjustment of their respective accounts	10,476
The number of accounts of late postmasters prior to July 1, 1865	31,426
The number of accounts of present postmasters	29,359
The number of quarterly accounts of postmasters adjusted, audited, and registered	80,813
The number of accounts of mail contractors audited and reported for payment	17,547
The number of accounts of postal clerks and route agents audited and reported for payment	7,800
The number of accounts of special agents audited and reported for payment ..	313
The number of accounts of special contractors and mail messengers audited and reported for payment	16,417
The number of miscellaneous accounts audited and reported for payment	84
The number of accounts of United States attorneys and marshals, and of clerks of United States courts, adjusted and reported for payment	26
The number of accounts for advertising audited and reported for payment	144
The number of suits instituted	162
The number of judgments obtained in favor of the United States	76
The number of collection orders issued to mail contractors	58,596
The number of collection drafts issued	10,212
The number of department drafts countersigned and registered	16,895
The number of department warrants countersigned and registered	3,788
The number of certificates of deposits made by postmasters with other postmasters examined and registered	3,292
The number of letters received	100,444
The number of letters prepared, recorded, and mailed	107,355

The number of folio-post pages of correspondence recorded in the collection letter-book	4,236
The number of pages recorded in miscellaneous book.....	880
The number of pages recorded in suit-book.....	280
The number of pages recorded in report letter-book.....	212
The number of accounts on the ledgers.....	65,985
The number of corrected quarterly accounts of postmasters re-examined, copied, restated, and mailed.....	19,723
The number of letter-carriers' accounts settled.....	3,200
The number of money-order accounts settled.....	22,891
The number of letters written and mailed relating to money-order affairs.....	436
Amount collected on drafts issued on late postmasters	\$479,895 38
Amount collected for internal revenue tax on postmasters' salaries, from October 1, 1862, to December 31, 1865.....	114,914 30
Amount collected on orders issued in favor of mail contractors.....	1,900,958 40
Amount collected on drafts issued on mail contractors.....	42,928 49
Amount collected from special and mail messenger offices.....	314,678 95
Amount collected by suit.....	23,466 76
Amount of deposits made by postmasters with other postmasters.....	425,437 03

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1866.

No. 7.—Statement showing balances due the United States from postmasters in the lately rebellious States, and the amount collected.

States.	Amount due in 1861.	Stamps since charged.	Total indebtedness.	Amount credited for stamps returned.	Am't collected by draft.	Am't in course of collection by suit.	Balance still due.
Alabama.....	\$41,003 86	\$41 36	\$41,045 22	\$472 77	\$18,658 94	\$4,046 92	\$17,866 59
Mississippi.....	34,124 41	.....	34,124 41	573 28	3,641 75	17,888 70	12,020 68
Louisiana.....	14,514 92	.....	14,514 92	.....	689 57	2,907 20	10,918 15
Texas.....	41,027 01	.....	41,027 01	5,298 59	2,207 98	4,575 99	28,944 45
Arkansas.....	13,351 97	.....	13,351 97	57 13	1,558 66	2,523 96	9,212 22
Tennessee.....	*49,930 44	863 58	50,794 02	2,767 89	17,881 22	24,418 10	5,726 81
Virginia.....	66,000 47	236 95	66,237 42	6,244 59	19,932 83	33,296 54	6,763 46
North Carolina.....	37,770 42	1,385 11	39,155 53	3,744 95	10,167 36	10,271 04	15,972 18
South Carolina.....	24,184 41	7 00	24,191 41	3,783 17	4,459 97	2,941 66	13,006 61
Georgia.....	*51,894 25	208 10	52,102 35	5,083 97	24,346 89	16,443 23	6,228 26
Florida.....	12,525 95	.....	12,525 95	1,065 84	1,675 39	6,312 09	3,472 63
Total.....	386,328 11	2,742 10	389,070 21	29,092 18	105,220 56	125,625 43	130,132 04

* The difference between these amounts and those stated in the last annual report is caused by including balances due from late postmasters at Atlanta, Ga., and Memphis, Tenn.

H. J. ANDERSON, Auditor

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1866.

No. 8.—*Statement showing the increase of revenues and incidental expenses in the lately rebellious States.*

States.	Third quarter 1865.		Fourth quarter 1865.		First quarter 1866.		Second quarter 1866.	
	Balance due U. S.	Incidental expenses.	Balance due U. S.	Incidental expenses.	Balance due U. S.	Incidental expenses.	Balance due U. S.	Incidental expenses.
Virginia	\$11,093 71	\$10,828 08	\$19,234 50	\$10,886 36	\$30,551 25	\$11,151 51	\$30,307 69	\$13,336 27
North Carolina	4,445 04	1,579 72	8,047 86	2,163 17	11,510 72	2,486 96	11,717 44	2,113 94
South Carolina	7,511 89	2,134 34	11,775 03	2,525 87	16,647 50	3,165 72	14,408 18	3,182 27
Georgia	2,847 93	1,532 14	24,121 11	4,191 40	28,668 47	6,433 26	27,118 62	6,949 82
Florida	1,247 28	99 62	1,408 70	398 76	2,254 21	246 59	3,846 28	247 28
Alabama	8,813 37	2,134 43	14,454 76	3,683 82	19,630 64	4,009 64	23,609 86	3,841 98
Mississippi	4,625 90	1,727 05	6,169 62	1,651 32	10,546 27	1,714 21	9,900 27	2,584 65
Louisiana	29,276 30	6,145 24	40,454 54	6,233 33	56,855 12	7,909 04	48,792 34	11,464 60
Texas	15 93	.....	4,333 81	1,925 50	15,632 00	3,687 21	16,199 07	4,176 21
Arkansas	3,415 40	1,604 23	3,522 55	1,615 91	2,884 82	1,218 92	3,265 33	1,457 92
Tennessee	34,057 13	12,231 05	26,138 16	11,433 82	31,264 25	11,726 43	28,342 80	11,921 59
Total	107,349 88	40,065 90	159,660 64	46,709 26	226,445 25	53,749 49	217,507 88	61,276 53

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1866.*

No. 8 a.—*Statement of the postal receipts and expenditures in the eleven States lately in rebellion, for the fiscal year ended June 30, 1866.*

States.	Gross revenue.	Compensation and incidental expenses.	Net revenue.	Paid for mail transportation.
Virginia	\$169,769 20	\$85,788 69	\$83,980 51	\$98,119 66
North Carolina	59,381 26	25,524 50	33,856 76	49,741 98
South Carolina	68,050 18	19,570 36	48,479 82	35,500 50
Georgia	115,441 26	34,006 76	81,434 50	23,309 30
Florida	16,312 62	8,001 30	8,311 32	1,940 40
Alabama	86,758 63	20,615 13	66,143 50	35,086 82
Mississippi	48,129 25	17,430 26	30,698 99	15,844 19
Arkansas	23,384 20	11,049 35	12,334 85	3,208 70
Tennessee	193,447 20	75,176 99	118,270 21	42,808 76
Louisiana	215,385 16	40,846 67	174,538 49	52,327 27
Texas	55,143 85	19,357 14	35,786 71	44,293 90
Total	1,051,202 81	357,367 15	693,835 66	402,181 48

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1866.*

No. 9.—Amount of letter postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1866.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$40,840 32	\$52,330 81	\$64,633 28	\$61,963 72	\$219,768 13
Canadian line.....	7,290 14	26,831 03	12,744 54	35,583 50	82,449 21
Miscellaneous line....	21,993 01	54,432 68	34,628 54	51,470 00	162,524 23
German Lloyd	3,237 22	8,153 05	6,030 83	8,963 26	26,384 36
Hamburg line.....	3,005 64	7,606 23	5,455 60	8,301 08	24,368 55
New York & Havre line	1,050 19	2,816 10	2,196 24	3,292 32	9,354 85
Baltimore & Liverpool Steamship Company	66 48	640 78	146 40	925 28	1,778 94
Total.....	77,483 00	152,810 68	125,835 43	170,499 16	526,628 27
Amount received	230,293 68	.....	296,334 59	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$676 46	\$120,998 92	\$87,060 29	\$52,472 20	\$261,207 87
Canadian line.....	.....	23,477 78	8,396 34	3,967 08	35,841 20
Miscellaneous line....	461 61	67,586 25	45,008 64	24,160 48	137,216 98
German Lloyd	422 81	27,418 11	18,607 57	16,421 97	62,870 46
Hamburg line.....	153 74	14,515 12	8,852 27	7,249 62	30,770 75
New York & Havre line	76 90	9,779 14	5,493 35	4,697 94	20,047 33
Baltimore & Liverpool Steamship Company.	.....	36 96	87 36	24 96	149 28
Total.....	1,791 52	263,812 28	173,505 82	108,994 25	548,103 87
Amount sent.....	439,109 62	.....	.....	108,994 25	.....

Amount collected in the United States..... \$669,403 30
 Amount collected in the United Kingdom..... 405,328 84

Total..... 1,074,732 14

Excess collected in the United States..... \$264,074 46
 Increase of postage over last fiscal year..... 35,310 88

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
 FOR THE POST OFFICE DEPARTMENT, October 31, 1866.

No. 10.—Amount of letter postage on Prussian mails received in and sent from the United States during the fiscal year ended June 30, 1866.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$14,624 89	\$41,057 28	\$8,044 52	\$22,229 75	\$85,956 44
Canadian line.....	29 30	188 78	9 24	23 80	251 12
Miscellaneous line....	4,479 30	20,802 21	2,053 52	3,811 34	31,146 37
German Lloyd.....	2,653 58	12,198 56	1,405 66	2,516 20	18,774 00
Hamburg line.....	2,267 69	10,942 17	1,082 76	2,126 79	16,419 41
New York and Havre line.....	906 15	4,783 57	429 44	765 72	6,884 88
Total.....	24,960 91	89,972 57	13,025 14	31,473 60	159,432 22
Amount received.....	114,933 48	.....	44,498 74	.....	.....

Sent.	Paid.	Paid distributed.	Paid Stamps.	Unpaid.	Total.
Cunard line.....	\$34,480 23	\$14,926 22	\$28,989 98	\$78,396 43
Canadian line.....
Miscellaneous line....	9,612 52	2,414 62	2,761 20	14,788 34
German Lloyd.....	15,038 78	3,288 53	3,813 68	22,140 99
Hamburg line.....	8,615 11	1,599 75	1,876 20	12,091 06
New York and Havre line.....	5,068 07	1,046 56	1,233 90	7,348 53
Total.....	72,814 71	23,275 68	38,674 96	134,765 35
Amount sent.....	\$96,090 39	.....	.....	38,674 96	.....

Amount collected in the United States.....	\$211,023 87
Amount collected in Prussia.....	83,173 70
Total	294,197 57

Excess collected in the United States.....	\$127,850 17
Increase of postage over last fiscal year.....	47,720 68

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No. 11.—Amount of letter postage on French mails received in and sent from the United States during the fiscal year ended June 30, 1866.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$11,122 22	\$10,834 68	\$14,210 12	\$17,135 39	\$53,302 41
Canadian line.....	2,056 57	3,335 00	2,744 21	4,382 60	12,518 38
Miscellaneous line....	3,291 15	5,159 49	4,852 76	5,850 08	19,153 48
German Lloyd.....	2,279 93	3,382 17	3,138 21	3,799 73	12,600 04
Hamburg line.....	2,118 47	3,175 83	2,994 53	3,456 90	11,745 73
French line.....	2,133 91	2,280 29	2,859 66	3,308 70	10,582 56
N. York & Havre line.	936 21	1,369 30	1,370 04	1,669 06	5,344 61
Total.....	23,938 46	29,536 76	32,169 53	39,602 46	125,247 21
Amount received.....	53,475 22	.....	71,771 99	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$306 42	\$20,097 73	\$19,577 56	\$22,064 49	\$62,046 20
Canadian line.....	.....	1,435 20	1,205 15	1,105 38	3,746 73
Miscellaneous line....	160 53	4,205 00	3,614 82	5,171 44	13,151 79
German Lloyd.....	178 05	6,226 66	5,642 99	8,829 04	20,876 74
Hamburg line.....	82 74	2,786 82	2,735 96	3,361 09	8,966 61
French line.....	.....	4,203 60	3,201 35	4,661 77	12,066 72
N. York & Havre line.	78 19	4,037 94	2,785 30	4,395 52	11,296 95
Total.....	805 93	42,992 95	38,763 13	49,589 73	132,151 74
Amount sent.....	82,562 01	.....	.....	49,589 73	.....

Amount collected in the United States.....	\$136,037 23
Amount collected in France.....	121,361 72
Total.....	<u>257,398 95</u>

Excess collected in the United States.....	\$14,675 51
Increase of postage over last fiscal year.....	<u>69,471 82</u>

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No. 12.—Amount of letter postage on Belgian mails received in and sent from the United States during the fiscal year ended June 30, 1866.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$865 08	\$451 04	\$1,078 92	\$868 86	\$3,263 90
Canadian line.....	124 74	115 56	162 27	256 59	659 16
Miscellaneous line....	545 13	368 28	594 81	531 35	2,039 57
German Lloyd	244 08	220 05	269 46	287 55	1,021 14
Hamburg line.....	215 73	151 20	206 55	229 77	803 25
N. York & Havre line.	72 09	71 01	93 05	93 15	329 30
Total.....	2,066 85	1,377 14	2,405 06	2,267 27	8,116 32
Amount received	3,443 99	.....	4,672 33	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$890 19	\$992 52	\$1,857 33	\$3,740 04
Canadian line.....	17 20	21 60	8 91	47 71
Miscellaneous line....	211 41	270 00	437 67	919 08
German Lloyd	379 35	378 27	738 18	1,495 80
Hamburg line.....	215 47	140 94	309 96	666 37
N. York & Havre line.	65 07	57 24	103 68	225 99
Total.....	1,778 69	1,860 57	3,455 73	7,094 99
Amount sent	\$3,639 26	.....	.....	3,455 73	.....

Amount collected in Belgium	\$8,128 06
Amount collected in the United States	7,083 25
Total.....	<u>15,211 31</u>
Excess collected in Belgium	\$1,044 81
Increase of postage over last fiscal year	<u>2,186 52</u>

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No. 13.—Amount of letter postage on Bremen mails received in and sent from the United States during the fiscal year ended June 30, 1866.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
German Lloyd.....	\$4,400 44	\$14,194 27	\$4,799 90	\$10,046 29	\$33,440 90
North American Lloyd.	172 79	885 82	209 90	639 00	1,907 51
Total.....	4,573 23	15,080 09	5,009 80	10,685 29	35,348 41
Amount received	19,653 32	.....	15,695 09	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
German Lloyd.....	\$137 40	\$34,969 87	\$17,523 35	\$10,570 25	\$63,200 87
North American Lloyd.....	.....	8,301 27	1,775 61	1,498 03	11,574 91
Total.....	137 40	43,271 14	19,298 96	12,068 28	74,775 78
Amount sent.....	62,707 50	.....	.....	12,068 28	.....

Amount collected in the United States \$82,360 82
 Amount collected in Bremen..... 27,763 37

Total..... 110,124 19

Excess collected in the United States..... \$54,597 45
 Increase of postage over last fiscal year..... 41,406 88

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No. 14.—*Amount of letter postage on Hamburg mails received in and sent from the United States during the fiscal year ended June 30, 1866.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg line.....	\$4,786 15	\$14,560 89	\$5,013 50	\$10,098 75	\$34,459 29
Amount received	19,347 04	.....	15,112 25	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg line.....	\$66 15	\$30,916 88	\$14,475 80	\$9,218 64	\$54,677 47
Amount sent.....	45,458 83	.....	.....	9,218 64	.....

Amount collected in the United States	\$64,805 87
Amount collected in Hamburg.....	24,330 89
Total.....	<u>89,136 76</u>

Excess collected in the United States.....	\$40,474 98
Increase of postage over last fiscal year	<u>22,689 06</u>

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No. 15.—*Number of letters and newspapers exchanged between the United States and the United Kingdom in British mails during the fiscal year ended June 30, 1866.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	954, 220	1, 071, 938	608, 240	699, 888
Canadian line	345, 501	145, 936	88, 472	60, 785
Miscellaneous line	690, 813	582, 194	228, 899	338, 288
German Lloyd	111, 912	260, 946	56, 532	245, 032
Hamburg line.....	102, 730	127, 579	45, 729	111, 028
New York and Havre line.....	40, 065	81, 150	34, 834	76, 472
Baltimore and Liverpool S. S. Co....	7, 450	622	.....	.....
Total.....	2, 252, 691	2, 270, 365	1, 062, 706	1, 531, 493
Increase over last fiscal year	487, 403	374, 988	120, 796
Decrease	167, 190

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No. 16.—*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, 1866.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	239, 507	265, 838	15, 722	52, 478
Canadian line.....	844	.....	40	.....
Miscellaneous line.....	103, 829	53, 594	7, 427	18, 775
German Lloyd	62, 767	81, 185	4, 780	29, 751
Hamburg line.....	53, 999	45, 518	4, 164	13, 968
New York and Havre line.....	22, 824	25, 741	1, 664	7, 970
Total.....	483, 770	471, 876	33, 797	122, 942
Increase over last fiscal year	77, 683	47, 322	7, 092
Decrease.....	16, 275

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No. 17.—*Number of letters and newspapers exchanged between the United States and France during the fiscal year ended June 30, 1866.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	322,748	391,269	39,524	155,287
Canadian line.....	73,422	18,381	15,246	6,631
Miscellaneous line.....	116,906	82,512	21,906	30,682
German Lloyd.....	77,575	130,657	15,863	4,046
Hamburg line.....	71,202	56,653	14,059	23,078
French line.....	60,648	79,646	9,341	24,671
New York and Havre line.....	32,910	70,713	7,229	22,973
Total.....	755,411	829,831	123,168	311,368
Increase over last fiscal year.....	224,032	202,788	22,356	41,211

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No. 18.—*Number of letters and newspapers exchanged between the United States and Belgium during the fiscal year ended June 30, 1866.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	12,452	13,843	8,227	3,323
Canadian line.....	2,441	178	783	247
Miscellaneous line.....	7,591	2,104	3,123	925
German Lloyd.....	3,881	5,540	1,805	1,646
Hamburg line.....	3,010	2,691	1,550	807
New York and Havre line.....	1,220	712	444	175
Total.....	30,595	25,068	15,932	7,123
Increase over last fiscal year.....	6,240	1,289	3,130	726

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No. 19.—*Number of letters and newspapers exchanged between the United States and Bremen during the fiscal year ended June 30, 1866.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
German Lloyd	280, 147	443, 882	20, 049	272, 135
North American Lloyd.....	15, 669	79, 112	727	80, 160
Total	255, 816	522, 994	20, 776	352, 295
Increase over last fiscal year.....	89, 639	203, 633	5, 331	79, 643

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No. 20.—*Number of letters and newspapers exchanged between the United States and Hamburg during the fiscal year ended June 30, 1866.*

Line.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Hamburg line	280, 901	385, 529	21, 257	225, 278
Increase over last fiscal year	96, 970	79, 333	6, 761
Decrease	74, 424

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No. 21—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to the West India islands during the fiscal year ended June 30, 1866.*

Name of line.	Letters.	Newspapers.	Postage on letters.
West India line:			
Received	338, 110	78, 545	\$45, 442 53
Sent	255, 327	122, 651	29, 147 56
Total	593, 437	201, 196	74, 590 09
Add newspaper postage, at 2 cents each			4, 023 92
Total postages			78, 614 01
Increase over last fiscal year	23, 694	10, 171	5, 571 16

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No. 22.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Panama during the fiscal year ended June 30, 1866.*

Name of line.	Letters.	Newspapers.	Postage on letters.
Pacific Mail Steamship Company:			
Received	70, 495	17, 429	\$12, 127 28
Sent	70, 008	88, 586	13, 130 22
Total	140, 503	106, 015	25, 257 50
Add newspaper postage, at 2 cents each			2, 120 30
Total postages			27, 377 80
Increase over last fiscal year	22, 158	3, 873	5, 219 91

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No. 23.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Mexico during the fiscal year ended June 30, 1866.*

Name of line.	Letters.	Newspapers.	Postage on letters.
American and Mexican Steamship Co.:			
Received	18,053	4,695	\$2,140 90
Sent	31,166	26,126	3,149 76
Total.....	49,219	30,821	5,290 66
Add newspaper postage at two cents each.....			616 42
Total postages			5,907 08

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No. 24.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Brazil during the fiscal year ended June 30, 1866.*

Name of line.	Letters.	Newspapers.	Postage on letters.
The United States and Brazil Mail Steamship Co.:			
Received	17,788	3,419	\$1,861 40
Sent	24,754	16,580	2,894 16
Total.....	42,542	19,999	4,755 56
Add newspaper postage at two cents each.....			399 98
Total postages.....			5,155 54

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No. 25.—*Statement of the amount of letter postage on the Nova Scotia and Prince Edward's Island mails received in and sent from the United States during the fiscal year ended June 30, 1866.*

Name of line.	Unpaid.	Unpaid distributed.	Paid distributed.	Paid stamps.
Nova Scotia line:				
Received.....	\$228 50	\$309 10		
Sent.....			\$1,445 21	\$1,039 81

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No. 26.—*Number of letters and newspapers exchanged between the United States and foreign countries during the fiscal year ended June 30, 1866.*

Countries.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Great Britain.....	2, 252, 691	2, 270, 365	1, 062, 706	1, 531, 493
Prussia.....	483, 770	471, 876	33, 797	122, 942
France.....	755, 411	829, 831	123, 168	311, 368
Belgium.....	30, 595	25, 068	15, 932	7, 123
Bremen.....	295, 816	522, 992	20, 776	352, 295
Hamburg.....	280, 901	385, 529	21, 257	225, 278
West Indies.....	338, 110	255, 327	78, 545	122, 651
Panama.....	70, 495	70, 008	17, 429	88, 586
Mexico.....	18, 053	31, 166	4, 695	26, 126
Brazil.....	17, 788	24, 754	3, 419	16, 580
Total.....	4, 543, 630	4, 886, 916	1, 381, 724	2, 804, 412
Increase over last fiscal year.....	1, 057, 284	971, 657	194, 902
Decrease.....	100, 881

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No. 27.—*Amount of postages on mails exchanged between the United States and the British provinces during the fiscal year ended June 30, 1866.*

Amount on unpaid received.....	\$39, 984 33	
Amount on paid received.....	113, 591 11	
		\$153, 575 44
Amount on unpaid sent.....	25, 866 69	
Amount on paid sent.....	148, 899 20	
		174, 765 89
Total.....		328, 341 33
Amount collected in the United States.....		188, 883 53
Amount collected in the British provinces.....		139, 457 80
Balance in favor of the United States.....		49, 425 73
Increase of postage as compared with last fiscal year.....		53, 144 27

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No. 28.—*Amount of postage on foreign dead letters sent from and returned to the United States.*

United Kingdom to the United States, year ended December 31, 1865.....	\$1, 455 26
Prussia to the United States, fiscal year ended June 30, 1866.....	278 20
Bremen to the United States, fiscal year ended June 30, 1866.....	29 31
Hamburg to the United States, fiscal year ended June 30, 1866.....	24 81
France to the United States, year ended December 31, 1865.....	348 34
Belgium to the United States, fiscal year ended June 30, 1866.....	19 40
United States to the United Kingdom, year ended December 31, 1865.....	5, 603 35

United States to Prussia, fiscal year ended June 30, 1866.....	\$1,398 31
United States to Bremen, fiscal year ended June 30, 1866.....	523 19
United States to Hamburg, fiscal year ended June 30, 1866.....	604 12
United States to France, year ended December 31, 1865.....	917 91
United States to Belgium, fiscal year ended June 30, 1866.....	19 25
Total.....	<u>11,221 45</u>

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Third quarter, 1865.....	\$1,061 21
Fourth quarter, 1865.....	1,051 23
First quarter, 1866.....	1,127 09
Second quarter, 1866.....	1,101 47
Total.....	<u>4,341 00</u>

Balances due the United States on the adjustment of accounts between the United States and Prussia during the fiscal year ended June 30, 1866.

Third quarter, 1865.....	\$1,631 28
Fourth quarter, 1865.....	1,863 81
First quarter, 1866.....	101 51
Second quarter, 1866.....	2,989 34
Total.....	<u>6,585 94</u>

Balances due Bremen on the adjustment of accounts between the United States and Bremen during the fiscal year ended June 30, 1866.

Third quarter, 1865.....	\$11,733 31
Fourth quarter, 1865.....	13,235 89½
First quarter, 1866.....	14,519 34½
Second quarter, 1866.....	16,918 24
Total.....	<u>56,406 79</u>

Balances due Hamburg on the adjustment of accounts between the United States and Hamburg during the fiscal year ended June 30, 1866.

Third quarter, 1865.....	\$13,855 64
Fourth quarter, 1865.....	12,596 31½
First quarter, 1866.....	16,451 94½
Second quarter, 1866.....	6,337 60
Total.....	<u>49,241 50</u>

Balances due the United Kingdom on the adjustment of accounts between the United States and the United Kingdom during the year ended December 31, 1865.

First quarter, 1865.....	\$37,146 91½
Second quarter, 1865.....	34,142 44
Third quarter, 1865.....	37,852 03
Fourth quarter, 1865.....	41,102 86½
Total.....	<u>150,244 25</u>

Balances due France on the adjustment of accounts between the United States and France during the year ended December 31, 1865.

First quarter, 1865.....	\$7,869 65
Second quarter, 1865.....	7,835 84
Third quarter, 1865.....	7,893 45
Fourth quarter, 1865.....	10,149 65
Total.....	<u>33,748 59</u>

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No. 30.—*Prussian closed mail account for the year ended December 31, 1865.*

Steamers.	Quarters.	Unpaid.	Paid.	News- papers.	Amount paid Great Brit'n.
MAILS RECEIVED.	1865.	Ounces.	Ounces.	Number.	
British packets.....	1st quarter	12,182	3,774	2,603	\$9,676 30
	2d quarter.....	16,094	5,067½	3,347	12,827 89
	3d quarter.....	16,596	6,430½	4,402	13,927 81
	4th quarter.....	16,984	6,396	3,757	14,134 04
	Total	61,856	21,668	14,109	50,566 04
American packets.....	1st quarter	16,376	5,184	3,637	4,448 94
	2d quarter	13,615	3,683	3,501	3,604 94
	3d quarter.....	13,276	4,438½	4,625	3,679 19¼
	4th quarter.....	14,603	5,351	4,226	4,107 08
	Total	57,870	18,656½	15,989	15,840 15¼
MAILS SENT.					
British packets.....	1st quarter	7,897	16,025	13,534	13,224 58
	2d quarter.....	7,145½	12,136	19,751	10,875 08¼
	3d quarter.....	7,898	14,279½	13,738	12,312 84¼
	4th quarter.....	7,684	15,473	13,478	12,811 18½
	Total	30,624½	57,913½	60,501	49,223 69¼
American packets.....	1st quarter	5,127½	15,187	21,788	3,231 44¼
	2d quarter.....	2,665½	13,177½	25,916	2,631 97
	3d quarter.....	3,218½	15,923¼	20,515	2,963 94¼
	4th quarter.....	2,726½	13,639	16,610	2,514 21¼
	Total	13,738	57,926¼	84,829	11,341 57¼

Total received.....	Ounces.	News-papers.
Total sent.....	160,050½	30,098
	160,202¼	145,330
Grand total.....	<u>320,253¼</u>	<u>175,428</u>

Total amount paid Great Britain, \$126,971 46.

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No. 31.—*Canadian closed mail account for the year ended December 31, 1865.*

Steamers.	Quarters.	RECEIVED.		SENT.		Amount received by the United States.
		Letters.	Newspap's.	Letters.	Newspap's.	
British packets...	1865.	<i>Ounces.</i>	<i>Number.</i>	<i>Ounces.</i>	<i>Number.</i>	
	1st quarter.	11,639 $\frac{1}{4}$	62,196	6,437 $\frac{1}{2}$	16,973	\$3,842 97 $\frac{1}{4}$
	2d quarter..	12,123 $\frac{1}{4}$	67,347	7,778 $\frac{1}{4}$	22,563	4,285 88 $\frac{3}{4}$
	3d quarter..	12,949 $\frac{1}{4}$	72,365	8,080	16,598	4,407 91 $\frac{3}{4}$
	4th quarter.	10,956 $\frac{1}{2}$	69,274	7,043 $\frac{1}{4}$	14,545	3,926 35
	Total....	47,668 $\frac{1}{4}$	271,182	29,339	70,679	16,463 12 $\frac{3}{4}$
American packets.	1st quarter.	194 $\frac{1}{2}$	120	237 $\frac{1}{2}$	244	234 08
	2d quarter..	120 $\frac{1}{4}$	34	73 $\frac{1}{4}$	52	103 30 $\frac{3}{4}$
	3d quarter..	89 $\frac{1}{2}$	27	56	9	77 10 $\frac{3}{4}$
	4th quarter.	150 $\frac{1}{2}$	34	82 $\frac{1}{2}$	71	124 42 $\frac{1}{2}$
	Total....	554 $\frac{3}{4}$	215	449 $\frac{1}{4}$	376	538 92

Total received.....	<i>Ounces.</i> 48,223	<i>Newspapers.</i> 270,397
Total sent.....	29,788 $\frac{1}{4}$	72,055
Grand total.....	78,011 $\frac{1}{4}$	342,452

Total amount received by the United States, \$17,002 04 $\frac{3}{4}$.

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No. 32.—*Honolulu and Vancouver's island closed mail account for the year ended December 31, 1865.*

Steamers.	RECEIVED.		SENT.		VIA PANAMA.		Fees on registered letters.	Amount received by the United States.
	Ounces of letters.	No. of news-papers.	Ounces of letters.	No. of news-papers.	Ounces of letters.	No. of news-papers.		
British steamers...	6,423 $\frac{3}{4}$	38,811	4,212	231	.....	.....	.....	\$2,110 31
American steamers.	2,646	30,999	5,380 $\frac{3}{4}$	197	7,237	6,846	78	8,491 53 $\frac{3}{4}$
Total.....	9,069 $\frac{3}{4}$	69,810	9,592 $\frac{3}{4}$	428	7,237	6,846	78	10,601 84 $\frac{3}{4}$

Total received and sent.....	<i>Ounces.</i> 25,899 $\frac{1}{2}$	<i>Newspapers.</i> 77,084
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Total amount received by the United States, \$10,601 84 $\frac{3}{4}$.

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1866.

No. 33.—*Belgian closed mail account for the year ended December 31, 1865.*

Cunard line.	RECEIVED.		SENT.		Amount paid G. Britain.
	Letters.	Newspap's.	Letters.	Newspap's.	
	<i>Ounces.</i>	<i>Number.</i>	<i>Ounces.</i>	<i>Number.</i>	
1st quarter.....	584½	1,314	908½	505	\$633 58
2d quarter.....	721¼	1,882	843½	792	679 38
3d quarter.....	1,010	1,921	996¾	682	854 76
4th quarter.....	1,068¾	1,830	1,076	708	908 66
Total.....	3,384½	6,947	3,824¾	2,687	3,076 38

Total received and sent..... *Ounces.* 7,209¼ *Newspapers.* 9,634

Total amount paid Great Britain, \$3,076 38.

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE POST OFFICE DEPARTMENT, *October 31, 1866.*

No. 34.—*Havana closed mail account for the year ended December 31, 1865*

Steamers.	Quarters.	RECEIVED.		Amount re- ceived by the U. States.
		Ounces.	Newspap's.	
British packets.....	1st quarter...	2,056	3,908	\$592 16
	2d quarter....	2,138¼	4,251	619 58¼
	3d quarter....	2,065¼	4,277	601 85¼
	4th quarter...	1,933	3,898	561 21
	Total.....	8,192½	16,334	2,374 80½
American packets.....	1st quarter...	695	1,008	471 91
	2d quarter....	743¼	921	501 53¼
	3d quarter....	643¼	1,070	439 51¼
	4th quarter...	616¼	1,739	435 34¼
	Total.....	2,697¾	4,738	1,848 29¾

Total received..... *Ounces.* 10,890¼ *Newspapers.* 21,072

Total amount received by the United States, \$4,223 10¼.

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE POST OFFICE DEPARTMENT, *October 31, 1866.*

No. 35.

Amounts reported as due the steamers of the Canadian line, being the sea postages paid for each quarter for services rendered during the fiscal year ended June 30, 1866.

Third quarter, 1865.....	\$16,238 77
Fourth quarter, 1865.....	18,544 73
First quarter, 1866.....	26,073 77
Second quarter, 1866.....	18,898 15
Total.....	<u>79,755 42</u>

Amounts reported as due the steamers of the German Lloyd, being the sea postages paid for each quarter, for services rendered during the fiscal year ended June 30, 1866.

Third quarter, 1865.....	\$26,740 49
Fourth quarter, 1865.....	22,693 90
First quarter, 1866.....	18,943 34
Second quarter, 1866.....	22,866 61
Total.....	<u>91,244 34</u>

Amounts reported as due the steamers of the Hamburg line, being the sea postages paid for each quarter, for services rendered during the fiscal year ended June 30, 1866.

Third quarter, 1865.....	\$13,578 95
Fourth quarter, 1865.....	17,129 14
First quarter, 1866.....	19,840 24
Fourth quarter, 1866.....	7,026 42
Total.....	<u>57,574 75</u>

Amounts reported as due the steamers of the Miscellaneous line, being the sea postages paid for each quarter, for services rendered during the fiscal year ended June 30, 1866.

Third quarter, 1865.....	\$61,407 98
Fourth quarter, 1865.....	57,281 73
First quarter, 1866.....	60,541 02
Second quarter, 1866.....	58,173 36
Total.....	<u>237,404 09</u>

Amounts reported as due the steamers of the New York and Havre line, being the United States postages paid for services rendered during the fiscal year ended June 30, 1866.

Fourth quarter, 1865.....	\$1,938 32
First quarter, 1866.....	21,830 03
Second quarter, 1866.....	25,394 30
Total.....	<u>49,162 65</u>

Amounts reported as due the steamers of the North American Lloyd, being the United States postages paid for services rendered during the fiscal year ended June 30, 1866.

First quarter, 1866.....	\$1,685 22
Second quarter, 1866.....	6,785 87
Total.....	<u>8,471 09</u>

Amounts reported as due the steamers of the Baltimore and Liverpool Steamship Company, being the United States postages paid for services rendered during the fiscal year ended June 30, 1866.

Second quarter, 1866.....	\$1,695 12
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Amounts reported as due the steamers of the Nova Scotia line, being one-half the United States postages paid for services rendered during the fiscal year ended June 30, 1866.

Third quarter, 1865.....	\$766 33
Fourth quarter, 1865.....	319 57
First quarter, 1866.....	125 72
Second quarter, 1866.....	299 71
Total.....	<u>1,511 33</u>

Amounts reported as due the West India mail steamers, being the amounts paid for services rendered during the fiscal year ended June 30, 1866.

Third quarter, 1865.....	\$11,790 59
Fourth quarter, 1865.....	13,927 33
First quarter, 1866.....	15,203 21
Second quarter, 1866.....	16,950 56
Total.....	<u>57,871 69</u>

Amounts reported as due the steamers of the South Pacific line, being the United States postages paid for services rendered during the fiscal year ended June 30, 1866.

Third quarter, 1865.....	\$3,806 00
Fourth quarter, 1865.....	3,936 47
First quarter, 1866.....	4,464 46
Second quarter, 1866.....	5,170 52
Total.....	<u>17,377 45</u>

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1866.

No. 36.—*Statement showing the transactions of the Money Order Office of the United States from July 1, 1865, to June 30, 1866.*

RECEIPTS.

Balance in hands of postmasters June 30, 1865.....	\$71,672 26
Amount received for money orders issued.....	3,977,259 28
Amount of fees received on same.....	35,799 98
Premium on drafts sold.....	3 08
Amount received on deposit and from drafts*.....	2,710,685 53
Amount due postmasters.....	111 88
Amount transferred from postage fund.....	251,995 94

DISBURSEMENTS.

Amount of money orders paid during year.....	\$3,851,839 49
Amount repaid at issuing offices.....	52,050 73
Amount transferred to postage fund.....	209,099 69
Amount deposited at first-class offices*.....	2,694,346 54
Amount paid late postmasters.....	15 04

EXPENSES.

Clerk-hire allowed by Postmaster General.....	\$14,910 50
Commissions allowed by law.....	11,432 49
Blank books for use of postmasters.....	59 18
Stationery for use of postmasters.....	1,165 41
Premium paid on exchange.....	25
Remittances lost in mail.....	533 00
Miscellaneous.....	563 44
	<u>28,664 27</u>
Balance due from late postmasters.....	86 72
Balance in hands of postmasters June 30, 1866.....	211,425 47
	<u>7,047,527 95</u>
	<u>7,047,527 95</u>

* The reason why the amount received on deposit exceeds the amount for which credit is taken is the fact that postmasters do not take credit for remittances until they receive the acknowledgment of the same.

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1866.

No. 37.—*Statement showing the condition of the money-order fund at the close of the fiscal year ended June 30, 1866.*

RESOURCES.

Balance of money-order funds in hands of postmasters June 30, 1866	\$211,425 47
Balance due from late postmasters	87 83

LIABILITIES.

Amount of money orders outstanding June 30, 1866	\$119,731 50	
Amount due postage fund	87,257 74	
Excess of amount remitted for deposit over amount for which credit was taken by postmasters	4,275 08	
Balance due postmasters \$170 20, less \$15 04 paid	155 16	
Amount of resources over liabilities	90 82	
	<u>211,513 30</u>	<u>211,513 30</u>

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1866.*